

Facility Name: Fernandina Beach Municipal Airport		Inspection Date: 2/13/2025	
Facility Type: Airport		Status: Active	
Inspection Date: 2/13/2025		Inspector: Jim Durwin	
Location ID: FHB	FAA Site No.: 03186.*A	FDOT District: 2	
3.00 Miles S of Fernandina Beach		County: Nassau	
ARP Latitude: 30° 36' 42.56	Source: Surveyed	Ownership: Public	
ARP Longitude: 81° 27' 40.26		Use: Public	
Elevation: 14.2	Source: Surveyed	Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: City of Fernandina Beach		Facility Physical Address	
Address: 204 Ash St		Address: 700 Airport Rd	
City: Fernandina Beach	State: FL ZIP: 32034	City: Fernandina Beach	State: FL ZIP: 32034
Phone: (904) 310-3436	Fax: (904) 310-3454	Phone: (904) 310-3435	
Email: ncoyle@fbfl.org			
Owner Representative: Charlie George		Facility Manager: Nathan Coyle	
Address: 204 Ast St		Address: 700 Airport Rd	
City: Fernandina Beach	State: FL ZIP: 32034	City: Fernandina Beach	State: FL ZIP: 32034
Phone: (904) 310-3101		Phone: (904) 310-3436	
Email: cgeorge@fbfl.org		Email: ncoyle@fbfl.org	

Acres: 848	Residential Airpark: No	Beacon: C-G	
Section: 03	Township: 02N	Range: 28E	
Lighting Schedule: Sunset to Sunrise		Wind Indicator: Yes	Lighted: Yes
Attendance Schedule: Month/Day/Hour		Notes:	
ALL / ALL / 0700-1900		Segmented Circle: Yes	Lighted: No
		Facility Website: https://www.fbfl.us/66/Airport	
		Ask in any new facility aeriels/photos are available	

Based Aircraft			
Year: 2011	Single Engine: 59	Jet Engine: 1	Glider: 7
Source: Inspector	Multi Engine: 7	Helicopter:	Military:
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 type="checkbox"/>
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input type="checkbox"/>
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input type="checkbox"/>
VorTac:	<input type="checkbox"/>	Approach Control:	<input checked="" type="checkbox"/> 127.000
AWOS/ASOS:	<input checked="" type="checkbox"/> 118.075	Unicom:	<input checked="" type="checkbox"/> 122.700
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LNAV/VNAV, LNAV	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 122.700

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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 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 type="checkbox"/>
Air Freight	<input type="checkbox"/>
Aircraft Rental	<input checked="" type="checkbox"/>
Aircraft Sales	<input 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 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"/> 4 miles
Parachute Jumping Area	<input checked="" 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
04/22	Existing	5,301 x 100	Asph	Excellent	MIRL

Comments:

RWY 04

FAR 77 Category C.

RWY 22

FAR 77 Category C.

Approach ratio required is RWY 04 34:1 and RWY 22 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 04

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
04	30° 36' 17.26	81° 27' 59.49	Surveyed	30:1	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		30:1	TREES		39 ft	1,348 ft	Before Runway End	70 ft R
Runway End	No		34:1	TREES		39 ft	1,348 ft	Before Runway End	70 ft R

Marked Displaced Threshold

Required Displaced Threshold

Runway 22

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
22	30° 36' 59.93	81° 27' 24.19	Surveyed	20:1	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		20:1	TREES		45 ft	1,090 ft	Before Runway End	100 ft L
Runway End	No		26:1	TREES		63 ft	1,670 ft	Before Runway End	25 ft L
Marked Displaced Threshold	No	453 ft	34:1	TREES		63 ft	1,670 ft	Before Runway End	25 ft L

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
09/27	Existing	5,000 x 100	Conc	Good	MIRL

Comments:

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RWY 09

FAR 77 Category B(V).

RWY 27

FAR 77 Category B(V).

Approach ratio required is RWY 09 20:1 and RWY 27 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 09

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09	30° 36' 48.05	81° 28' 4.79	Surveyed	26:1	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		26:1	TREE		42 ft	1,270 ft	Before Runway End	0 ft Both
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 27

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27	30° 36' 56.15	81° 27' 08.33	Surveyed	11:1	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		11:1	ROAD		15 ft	370 ft	Before Runway End	250 ft L
Runway End	No		15:1	TREES		73 ft	1,110 ft	Before Runway End	240 ft R
Marked Displaced Threshold	No	699 ft	25:1	TREES		73 ft	1,110 ft	Before Runway End	240 ft R
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
13/31	Existing	5,152 x 100	Asph	Fair	MIRL

Comments:

RWY 13

FAR 77 Category C.

RWY 31

FAR 77 Category B(V).

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

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Runway 13

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
13	30° 36' 52.23	81° 28' 6.19	Surveyed	44:1	NPI-F	P2L	Yes	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		44:1	TREE		42 ft	2,034 ft	Before Runway End	70 ft R
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 31

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
31	30° 36' 22.55	81° 27' 18.25	Surveyed	10:1	NPI-F	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		10:1	TREES		45 ft	675 ft	Before Runway End	105 ft L
Runway End	No		15:1	TREES		45 ft	675 ft	Before Runway End	105 ft L
Marked Displaced Threshold	No	793 ft	28:1	TREES		56 ft	765 ft	Before Runway End	0 ft Both
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

04/22	Type	A	B	C	D	E
04	LPV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
04	LNAV/VNAV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
04	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
22	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
13/31	Type	A	B	C	D	E
13	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
13	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
13	LNAV/VNAV	1.38 Miles	1.38 Miles	1.38 Miles	1.38 Miles	

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Deficiencies

Inspection Date 2/13/25

Next Inspection 2/28/26

Deficiencies

Rwy End: 09 In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end light groups shall contain three lights for visual runways.

Runway 09 runway end lights contain four lights in each group.

Mitigated Deficiencies

Rwy End: 04 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.

Runway 04 approach surface ratio is 30:1 due to trees 39 feet tall, 1,348 feet before the approach end of the runway, 70 feet right of centerline.

Runway 04 threshold is displaced to the approach end of the runway.

Rwy End: 22 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.

Runway 22 approach surface ratio is 20:1 due to trees 45 feet tall, 1,090 feet before the approach end of the runway, 100 feet left of centerline.

Runway 22 threshold is displaced 453 feet.

Rwy End: 27 In accordance with Chapter 14-60.007(2)(c)1.d., 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 visual landing approach: the approach surface ratio is 20:1.

Runway 27 approach surface ratio is 11:1 due to road 15 feet tall, 370 feet before the approach end of the runway, 250 feet left of centerline.

Runway 27 threshold is displaced 699 feet.

Rwy End: 31 In accordance with Chapter 14-60.007(2)(c)1.d., 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 visual landing approach: the approach surface ratio is 20:1.

Runway 31 approach surface ratio is 10:1 due to trees 45 feet tall, 675 feet before the approach end of the runway, 105 feet left of centerline.

Runway 31 threshold is displaced 793 feet.

Rwy End: 31
Displaced
Threshold
Lights
(Other Light) In accordance with Chapter 14-60.007 (10)(b) Threshold and runway end lights shall be located not less than two feet nor more than ten feet outboard from the designated threshold of the runway.

Runway 31 displaced threshold lights are located in-line with the designated displaced threshold of the runway.

The location of the Runway 31 displaced threshold lights is consistent with FAA Advisory Circular 150/5340-30J.

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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 04/22 is available for non-precision instrument and visual approaches only.

- a. Runway 04 is FAR 77 category C.
- b. Runway 22 is FAR 77 category C.

2. Runway 09/27 is available for visual approaches only.

- a. Runway 09 is FAR 77 category B(V).
- b. Runway 27 is FAR 77 category B(V).

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

- a. Runway 13 is FAR 77 category C.
- b. Runway 31 is FAR 77 category B(V).

4. Runway 04 threshold is displaced to the approach end of the runway.

5. Runway 22 threshold is displaced 453 feet.

6. Runway 27 threshold is displaced 699 feet.

7. Runway 31 threshold is displaced 793 feet.

Additional Licensing Remarks: