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|--|--|------------------------|--|-------------------------------|--|
| Facility Name: Jacksonville Executive At Craig Airport | | | | Inspection Date: 2/12/2025 | |
| Facility Type: Airport | | Status: Active | | Inspector: Jim Durwin | |
| Location ID: CRG | | FAA Site No.: 03251.*A | | FDOT District: 2 | |
| 8.00 Miles E of Jacksonville | | | | County: Duval | |
| ARP Latitude: 30° 20' 10.80 | | Source: Estimated | | Ownership: Public | |
| ARP Longitude: 81° 30' 52.02 | | | | Use: Public | |
| Elevation: 41 | | Source: Surveyed | | Sectional Chart: JACKSONVILLE | |

Note: Primary contact shows below with a background.

| | | | | | |
|--|--|------------------|---|-------------------|--|
| Facility Owner: Jacksonville Aviation Authority | | | Facility Physical Address | | |
| Address: 14201 Pecan Park Rd | | | Address: 10968 Craig Blvd, Bldg 1 | | |
| City: | Jacksonville | State: FL | ZIP: | 32218 | |
| Phone: | (904) 741-2013 | Fax: | (904) 741-2011 | | |
| Email: | mark.vanloh@flyjacksonville.com | | | | |
| Owner Representative: Mark VanLoh | | | Facility Manager: Rolf Riechmann | | |
| Address: 14201 Pecan Park Rd | | | Address: 9300 Normandy Blvd, Ste 400 | | |
| City: | Jacksonville | State: FL | ZIP: | 32218 | |
| Phone: | (904) 741-2069 | | | | |
| Email: | mark.vanloh@flyjacksonville.com | | | | |
| City: | Jacksonville | State: FL | ZIP: | 32221-5522 | |
| Phone: | (904) 783-2805 | | | | |
| Email: | rolf.riechmann@flyherlong.com | | | | |

| | | | | |
|---|--------------------------------|-------------------|--|---------------------|
| Acreeage: 1,432 | Residential Airpark: No | | Beacon: C-G | |
| Section: 08 | Township: 02S | Range: 28E | Wind Indicator: Yes | Lighted: Yes |
| Lighting Schedule: Sunset to Sunrise | | | | |
| Attendance Schedule: Month/Day/Hour | | | Notes: | |
| ALL / MON-FRI / 0600-2300 | | | Segmented Circle: Yes | Lighted: No |
| ALL / SAT-SUN / 0700-2200 | | | Facility Website: https://www.flyjacksonville.com/jaa/content.aspx?id=86 | |
| | | | Ask in any new facility aerals/photos are available | |

| | | | | |
|------------------------------|---------------------------|-----------------------|------------------|--------------------|
| Based Aircraft | | | | |
| Year: 2011 | Single Engine: 224 | Jet Engine: 12 | Glider: | Ultralight: |
| Source: Inspector | Multi Engine: 83 | Helicopter: 2 | 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 checked="" type="checkbox"/> 118.350 | |
| FSS on Airport: | <input checked="" type="checkbox"/> No | Ground Control: | <input checked="" type="checkbox"/> 121.800 | |
| Toll Free: | <input checked="" type="checkbox"/> (800) WX-BRIEF | Control Tower: | <input checked="" type="checkbox"/> 132.100 | |
| VorTac: | <input checked="" type="checkbox"/> CRG 114.5 | Approach Control: | <input checked="" type="checkbox"/> 124.900 | |
| AWOS/ASOS: | <input checked="" type="checkbox"/> 125.400 | Unicom: | <input checked="" type="checkbox"/> 122.950 | |
| Instrument Approach: | <input checked="" type="checkbox"/> ILS, LOC, LPV, LNAV/VNAV, LNAV, VOR | ATIS: | <input checked="" type="checkbox"/> 125.400 | |
| | | CTAF: | <input checked="" type="checkbox"/> 132.100 | |

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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 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 checked="" 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 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"/> 1 mile |
| Parachute Jumping Area | <input type="checkbox"/> |
| Restaurant | <input checked="" type="checkbox"/> 1 mile |
| 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 |
|-----------|----------|-------------|---------|-----------|--------|
| 05/23 | Existing | 4,004 x 100 | Asph | Fair | MIRL |

Comments:

RWY 05

FAR 77 Category B(V).

RWY 23

FAR 77 Category B(V).

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

Primary surface required is 500 feet wide.

Transitional surface required is 0:1.

Safety area required extends 240 feet beyond each runway end.

