-	portation Office Page 1 of 13
	spection Record 2/3/2025
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.: 03	3468.*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
·	ws 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
<i>Email:</i> ckp@sgj-airport.com	Thone. (304) 203-0030
Owner Representative: Courtney Pittman	Facility Manager: Courtney Pittman
Address: 4796 US Hwy 1 N	Address: 4796 US Hwy 1 N
Muress. 4790 05 Hwy I W	<i>Autress.</i> 4770 05 hwy 110
City: St Augustine State: FL ZIP: 32095	City: St Augustine State: FL ZIP: 32095
Email: ckp@sgj-airport.com	Email: ckp@sgj-airport.com
Acuseo (Q Desidential timente No	Pagager C.C.
Acreage: 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 ALL / ALL / 0600-2200	Segmented Circle: Yes Lighted: No
	Facility Website: https://www.flynf.com/
	Ask in any new facility aerials/photos are available
Based Aircraft	
Year: 2012 Single Engine: 200 Jet Engin	-
Source: Manager Multi Engine: 28 Helicopt	er: 11 Military: 12 Seaplane:
Total Based Aircraft:	
Annual Operations	
Year: 2012 Air Carrier:	<i>Air Taxi:</i> 5,831 <i>GA Local:</i> 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: X GNV	Clearance Delivery:
FSS on Airport: X No	Ground Control: X 121.175
Toll Free: (800) WX-BRIEF	Control Tower: X 127.625
VorTac: X SGJ 109.4 at field	Approach Control: X 120.750
AWOS/ASOS: X 119.625	Unicom: X 122.950
Instrument Approach: I ILS, LOC/DME, LPV, LNAV/VNAV,	ATIS: X 119.625
LNAV	CTAF: X 127.625

Public Transportation Office

http://www.florida-av	iation-database.com	Airport Inspection Record	2/3/2025
Facility Name:	Northeast Florida Regional Airport		Inspection Date: 10/23/2024
Facility Type:	Airport	Status: Active	Inspector: FAA Southern Region - Rogers
Services			
Fuel:		Airframe:	
A	x	Major	X
A1		Minor	X
A1+		Power Plant:	
В		Major	x
B+		Minor	X
Diesel		Other Services:	
E85		Aerial Surveying	
G100UL		Air Ambulance	X
Mogas		Air Freight	
SAF		Aircraft Rental	X
UL102		Aircraft Sales	
80		Avionics	X
85UL		Beaching Gear	\Box
87		Car Rental	
91/96		Cargo	
91/96UL		Courtesy Car	
100		Charter	X
100LL	x	Crop Dusting	
100VLL		Glider	
115		Glider Towing	
Bottle Oxygen:		Instruction	X
High	X	Internet	X
Low	x	Lodging	X 3 miles
Bulk Oxygen:		Parachute Jumping A	Area
High		Restaurant	X
Low		Restrooms	x
Transient Storage		Taxi	X X X
Buoy		Telephone	x
Buoy Hangar		•	
Tie Downs	X		
The Downs			

Page 2 of 13 2/3/2025

Public Transportation Office

http://www.florida-av	iation-database.com	Airport I	nspection Record		2/3/2025
Facility Name:	Northeast Florida Re	egional Airport		Inspection Date: 10/23/20	24
Facility Type:	Airport	Status	s: Active	Inspector: FAA Southern R	egion - Rogers
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** Height Distance Direction Controllin Displacement Controlling Marked/ Close-in From From Above g Slope Obstruction Distance Obstruction Lighted Runway Runway Runway End 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 195 ft TREES 1.345 ft **Before Runway End** 75 ft L No 20:1 76 ft **Runway 20** VGSI REIL Approach Latitude Longitude Source Slope Marking Rt Traffic 50:1 29° 57' 40.20 BSC-G NONE 20 81° 20' 17.14 Surveyed N No No **Obstruction Data** Controllin Height Distance Direction Above From From g Close-in Displacement Controlling Marked/ Runway End Offset Runway Runway Distance Slope Obstruction Obstruction Lighted 50:1 NONE Primary Surface No Runway End Marked Displaced Threshold Required Displaced Threshold Primary Surface and Safety Area Distance Direction Survey/ Fixed by Aeronatical from from **Object** Latitutude Longitude Height Function Frangible Marked Determination Study Estimate Centerline Centerline Runway ID Status Dimension Surface Condition Lights MIRL 06/24 2,701 x 60 Existing Asph Fair Comments:

Page 3 of 13

Public Transportation Office Airport Inspection Record

http://www.florida-aviation-database.com	Airport Inspection Record			2/3/2025
Facility Name: Northeast Florida	tegional Airport	Inspection Da	ate: 10/23/2024	
Facility Type: Airport	Status: Active	Inspector: I	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.

					Runv	way 06							
	Latitude	e	Longitude	Source	Sle	ope	Marking	VG	SI	REIL	Rt Traffic	Approach	
06	29° 57'	14.34	81° 20' 28.60	Surveyed	1	6:1	BSC-G	P21	L	No	No	NONE	
				C	Obstructio	n Data							
			Close-in Obstruction	Displacemen Distance		Controlling Obstruction			Distance From Runway		Direction From Runway End	Contr g ! Off.	
Primary	, Surface		No		16:1	TREES		53 ft	1,055 ft	Be	fore Runway l	End 145	ft R
Runway	End		No		20:1	TREES		53 ft	1,055 ft	Be	fore Runway I	End 145	ft R
Marked	Displaced	d Threshold	d										
Require	d Displac	ed Thresho	old										
					Run	way 24							
	Latitude	2	Longitude	Source	Sle	ope	Marking	VG	SI	REIL	Rt Traffic	Approach	
24	29° 57'	26.94	81° 20' 01.53	Surveyed	5	0:1	BSC-G	Ν		No	No	NONE	
				C	Obstructio	n Data							
			Close-in Obstruction	Displacemen Distance		Controlling Obstruction		Height Above Runway	Distance From Runway		Direction From Runway End	Contr g Off	
Primary Runway	, Surface End		No		50:1	NONE							
Marked	Displaced	d Threshold	d										
Require	d Displac	ed Thresho	old										
					Primary S	Surface and S	Safety Are	ea					
Obje	ect	Latitutude	e Longitude	Survey/	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Mark	Aeronatic ked Study	cal Determin	nation
Run	way ID	Stat	tus	Dimen	sion		Surface	9	Cond	dition		Lights	
12W	/30W	Exis	ting	5,000 x	1,000		Water						
					Comme	ents:							
RWY 12 FAR 77	2W ' Category	y 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. Page 4 of 13

Public Transportation Office

ttp://www	v.florida-avia	ation-databa	se.com			ort Inspecti						Page 5 o 2/3/2
acility	Name:	Northea	st Florida Regiona	al Airport	-			Insp	ection Da	ate:	10/23/2024	
acility	Type:	Airport				Status: Act	tive	Insp	ector:	FAA S	outhern Regior	- Rogers
					Runw	ay 12W						
	Latitude		Longitude	Source	Sle	ope	Marking	VG	SI	REIL	Rt Traffic	Approach
2W	29° 57' 5	0.15	81° 19' 43.24	Estimated			None-			No	No	
				C	Obstructio	n Data						
								Height	Distance		Direction	Controllin
			Close-in	Displacemen		Controlling			From		From	g
			Obstruction	Distance	Slope	Obstruction	Lighted	Runway	Runway		Runway End	Offset
imary S	Surface		No			NONE		0 ft	0 ft			0 ft
nway I	End											
arked L	Displaced	Threshola	l									
quired	Displaced	d Thresho	ld									
					Runv	vay 30W						
	Latitude		Longitude	Source	Sle	ope	Marking	VG	SI	REIL	Rt Traffic	Approach
)W	29° 57' 2	1.18	81° 18' 57.19	Estimated			None-			No	No	
				C	Obstructio	n Data						
								Height	Distance		Direction	Controllin
			Close-in	Displacemen	t	Controlling	Marked/	Above	From		From	g
			Obstruction	Distance	Slope	Obstruction	Lighted	Runway	Runway		Runway End	Offset
mary S	Surface		No			NONE		0 ft	0 ft			0 ft
nway I	End											
irked L	Displaced	Threshola	l									
quired	Displaced	d Thresho	ld									
					-	Surface and S	Safety Are	ea				
				Survey/	Distance from	Direction from		Fixed by			Aeronatica	1
Objec	et l	Latitutude	Longitude	2	5	jrom Centerline	Height	Function	Frangible	Mark		Determination
5			0		comer une	Semer une	U		0		~~~~~)	
Runw	ay ID	Stat	us	Dimen	sion		Surface	•	Cond	dition	L	₋ights
		Exis	ting	8,001 x	150		Asph		Good	1	1	HIRL
13/31		LAIS	ung	-)			-					

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. Page 5 of 13

Public Transportation Office

1.4						ort Inspecti						P	age 6 of 2/3/20
	<i>v.florida-avi</i> v Name:		ase.com 1st Florida Region	al Airport	Апр	ort inspecti	on Record		ection Da	ate:	10/23/2024		2/3/20
Facility		Airport				Status: Act	tive				uthern Regio	n - Rogers	
		1				way 13							
	Latitude		Longitude	Source		ope	Marking	VG	\$7	REIL	Rt Traffic	Approach	
13	29° 58' 0	2 72	81° 21' 2.57	Surveyed		0;1	PIR-P	V 01 V41		No	No	NONE	
15	29 38 0	2.12	01 21 2.57	-			1 111	V 41		110	110	NONE	
				(Obstructio	on Data			D			a i	11.
			Close-in	Displacemen	nt	Controlling	Marked	Height Above	Distance From		Direction From	Contr	
			Obstruction	-		<i>Obstruction</i>		Runway	Runway		Runway End	g Off:	
wine am	Sunface		Yes		0:1	ROAD		15 ft	200 ft	Dof			ft R
unway I	Surface End		Yes		0:1	FENCE		15 ft	200 ft		ore Runway I ore Runway I		ft R
-	Displaced	Threshol		1,056 ft	34:1	FENCE TREES		44 ft	420 ft		ore Runway I		ft R
	Displaced Displaced			1,050 It	54.1	INLES		44 IU	420 I t	Den	ne Runway I	2nu 525	n n
equireu	Dispidee	u inconc	<i></i>		Due								
	Latitude		Longitude	Source		way 31	Marking	VG	S1	REIL	Rt Traffic	Approach	
51	29° 57' 1	5 81	81° 19' 49.27	Source		50:1	PIR-P	P4I		No	No	MALSR	
)1	29 37 1	3.01	01 19 49.27	-			1 111	1 41	_	110	110	WIALSK	
				(Obstructio	on Data		TT 1 1	D		D	G	
				D: 1		G		Height Above	Distance From		Direction From	Contr	
			Close-in Obstruction	Displacemen Distance	it Slope	Controlling Obstruction		Runway	Runway		Runway End	g Off:	
rimary	Surface		No		50:1	NONE				Rofe	ore Runway I	Ind	
unway i	-		110		50.1	NONE				Den	ne Runway I	Silu	
-	Displaced	Threshol	d No	806 ft	50:1	NONE				Bef	ore Runway I	End	
	Displace												
1	1				Primary S	Surface and S	Safety Are	ea					
				~ .	Distance	Direction							
Objec	ot	Latitutude	e Longitude	Survey/ Estimate	from	from	Height	Fixed by Function	Frangihle	Marka	Aeronatics ed Study	al Determir	nation
-			-			e Centerline					a suuy	Determi	ianon
ROA		° 58' 00.8		Estimated	150 ft	S	15 ft	No	No	No			
FENC	CE 29	° 58' 00.6	4 81° 21' 03.46	Estimated	190 ft	S	6 ft	No	No	No			
TREE	ES 29	° 57' 59.8	85 81° 21' 06.76	Estimated	400 ft	S	40 ft	No	No	No			
RR	29	° 57' 59.8	2 81° 21' 05.53	Estimated	325 ft	S	23 ft	No	No	No			
SEAWA	ALL 29	° 57' 14.5	52 81° 19' 47.25	Estimated	0 ft	SE		No	No	No			
Runw	vay ID	Sta	tus	Dimer	nsion		Surface)	Cond	dition		Lights	
17W/3	35W	Exis	sting	12,000	x 1,000		Water						
					Comme	ents:							

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. Page 6 of 13

State of Florida Department of Transportation Public Transportation Office

acility		ortheast F		1		ort Inspecti						
acility			ioriua Regiona	al Airport				Insp	ection Da	ate:	10/23/2024	
	/ Type: Ai	irport			;	Status: Act	tive	Insp	ector:	FAA S	outhern Region	- Rogers
					Runw	ay 17W						
	Latitude	Loi	ngitude	Source			Marking	VG_{*}	SI	REIL	Rt Traffic	Approach
7W	29° 57' 17.8	6 81°	18' 52.29	Estimated			None-			No	No	
				(Obstructio	n Data						
			Close-in Obstruction	Displacemen Distance		Controlling Obstruction			Distance From Runway		Direction From Runway End	Controllin g Offset
rimary ,	Surface		No			NONE		0 ft	0 ft			0 ft
ınway İ	End											
arked I	Displaced Th	reshold										
2quired	l Displaced T	hreshold										
					Runv	vay 35W						
	Latitude		ngitude	Source	Sle	ope	Marking	VG_{*}	SI	REIL	Rt Traffic	Approach
5W	29° 55' 21.8	9 81°	18' 22.39	Estimated			None-			No	No	
				(Obstructio	n Data						
								Height	Distance	2	Direction	Controllin
			Close-in Obstruction	Displacemen Distance		Controlling Obstruction		-	From Runway		From Runway End	g Offset
	G (Distance	Siope		Ligniea				Itanin'ay Ena	
	Surface End		No			NONE		0 ft	0 ft			0 ft
inway I arkad I	Ena Displaced Th	rashold			_							
	l Displaced Th											
1					Primary S	Surface and S	Safety Are	ea				
				Survey/	Distance from	Direction from		Fixed by			Aeronatica	l
Objec	ct Lat	itutude	Longitude	Estimate	Centerline	Centerline	Height	Function	Frangible	Mark	xed Study	Determination
Runw	vay ID	Status		Dimen	ision		Surface	9	Con	dition	L	.ights
18W/3	36W	Existing	Ş	12,000	x 500		Water					
					Comme	ents:						

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.

re 7 of 13 D,

Public Transportation Office

http://ww	w.florida-avia	ation-databa	ise com			sportation Offic				Page 8 of 1 2/3/202
	y Name:		st Florida Regiona	l Airport	port 1			ection Date	: 10/23/2024	
Facilit	у Туре:	Airport			Status	s: Active	Insp	ector: FA	A Southern Region	ı - Rogers
					Runway 18V	N				
	Latitude		Longitude	Source	Slope	Marking	VG	SI RI	EIL Rt Traffic	Approach
18W	29° 59' 43	3.45	81° 19' 48.91	Estimated		None-		N	o No	
				0	bstruction Data	a				
							Height	Distance	Direction	Controllin
			Close-in Obstruction	Displacement Distance		rolling Marked uction Lighted		From	From Burrow Find	g
				Distunce			2	Runway	Runway End	Offset
	Surface		No		NC	ONE	0 ft	0 ft		0 ft
unway		TI 11	1							
	Displaced d Displaced									
equire	i Dispideel	i inicsno	14		Runway 36	W				
	Latitude		Longitude	Source	Slope	Marking	VG	SI RI	EIL Rt Traffic	Approach
36W	29° 57' 4		81° 19' 46.42	Estimated	~	None-	,	N		- FF · · · · · ·
				0	bstruction Data	a				
				0	bott uction Dut	•	Height	Distance	Direction	Controllin
			Close-in	Displacement	Contr	rolling Marked		From	From	g
			Obstruction	Distance	Slope Obstr	uction Lighted	Runway	Runway	Runway End	Offset
rimary	Surface		No		NC	ONE	0 ft	0 ft		0 ft
lunway	End									
	Displaced									
equire	d Displaced	d Thresho	old	p	Primary Surfac	e and Safety Ar	A9			
						ection	ca			
				Survey/		om	Fixed by		Aeronatica	
Obje	ect 1	Latitutude	Longitude	Estimate C	Centerline Cent	erline Height	Function	Frangible N	Marked Study	Determination
Ins	trument A	Approac	h							
	13/31	ĩ	Гуре	Α	В		С	D	Ε	
	13]	LNAV	1.00 Mile	es 1.00 N	files 1.25	Miles	1.50 Miles		
	13	1	LNAV/VNAV	1.25 Mile	es 1.25 N	Iiles1.25	Miles	1.25 Miles		
	13		LPV	1.25 Mile			Miles	1.25 Miles		
	31		ILS	0.50 Mile			Miles	0.50 Miles		
	31]	LNAV	0.50 Mile	es 0.50 N		Miles	1.00 Miles		
	31		LOC/DME	0.50 Mile			Miles	1.00 Miles		
		1	LOC/DME LPV LNAV/VNAV	0.50 Mile 0.50 Mile 0.50 Mile	es 0.50 N	files 0.50	Miles Miles Miles	 1.00 Miles 0.50 Miles 0.50 Miles 		

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http://www.fouida	-aviation-database.				ansportation Office Inspection Record				Page 9 of 13 2/3/2025
<u> </u>	e: Northeast		ional Airport	Anport	inspection Record	Inspection I	Date:	10/23/2024	21512025
Facility Type				Stat	us: Active	Inspector:		Southern Region - Roger	S
Declared I	Distances								
Runway		TORA	TODA	ASDA	LDA				
02		2,610	2,610	2,610	2,610				
20		2,610	2,610	2,610	2,610				
Runway	06/24	TORA	TODA	ASDA	LDA				
06		2,701	2,701	2,701	2,701				
24		2,701	2,701	2,701	2,701				
Runway	12W/30W	TORA	TODA	ASDA	LDA				
12W									
30W									
Runway	13/31	TORA	TODA	ASDA	LDA				
13		8,001	8,001	7,202	6,144				
31		8,001	8,001	6,730	5,925				
Runway	17W/35W	TORA	TODA	ASDA	LDA				
17W									
35W									
Runway	18W/36W	TORA	TODA	ASDA	LDA				
18W									
36W									

Public Transportation Office

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http://www.florida-avia	ation-database.com	Α	irport Insp	pection Record			2/3/2025
Facility Name:	Northeast Florida Regional	l Airport			Inspection Dat	te: 10/23/2024	
Facility Type:	Airport		Status:	Active	Inspector: F	AA Southern Region - Rogers	
Deficiencies	;						
Inspection Da	te 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

lencies	
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 ³ / ₄ 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.
gated Deficienc	ies
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.

Public Transportation Office

http://www.florida-aviation-database.com			Airport Inspection Record			-	Page 11 of 1. 2/3/202:	
Facility Name: Facility Type:	Northe Airpor	ast Florida Regional Airport t	Status:	Active	Inspection Inspector:		10/23/2024 Southern Region - Rogers	
		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 1,0)56 feet.					
Rwy End	d: 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 t centerline penetrates the primary surf			n end of Runway 13,	320 feet	to 500 feet right of	
		Trees 200 feet before to 90 feet after penetrates the primary surface of Run		nd of Runway	v 13, 385 feet to 500 f	feet righ	t of centerline	
		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 Mo the Runway 13/31 ROFAs.	dification of St	andards (MO	S) for traverseways a	and obje	ets located inside	
		Declared distances have been established	shed for Runwa	ay 13/31.				
Rwy End	1: 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.					afety area shall have a	
		Seawall and/or shoreline 220 feet bef the Runway Safety Area of Runway	11	ch end of Run	way 31, on runway c	centerlin	e is located inside	
		Declared distances have been established	shed for Runwa	ay 13/31.				

Public Transportation Office

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http://www.florida-aviation-database.com			Airport Inspection Record		2/3/2025
Facility Na	me: Northeast Flori	da Regional Airport		Inspection Date: 10/23/2024	
Facility Ty	pe: Airport		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 Airport Inspection Record

http://www.florida-aviation-database.com	Airport Inspection Record	2/3/2025
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: