

<b>Facility Name:</b> Flagler Executive Airport		<b>Inspection Date:</b> 2/11/2025	
<b>Facility Type:</b> Airport		<b>Status:</b> Active	
<b>Location ID:</b> FIN		<b>Inspector:</b> Jim Durwin	
<b>6.00 Miles S of Palm Coast</b>		<b>FDOT District:</b> 5	
<b>ARP Latitude:</b> 29° 27' 54.5439		<b>County:</b> Flagler	
<b>Source:</b> Estimated		<b>Ownership:</b> Public	
<b>ARP Longitude:</b> 81° 12' 27.5337		<b>Use:</b> Public	
<b>Elevation:</b> 33.1		<b>Sectional Chart:</b> JACKSONVILLE	
<b>Source:</b> Surveyed			

Note: Primary contact shows below with a background.

<b>Facility Owner:</b> Flagler County		<b>Facility Physical Address</b>	
<b>Address:</b> 1769 E Moody Blvd		<b>Address:</b> 201 Airport Rd	
<b>Bldg 2, Ste 302</b>			
<b>City:</b> Bunnell		<b>City:</b> Palm Coast	
<b>State:</b> FL		<b>State:</b> FL	
<b>ZIP:</b> 32110		<b>ZIP:</b> 32164	
<b>Phone:</b> (386) 313-4220		<b>Phone:</b> (386) 313-4220	
<b>Fax:</b> (386) 437-7459			
<b>Email:</b> rsieger@flaglercounty.gov			
<b>Owner Representative:</b> Heidi Petito		<b>Facility Manager:</b> Roy Sieger	
<b>Address:</b> 1769 E. Moody Blvd.		<b>Address:</b> 201 Airport Rd	
<b>Bldg. 2</b>			
<b>City:</b> Bunnell		<b>City:</b> Palm Coast	
<b>State:</b> FL		<b>State:</b> FL	
<b>ZIP:</b> 32110		<b>ZIP:</b> 32164-2403	
<b>Phone:</b> (386) 313-4125		<b>Phone:</b> (386) 313-4220	
<b>Email:</b> hpetito@flaglercounty.gov		<b>Email:</b> rsieger@flaglercounty.gov	

<b>Acreeage:</b> 1,465		<b>Residential Airpark:</b> No	
<b>Section:</b> 07		<b>Beacon:</b> C-G	
<b>Township:</b> 12S		<b>Wind Indicator:</b> Yes	
<b>Range:</b> 31E		<b>Lighted:</b> Yes	
<b>Lighting Schedule:</b> Sunset to Sunrise		<b>Notes:</b>	
<b>Attendance Schedule:</b> Month/Day/Hour		<b>Segmented Circle:</b> Yes	
<b>ALL / MON-SAT / 0700-1800</b>		<b>Lighted:</b> No	
<b>ALL / SUN / 0800-1500</b>		<b>Facility Website:</b> <a href="https://www.flaglercounty.org/departments/airport">https://www.flaglercounty.org/departments/airport</a>	
		<b>Ask in any new facility aerals/photos are available</b>	

<b>Based Aircraft</b>			
<b>Year:</b> 2010	<b>Single Engine:</b> 60	<b>Jet Engine:</b> 2	<b>Glider:</b> 1
<b>Source:</b> Inspector	<b>Multi Engine:</b> 7	<b>Helicopter:</b> 2	<b>Military:</b> 1
<b>Total Based Aircraft:</b>			

<b>Annual Operations</b>			
<b>Year:</b>	<b>Air Carrier:</b>	<b>Air Taxi:</b>	<b>GA Local:</b>
<b>End Date:</b>	<b>Commuter:</b>	<b>Military:</b>	<b>GA Itinerant:</b>
<b>Total Annual Operations:</b>			

FAR 139 Certificated

<b>FAA NavCom</b>			
<b>FSS ID:</b>	<input checked="" type="checkbox"/> GNV	<b>Clearance Delivery:</b>	<input checked="" type="checkbox"/> 121.750
<b>FSS on Airport:</b>	<input checked="" type="checkbox"/> No	<b>Ground Control:</b>	<input checked="" type="checkbox"/> 121.750
<b>Toll Free:</b>	<input checked="" type="checkbox"/> (800) WX-BRIEF	<b>Control Tower:</b>	<input checked="" type="checkbox"/> 118.950
<b>VorTac:</b>	<input checked="" type="checkbox"/> OMN 112.6 333d/11 nm	<b>Approach Control:</b>	<input checked="" type="checkbox"/> 125.800
<b>AWOS/ASOS:</b>	<input checked="" type="checkbox"/> 128.325	<b>Unicom:</b>	<input checked="" type="checkbox"/> 123.000
<b>Instrument Approach:</b>	<input checked="" type="checkbox"/> LPV, LNAV/VNAV, LNAV, LP	<b>ATIS:</b>	<input checked="" type="checkbox"/> 128.325
		<b>CTAF:</b>	<input checked="" type="checkbox"/> 118.950

Facility Name: Flagler Executive Airport

Inspection Date: 2/11/2025

Facility Type: Airport

Status: Active

Inspector: Jim Durwin

## 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 type="checkbox"/>
Low	<input type="checkbox"/>

## Bulk Oxygen:

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

## Transient Storage:

Buoy	<input type="checkbox"/>
Hangar	<input 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 type="checkbox"/>
Air Freight	<input type="checkbox"/>
Aircraft Rental	<input checked="" type="checkbox"/>
Aircraft Sales	<input type="checkbox"/>
Avionics	<input 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"/> 1 mile
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input checked="" type="checkbox"/> On-Field
Restrooms	<input checked="" type="checkbox"/>
Taxi	<input checked="" type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>

Facility Name: Flagler Executive Airport

Inspection Date: 2/11/2025

Facility Type: Airport

Status: Active

Inspector: Jim Durwin

Runway ID	Status	Dimension	Surface	Condition	Lights
06/24	Existing	5,001 x 100	Asph	Excellent	MIRL

Comments:

RWY 06

FAR 77 Category D.

RWY 24

FAR 77 Category C.

Approach ratio required is RWY 06 34:1 and RWY 24 34:1.

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 06

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
06	29° 27' 38	81° 12' 43	Surveyed	0:1	NPI-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	Yes		0:1	BRUSH		15 ft	200 ft	Before Runway End	277 ft L
Runway End	Yes		36:1	TREES		87 ft	3,120 ft	Before Runway End	0 ft Both

Marked Displaced Threshold

Required Displaced Threshold

## Runway 24

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
24	29° 28' 6	81° 12' 0	Surveyed	20:1	NPI-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		20:1	TREES		57 ft	1,325 ft	Before Runway End	130 ft L
Runway End	No		23:1	TREES		57 ft	1,325 ft	Before Runway End	130 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	613 ft	34:1	TREES		57 ft	1,325 ft	Before Runway End	130 ft L

## 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
BRUSH	29° 27' 41.79	81° 12' 47.42	Estimated	277 ft	NW	15 ft	No	No	No		
BRUSH	29° 27' 34.48	81° 12' 41.85	Estimated	290 ft	SE	5 ft	No	No	No		

Runway ID	Status	Dimension	Surface	Condition	Lights
11/29	Existing	5,500 x 100	Asph	Excellent	MIRL

Comments:

Facility Name: Flagler Executive Airport

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Inspector: Jim Durwin

**RWY 11**

FAR 77 Category C.

**RWY 29**

FAR 77 Category C.

Approach ratio required is RWY 11 34:1 and RWY 29 34:1.

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

**Runway 11**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
11	29° 28' 13.1722	81° 12' 45.8610	Surveyed	34:1	NPI-F	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		34:1	TREES		58 ft	2,160 ft	Before Runway End	250 ft R

Runway End

Marked Displaced Threshold

Required Displaced Threshold

**Runway 29**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
29	29° 27' 58.5141	81° 11' 45.9355	Surveyed	30:1	NPI-F	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		30:1	TREES		69 ft	2,324 ft	Before Runway End	250 ft R
Runway End	No		34:1	TREES		69 ft	2,324 ft	Before Runway End	250 ft R

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

18W/36W

Existing

3,001 x 500

Water

Comments:

**RWY 18W**

FAR 77 Category A(V).

**RWY 36W**

FAR 77 Category A(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 18W

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18W	29° 27' 51.17	81° 13' 02.77	Estimated				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
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Primary Surface

Runway End

Marked Displaced Threshold

Required Displaced Threshold

## Runway 36W

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36W	29° 27' 22.82	81° 12' 59.83	Estimated				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
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Primary Surface

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

06/24	Type	A	B	C	D	E
06	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
06	LNAV/VNAV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
06	LPV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
24	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
24	LP	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	

  

11/29	Type	A	B	C	D	E
11	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
11	LP	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
29	LP	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
29	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	

Facility Name: Flagler Executive Airport

Inspection Date: 2/11/2025

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Status: Active

Inspector: Jim Durwin

## Deficiencies

Inspection Date 2/11/25

Next Inspection 2/28/26

## Mitigated Deficiencies

Rwy End: 06 In accordance with Chapter 14-60.007(2)(c)1.f., 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 equal to  $\frac{3}{4}$  mile: the approach surface ratio is 34:1.

Runway 06 approach surface ratio is 0:1 due to brush 15 feet tall, 200 feet before the approach end of the runway, 277 feet left of centerline.

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

Rwy End: 06 In accordance with Chapter 14-60.007(2)(b)1.f., 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 a visibility equal to  $\frac{3}{4}$  mile: the width of the primary surface is 1,000 feet.

Brush 15 feet tall, 200 feet before to 170 feet after the approach end of the runway, 277 feet to 500 feet left of centerline penetrates the primary surface of Runway 06/24.

Brush 5 feet tall, 200 feet before to 55 feet after the approach end of the runway, 290 feet to 500 feet right of centerline penetrates the primary surface of Runway 06/24.

Received an email from Mr. Roy Sieger, airport manager, on February 3, 2025 stating a request has been submitted to the FAA to increase the visibility minimums in order to reduce the width of the primary surface for Runway 06/24.

Rwy End: 24 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 24 approach surface ratio is 20:1 due to trees 57 feet tall, 1,325 feet before the approach end of the runway, 130 feet left of centerline.

Runway 24 threshold is displaced to the approach end of the runway.

Runway 24 approach slope clearance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft C-II for Runway 06/24 as indicated on the Airport Layout Plan with instrument approach procedures greater than or equal to  $\frac{3}{4}$  of a mile .

A comment is published in the FAA Chart Supplement to advise pilots of the unlighted obstructions.

Rwy End: 29 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 29 approach surface ratio is 30:1 due to trees 69 feet tall, 2,324 feet before the approach end of the runway, 250 feet right of centerline.

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

Rwy: 18W/36W 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.

The seaplane landing area is not marked.

The runway safety area is not applicable due to the seaplane landing area not being marked.

Rwy: 18W/36W 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.

The seaplane landing area is not marked.

The transition surface is not applicable due to the seaplane landing area not being marked.

Rwy: 18W/36W 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.

The seaplane landing area is not marked.

The approach surface ratio is not applicable due to the seaplane landing area not being marked.

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Rwy: 18W/36W 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.

The seaplane landing area is not marked.

The primary surface is not applicable due to the seaplane landing area not being marked.

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Facility Name: Flagler Executive Airport

Inspection Date: 2/11/2025

Facility Type: Airport

Status: Active

Inspector: Jim Durwin

**License**

Effective: 06/01/2025

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 05/31/2026

☐ 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 06/24 is available for non-precision instrument and visual approaches.

a. Runway 06 is FAR 77 category D.

b. Runway 24 is FAR 77 category C.

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

a. Runway 11 is FAR 77 category C.

b. Runway 29 is FAR 77 category C.

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

a. Runway 18W is FAR 77 category A(V).

b. Runway 36W is FAR 77 category A(V).

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

5. Runway 24 threshold is displaced to the approach end of the runway.

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

7. 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.

8. 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.

9. 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.

10. 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.

11. 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.

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. Brush 15 feet tall, 200 feet before to 170 feet after the approach end of Runway 06, 277 feet to 500 feet left of centerline penetrates the primary surface of Runway 06/24.

2. Runway 24 approach surface ratio is 20:1 due to trees 57 feet tall, 1,325 feet before the approach end of the runway, 130 feet left of centerline.



**Facility Name:** Flagler Executive Airport**Inspection Date:** 2/11/2025**Facility Type:** Airport**Status:** Active**Inspector:** Jim Durwin*Additional Licensing Remarks:*