Runway 05

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|----|---------------|--------------|----------|-------|---------|------|------|------------|----------|
| 05 | 30° 19' 44.03 | 81° 31' 8.18 | 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 | TOWER | ML | 113 ft | 3,020 ft | Before Runway End | 315 ft R |

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 23

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|----|---------------|--------------|----------|-------|---------|------|------|------------|----------|
| 23 | 30° 20' 12.03 | 81° 30' 35.9 | Surveyed | 26:1 | 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 | | 26:1 | TREES | | 38 ft | 1,175 ft | Before Runway End | 110 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 | Aeronautical Study | Determination |
|--------|---------------|---------------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|-----------------------|---------------|
| EQUIP | 30° 19' 51.76 | 81° 31' 02.43 | Estimated | 195 ft | NW | 3 ft | No | Yes | No | | |
| EQUIP | 30° 20' 12.99 | 81° 30' 36.64 | Estimated | 115 ft | N | 2 ft | No | Yes | No | | |
| EQUIP | 30° 20' 11.41 | 81° 30' 34.79 | Estimated | 115 ft | SE | 2 ft | No | Yes | No | | |
| EQUIP | 30° 20' 3.61 | 81° 30' 42.46 | Estimated | 195 ft | SE | 3 ft | No | Yes | No | | |

| Runway ID | Status | Dimension | Surface | Condition | Lights |
|-----------|----------|-------------|---------|-----------|--------|
| 14/32 | Existing | 4,008 x 100 | Asph | Good | HIRL |

Comments:

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RWY 14

FAR 77 Category C.

RWY 32

FAR 77 Category PIR.

Approach ratio required is RWY 14 34:1 and RWY 32 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 14

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|----|--------------|--------------|----------|-------|---------|------|------|------------|----------|
| 14 | 30° 20' 37.6 | 81° 31' 8.23 | Surveyed | 34:1 | NPI-G | P4L | Yes | 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 | No | | 34:1 | TREES | 69 ft | 2,530 ft | Before Runway End | 140 ft L |
| Runway End | | | | | | | | |
| Marked Displaced Threshold | | | | | | | | |
| Required Displaced Threshold | | | | | | | | |

Runway 32

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|----|--------------|--------------|----------|-------|---------|------|------|------------|----------|
| 32 | 30° 20' 9.54 | 81° 30' 35.9 | Surveyed | 46:1 | PIR-G | 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 | | 46:1 | TREES | 26 ft | 1,355 ft | Before Runway End | 150 ft R |
| Runway End | No | | 50:1 | NONE | | | | |
| 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 |
|--------|---------------|---------------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|----------------------|---------------|
| BERM | 30° 20' 36.73 | 81° 31' 10.66 | Estimated | 470 ft | W | 10 ft | No | No | No | | |
| EQUIP | 30° 20' 14.22 | 81° 30' 44.44 | Estimated | 194 ft | SW | 3 ft | No | Yes | No | | |
| EQUIP | 30° 20' 33.26 | 81° 31' 00.07 | Estimated | 194 ft | NE | 3 ft | No | Yes | No | | |
| EQUIP | 30° 20' 38.59 | 81° 31' 07.30 | Estimated | 126 ft | NE | 2 ft | No | Yes | No | | |
| EQUIP | 30° 20' 36.81 | 81° 31' 09.36 | Estimated | 126 ft | SW | 2 ft | No | Yes | No | | |

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Instrument Approach

| 14/32 | Type | A | B | C | D | E |
|-------|-----------|------------|------------|------------|------------|---|
| 14 | LNAV | 1.00 Miles | 1.00 Miles | 1.38 Miles | 1.38 Miles | |
| 14 | VOR | 1.00 Miles | 1.25 Miles | 2.50 Miles | 2.50 Miles | |
| 14 | LPV | 1.00 Miles | 1.00 Miles | 1.00 Miles | 1.00 Miles | |
| 14 | LNAV/VNAV | 1.25 Miles | 1.25 Miles | 1.25 Miles | 1.25 Miles | |
| 32 | ILS | 1.00 Miles | 1.00 Miles | 1.00 Miles | 1.00 Miles | |
| 32 | LNAV | 1.00 Miles | 1.00 Miles | 1.00 Miles | 1.00 Miles | |
| 32 | LNAV/VNAV | 1.00 Miles | 1.00 Miles | 1.00 Miles | 1.00 Miles | |
| 32 | LOC | 1.00 Miles | 1.00 Miles | 1.00 Miles | 1.00 Miles | |
| 32 | LPV | 1.00 Miles | 1.00 Miles | 1.00 Miles | 1.00 Miles | |

Deficiencies

Inspection Date 2/12/25

Next Inspection 2/28/26

Mitigated Deficiencies

Rwy End: 32 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 32 approach surface ratio is 46:1 due to trees 26 feet tall, 1,355 feet before the approach end of the runway, 150 feet right of centerline.

Runway 32 threshold is displaced to the approach end of the runway.

License

Effective: 06/01/2025

Category: Public

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 05/23 is available for visual approaches only.

a. Runway 05 is FAR 77 category B(V).

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

2. Runway 14/32 is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 14 is FAR 77 category C.

b. Runway 32 is FAR 77 category PIR.

3. Runway 32 threshold is displaced to the approach end of the runway.

Additional Licensing Remarks: