| | | | orida Departme | 1 | tation | | |
|-------------------------------|-----------------------------|------------------|--|---------------------|----------------|----------------------|---------------------------|
| | | | blic Transporta | | | | Page 1 of 9 |
| http://www.florida-aviation-d | | Ai | irport Inspect | on Record | | | 2/17/2025 |
| - | il Airport | | | | Inspection | | 025 |
| Facility Type: Airp | oort | | Status: Ac | tive | Inspector: | Jim Durwin | |
| Location ID: VQ | Q | FAA Site N | <i>lo.:</i> 03250. | 3*A | FDOT L | District: 2 | |
| 13.00 Miles SW of Jac | cksonville | | | | County: | Duva | l |
| ARP Latitude: 30° | 13' 7.60 Source: | Estimated | | | Ownersh | hip Public | c |
| | 52' 37.80 | | | | Use: | Public | |
| Elevation: 80 | Source: | Sumarad | | | Sectiona | | KSONVILLE |
| Elevation: 80 | | Surveyed | | | | i Charl: JACK | SUNVILLE |
| | Λ | lote: Primary co | I | | | | |
| Facility Owner: Jack | conville Aviation Authority | | Fa | cility Physic | cal Address | | |
| Address: 14201 Pecar | n Park Rd | | | 1 122 | | | |
| | | | Ad | dress: 1336 | 55 Simpson Wa | ıy | |
| City: Jacksonville | e State: FL | ZIP: 32218 | Cit | v: Jackson | nville | State: FL | ZIP: 32221-5522 |
| Phone: (904) 741-20 |)13 Fax: (904) | 741-2011 | | | 573-1600 | | |
| () | h@flyjacksonville.com | | Ph | one: (904): | 575-1000 | | |
| | | | | | | | |
| Owner Representative: | Mark VanLoh | | Fa | cility Manage | er: Matt Boco | chino | |
| Address: 14201 Peca | n Park Rd | | Ad | dress: 1336 | 55 Simpson Wa | ny | |
| | | | | | | | |
| City: Jacksonvill | le State: FL | ZIP· 32218 | Cit | v [.] Jacl | csonville | State: FL | ZIP: 32221 |
| Phone: (904) 741-2 | | | | |) 573-1601 | | |
| | | | | Ç | ^ | · · · | |
| Email: mark.vanle | oh@flyjacksonville.com | | Em | ail: mat | t.bocchino@ce | cilairport.com | |
| | | | | | | | |
| Acreage: 6,101 | Residential Airp | ark: No | Be | acon: C-G | | | |
| Section: 23 | Township: 38 R | ange: 25E | Wi | nd Indicator: | Yes | Lighte | ed: Yes |
| Lighting Schedule: S | unset to Sunrise | | No | tes: | | | |
| Attendance Schedule: | Month/Day/Hour | | Sec | gmented Circl | le: No | Liohta | ed: No |
| Internautee Scheaute. | ALL / MON-FRI / 0700- | -2300 | | | | - | |
| | ALL / SAT-SUN / 0700- | | Fa | | | | om/jaa/content.aspx?id=88 |
| | | | | Ask | in any new fac | ility aerials/photos | are available |
| Based Aircraft | | | | | | | |
| Year: 2011 | Single Engine: | 14 | Jet Engine: | 4 | Glider: | U | Iltralight: |
| Source: | Multi Engine: | 6 | Helicopter: | 10 | Military: | 69 S | Seaplane: |
| Total Based Aircraft: | | - | ······ · · · · · · · · · · · · · · · · | | | | |
| | | | | | | | |
| Annual Operations | | | | | | | |
| <i>Year:</i> 2010 | Air Carr | ier: 570 | A_{i} | ir Taxi: | 282 | GA Local: | 13,922 |
| End Date: | Commute | er: | h | lilitary: | 56,352 | GA Itinerant: | 10,561 |
| Total Annual Operation | ns: | | | | | | |
| - | | | | | | | |
| FAR 139 Certificated | | | | | | | |
| FAA NavCom | | | | | | | |
| | | | | | 1: | 1 1 2 2 0 7 5 | |
| FSS ID: | X PIE | | | Clearance De | · = | | |
| FSS on Airport: | X No | | | Ground Cont | | 121.625 | |
| Toll Free: | X (800) WX-BRIEF | | | Control Towe | er: X |] 126.100 | |
| VorTac: | X VQQ 117.9, CRG 114 | .5 72d/20.4 nm | | Approach Co | ntrol: X | 127.775 | |
| AWOS/ASOS: | X 125.275 | | | Unicom: | x | 130.925 | |
| | X ILS, LOC, LOC/DM | E TON INTAN | | ATIS: | | 125.275 | |
| Instrument Approach: | | | VINAV , | A110. | X | 123.273 | |
| | INAV VOD/DMF 7 | ACAN | | OT LE | | 1 40 4 4 2 2 | |
| | LNAV, VOR/DME, T | CACAN | | CTAF: | X | 126.100 | |

Public Transportation Office

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| http://www.florida-avi | ation-database.com | Airport Inspection Record | 2/17/2025 |
|------------------------|--------------------|--|-----------|
| Facility Name: | Cecil Airport | Inspection Date: 2/14/2025 | |
| Facility Type: | Airport | Status: Active Inspector: Jim Durwin | |
| Services | | | |
| Fuel: | | Airframe: | |
| A | | Major X | |
| Al | | Major X Minor X | |
| A1+ | x | Power Plant: | |
| В | | | |
| B+ | | Major X Minor X | |
| Diesel | | Other Services: | |
| E85 | | Aerial Surveying | |
| G100UL | | Air Ambulance | |
| Mogas | | Air Freight | |
| SAF | | Aircraft Rental | |
| UL102 | | Aircraft Sales | |
| 80 | | Avionics X ON CALL | |
| 85UL | | Beaching Gear | |
| 87 | | Car Rental | |
| 91/96 | | Cargo | |
| 91/96UL | | Courtesy Car | |
| 100 | | Charter | |
| 100LL | X | Crop Dusting | |
| 100VLL | | Glider | |
| 115 | | Glider Towing | |
| Bottle Oxygen: | | Instruction | |
| High | X | Internet | |
| Low | X | Lodging | |
| Bulk Oxygen: | | Parachute Jumping Area | |
| High | X | Restaurant | |
| Low | | Glider Towing Glider Towing Instruction Instruction Lodging Parachute Jumping Area Restaurant Restrooms Taxi Telenhone X | |
| Transient Storage: | | Taxi | |
| Buoy | | Telephone | |
| Hangar | H | | |
| Tie Downs | X | | |
| 110 20 1110 | | | |

Public Transportation Office

| http://www.florida-av | viation-database com | Airport In | spection Record | | 2/17/2025 |
|-----------------------|----------------------|-------------|-----------------|----------------------|-----------|
| Facility Name: | | | - F | Inspection Date: 2/ | 14/2025 |
| Facility Type: | Airport | Status | : Active | Inspector: Jim Durwi | in |
| Runway ID | Status | Dimension | Surface | Condition | Lights |
| 09L/27R | Existing | 4,439 x 200 | Asph | Good | None |
| | | Comments: | | | |

RWY 09L

FAR 77 Category B(V).

RWY 27R

FAR 77 Category B(V).

Approach ratio required is RWY 09L 20:1 and RWY 27R 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.

| | | | | | Runw | ay 09L | | | | | | |
|-------------------|---------------------------------|-----------|-------------------------|-------------------------|--------------------------------|---------------------------------|------------|---------------------------|----------------------------|--------|---------------------------------|---------------------------|
| | Latitude | Longitu | de | Source | Sl | ope | Marking | VG | SI | REIL | Rt Traffic | Approach |
| 09L | 30° 13' 03.27 | 7 81° 53' | 30.06 | Surveyed | 3 | 4:1 | BSC-F | Ν | | No | No | NONE |
| | | | | (| Obstructio | n Data | | | | | | |
| | | | Close-in bstruction | Displacemen Distance | | Controlling Obstruction | | Height Above Runway | Distance From Runway | | Direction From Runway End | Controllin g Offset |
| Primary Runway | U C | | No | | 34:1 | TREES | | 77 ft | 2,808 ft | Befo | ore Runway E | nd 105 ft R |
| | Displaced Thr l Displaced Th | | | | | | | | | | | |
| | | | | | Run | way 27R | | | | | | |
| | Latitude | Longitu | de | Source | Sl | ope | Marking | VG | SI | REIL | Rt Traffic | Approach |
| 27R | 30° 13' 03.59 | 9 81° 52' | 39.48 | Surveyed | 5 | 0:1 | BSC-F | Ν | | No | No | NONE |
| | | | | (| Obstructio | n Data | | | | | | |
| | | | Close-in Obstruction | Displacemen Distance | | Controlling Obstruction | | Height Above Runway | Distance From Runway | | Direction From Runway End | Controllin g Offset |
| Primary Runway | - | | No | | 50:1 | NONE | | | | | | |
| | Displaced Thr l Displaced Th | | | | | | | | | | | |
| | | | | | Primary S | Surface and S | Safety Are | a | | | | |
| Obje | ct Lati | tutude Lo | ongitude | Survey/ Estimate | Distance from Centerline | Direction from Centerline | Height | Fixed by Function | Frangible | Marke | Aeronatica d Study | l Determination |
| Runv | vay ID | Status | | Dimer | ision | | Surface |) | Cond | dition | l | ights |
| 09R/2 | 27L | Existing | | 8,003 x | x 200 | | Asph | | Fair | | I | HIRL |
| | | | | | Comme | ents: | | | | | | |

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Public Transportation Office

| http://www.florida-aviation-database.com | Airport Inspection Record | 2/17/2025 |
|--|--------------------------------------|-----------|
| Facility Name: Cecil Airport | Inspection Date: 2/14/2025 | |
| Facility Type: Airport | Status: Active Inspector: Jim Durwin | |
| RWY 09R | | |

FAR 77 Category D.

RWY 27L FAR 77 Category C.

Approach ratio required is RWY 09R 34:1 and RWY 27L 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.

| | | | | Runw | ay 09R | | | | | | |
|-------------------|------------------|------------------------|----------------------------|--------------------------------|---------------------------------|------------|---------------------------|----------------------------|--------|---------------------------------|---------------------------|
| | Latitude | Longitude | Source | Sle | ope | Marking | VGS | SI | REIL | Rt Traffic | Approach |
| 09R | 30° 12' 56.34 | 81° 53' 29.99 | Surveyed | 3 | 5:1 | PIR-G | P4L | | No | No | MALSR |
| | | | 0 | bstructio | n Data | | | | | | |
| | | Close-in Obstructio | Displacement n Distance | | Controlling Obstruction | | Height Above Runway | Distance From Runway | | Direction From Runway End | Controllin g Offset |
| Primary Runway | , Surface End | No | | 35:1 | TREES | | 76 ft | 2,860 ft | Bef | ore Runway E | nd 250 ft L |
| - | Displaced Three | shold | | | | | | | | | |
| Require | d Displaced Thr | eshold | | | | | | | | | |
| | | | | Runy | way 27L | | | | | | |
| | Latitude | Longitude | Source | Sle | ope | Marking | VGS | SI | REIL | Rt Traffic | Approach |
| 27L | 30° 12' 56.96 | 81° 51' 58.78 | Surveyed | 3 | 2:1 | NPI-G | P4L | | Yes | No | NONE |
| | | | 0 | bstructio | n Data | | | | | | |
| | | Close-in Obstructio | Displacement n Distance | | Controlling Obstruction | | Height Above Runway | Distance From Runway | | Direction From Runway End | Controllin g Offset |
| Primary | , Surface | No | | 32:1 | TREES | | 97 ft | 3,295 ft | Bef | ore Runway E | nd 400 ft L |
| Runway | End | No | | 34:1 | TREES | | 97 ft | 3,295 ft | Bef | ore Runway E | nd 400 ft L |
| Marked | Displaced Three | shold | | | | | | | | | |
| Require | d Displaced Thr | eshold | | | | | | | | | |
| | | | | - | Surface and S | Safety Are | a | | | | |
| Obje | ect Latitu | tude Longitude | Survey/ | Distance from Centerline | Direction from Centerline | Height | Fixed by Function | Frangible | Marke | Aeronatica ed Study | l Determination |
| EQU | JIP 30° 12' | 52.79 81° 51' 58.81 | Estimated | 420 ft | S | 5 ft | No | Yes | No | | |
| Run | way ID | Status | Dimen | | | Surface |) | Cond | dition | L | .ights |
| 18L/ | 36R | Existing | 12,504 | x 200 | | Asph | | Good | l | I | HIRL |
| | | | | Comme | ents: | | | | | | |
| RWY 1 | 81. | | | | | | | | | | |

RWY 18L FAR 77 Category C.

RWY 36R FAR 77 Category PIR.

Approach ratio required is RWY 18L 34:1 and RWY 36R 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.

| http://www | v.florida-aviation-datab | ase com | | | ic Transportat | | | | | | - | ge 5 of /17/202 |
|-----------------------|--|-------------------------|--------------------------|--------------------------------|---------------------------------|------------|---------------------------|----------------------------|---------|---------------------------------|-------------------------|--------------------|
| Facility | Name: Cecil A | irport | | | - | | Ins | pection Da | | 2/14/2025 | | |
| Facility | Type: Airport | t | | _ | Status: Act | ive | Ins | pector: | Jim Dur | win | | |
| | | | | | vay 18L | | | | | | | |
| | Latitude | Longitude | Source | | - | Marking | VG | | REIL | Rt Traffic | Approach | |
| 18L | 30° 14' 06.08 | 81° 52' 26.78 | Surveyed | 3 | 36:1 | PIR-G | P4 | Ĺ | Yes | No | NONE | |
| | | | 0 | bstructio | on Data | | | | | | | |
| | | Close-in Obstruction | Displacement Distance | Slope | Controlling Obstruction | | Height Above Runway | Distance From Runway | | Direction From Runway End | Controll g Offset | |
| Primary S Runway E | | No | | 36:1 | TREES | | 102 ft | 3,850 ft | Befo | re Runway Ei | nd 325 ft | L |
| Aarked L | Displaced Threshol | ld | | | | | | | | | | |
| Required | Displaced Thresh | old | | | | | | | | | | |
| | | | | Run | way 36R | | | | | | | |
| | Latitude | Longitude | Source | Sl | lope | Marking | VG | SI | REIL | Rt Traffic | Approach | |
| 36R | 30° 12' 02.32 | 81° 52' 25.67 | Surveyed | 5 | 50:1 | PIR-G | P4 | Ĺ | No | No | MALSR | |
| | | | 0 | bstructio | on Data | | | | | | | |
| | | Close-in Obstruction | Displacement Distance | Slope | Controlling Obstruction | | Height Above Runway | Distance From Runway | | Direction From Runway End | Controll g Offset | |
| rimary S | Surface | No | | 50:1 | TREES | | 88 ft | 4,595 ft | Befo | re Runway Ei | nd 500 ft | L |
| | End Displaced Threshol Displaced Thresho | | | | | | | | | | | |
| | | | | - | Surface and S | Safety Are | a | | | | | |
| Objec | et Latitutud | e Longitude | Survey/ | Distance from 'enterline | Direction from Centerline | Height | Fixed by Function | Frangible | Markee | Aeronatica d Study | l Determinat | tion |
| EQUI | P 30° 14' 6.4 | 0 81° 52' 24.79 | Estimated | 175 ft | E | 1 ft | No | Yes | Yes | | | |
| Runw | vay ID Sta | tus | Dimens | sion | | Surface | • | Cond | dition | L | ights | |
| 18R/3 | 6L Exi | sting | 8,001 x 2 | 200 | | Asph | | Poor | | N | lone | |
| | | | | Comme | | | | | | | | |

RWY 18R

FAR 77 Category B(V).

RWY 36L FAR 77 Category B(V).

Approach ratio required is RWY 18R 20:1 and RWY 36L 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.

| http://ww | vw.florida-aviatio | n-database.com | 54 | Publi | ic Transportation ort Inspecti | tion Office | 2 | | | | Page 6 of 2/17/202 |
|-------------------|--------------------|-------------------------|-------------------------|--------------------------------|-----------------------------------|-------------|---------------------------|----------------------------|--------|---------------------------------|---------------------------|
| | | ecil Airport | | r | · · 1 | | | ection Da | te: | 2/14/2025 | |
| Facilit | у Туре: А | irport | | | Status: Act | tive | Insp | ector: J | lim Du | urwin | |
| | | | | Runw | ay 18R | | | | | | |
| | Latitude | Longitude | Source | Sle | ope | Marking | VG_{*} | SI | REIL | Rt Traffic | Approach |
| 18R | 30° 14' 06.0 | 3 81° 52' 34.76 | Surveyed | 3 | 8:1 | PIR-P | Ν | | No | No | NONE |
| | | | (| Obstructio | n Data | | | | | | |
| | | Close-in Obstruction | Displacemer Distance | | Controlling Obstruction | | Height Above Runway | Distance From Runway | | Direction From Runway End | Controllin g Offset |
| Primary Runway | , Surface End | No | | 38:1 | TREES | | 96 ft | 3,840 ft | Be | efore Runway E | End 90 ft R |
| Marked | Displaced Th | reshold | | | | | | | | | |
| Require | d Displaced T | hreshold | | | | | | | | | |
| | | | | Runy | way 36L | | | | | | |
| | Latitude | Longitude | Source | Sle | ope | Marking | VG_{*} | SI | REIL | Rt Traffic | Approach |
| 36L | 30° 12' 46.8 | 2 81° 52' 34.04 | Surveyed | 5 | 60:1 | NPI-P | Ν | | No | No | NONE |
| | | | (| Obstructio | n Data | | | | | | |
| | | Close-in Obstruction | Displacemer Distance | | Controlling Obstruction | | Height Above Runway | Distance From Runway | | Direction From Runway End | Controllin g Offset |
| Primary Runway | , Surface End | No | | 50:1 | NONE | | | | | | |
| Marked | Displaced Th | reshold | | | | | | | | | |
| Require | d Displaced T | hreshold | | | | | | | | | |
| | | | | - | Surface and S | Safety Are | a | | | | |
| Obje | ect Lat | itutude Longitude | Survey/ Estimate | Distance from Centerline | Direction from Centerline | Height | Fixed by Function | Frangible | Mari | Aeronatica ked Study | al Determination |

Public Transportation Office

| http://www.florida-avid | ation-datab | ase.com | | | Airport | Inspectio | on Recor | d | | | | 2/17/2025 |
|-------------------------|-----------------------|--------------------------------------|-------------|-----------|-----------------------|--------------|----------|-------|-----------|---------|----------------|-------------|
| Facility Name: | Cecil A | irport | | | | | | | Inspectio | on Date | e: 2/14/2025 | |
| Facility Type: | Airport | t | | | Sta | tus: Act | ive | | Inspecto | r: Jin | n Durwin | |
| Instrument / | Approad | :h | | | | | | | | | | |
| 09R/271 | 5 | Туре | | A | | В | | С | | D | Ε | |
| 09R | | LNAV/VNAV | 0.75 | Miles | 0.75 | Miles | 0.75 | Miles | 0.75 | Miles | | |
| 09R | | LNAV | 0.75 | Miles | 0.75 | Miles | 0.75 | Miles | 0.75 | Miles | | |
| 09R | | LPV | 0.75 | Miles | 0.75 | Miles | 0.75 | Miles | 0.75 | Miles | | |
| 27L | | LPV | 1.00 | Miles | 1.00 | Miles | 1.00 | Miles | 1.00 | Miles | | |
| 27L | | LNAV/VNAV | 1.00 | Miles | 1.00 | Miles | 1.00 | Miles | 1.00 | Miles | | |
| 27L | | LNAV | | Miles | | Miles | | Miles | | Miles | | |
| 27L | | TACAN | | Miles | | Miles | | Miles | | Miles | 1.38 Miles | |
| 27L | | VOR/DME | | Miles | | Miles | | Miles | | Miles | | |
| 18L/36F | | Туре | | A | | В | | С | | D | Ε | |
| 18L | | LNAV/VNAV | | Miles | 1.00 | Miles | 1.00 | Miles | | Miles | | |
| 18L | | LNAV | | Miles | | Miles | | Miles | | Miles | | |
| 18L | | LPV | | Miles | | Miles | | Miles | | Miles | | |
| 36R | | LNAV | | Miles | | Miles | | Miles | | Miles | | |
| 36R | | ILS | | Miles | | Miles | | Miles | | Miles | 0.50 Miles | |
| 36R | | LOC | | Miles | | Miles | | Miles | | Miles | 1.00 Miles | |
| 36R | | LOC LNAV/VNAV | | Miles | | Miles | | Miles | | Miles | 1.00 Willes | |
| 36R | | LPV | | Miles | | Miles | | Miles | | Miles | | |
| 36R | | LF V LOC/DME | | Miles | | Miles | | Miles | | Miles | 0.63 Miles | |
| | Status | Dimensions | | rface | | Conditior | | | Location | MILES | Lighting | Marking |
| H1 | Existing | 40 x 40 | | | (| Good | | X | Land | C | Obstruction | X Landing |
| X Land | ling Ange | Stabilized | | Class | Loose Ol | icota | | | Roof | | Touchdown | X Touchdown |
| A Lana | ung Areu | Stabilized | Δ | Cieur oj | Loose Ol | <i>yecis</i> | | | Water | Ľ | Perimeter | Parking |
| Approach/Dep | arture | Direction | Obsti | ruction | | | | | Height | | Dist. From L/A | Ratio |
| 1 | | 090 | TREF | | | | | | 90 | | 2,855 | 32 :1 |
| 2 | | 270 | NONI | E | | | | | | | | 50 :1 |
| Comments: | Ann | roach ratio require | d is H1 0 | 90 8:1 ai | nd H1 27(|) 8:1. | | | | | | |
| | | isitional surface re | | | | | | | | | | |
| | | imum TLOF is 39.2 | | | | | | | | | | |
| | | imum FATO is 67.0 imum TLOF / FAT | | tion is 1 | 4 225 Eas | .4 | | | | | | |
| | | imum TLOF / FAT | | | | | 5 Feet) | | | | | |
| Helipad ID | Status | Dimensions | | rface | | Conditior | | | Location | | Lighting | Marking |
| H2 | Existing | 40 x 40 | | | (| Good | | X | Land | | Obstruction | X Landing |
| X Land | lin o Area | Stabilized | x | Clear of | ^r Loose Ob | hiects | | | Roof | | Touchdown | X Touchdown |
| | <u>s</u> cu | Staethized | 11 | erea oj | 20050 00 | jeeus | | | Water | | Perimeter | Parking |
| Approach/Dep | arture | Direction | Obstr | ruction | | | | | Height | | Dist. From L/A | Ratio |
| 3 | | 090 | TREE | | | | | | 85 | | 3,720 | 44 :1 |
| 4 | | 270 | NONI | Ľ | | | | | | | | 50 :1 |
| Comments: | Арр | roach ratio require | d is H2 09 | 90 8:1 a | nd H1 27(|) 8:1. | | | | | | |
| | Trar | isitional surface re | quired is 2 | | | | | | | | | |
| | | imum TLOF is 39.2 | | | | | | | | | | |
| | | imum FATO is 67.0 imum TLOF / FAT | | tion is 1 | 4.225 Fee | et | | | | | | |
| | | imum Safety Area | - | | | | 5 Feet) | | | | | |
| | | | | | | | - | | | | | |

Public Transportation Office

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| | ation-databa | se.com | | Air | port Insp | pection Record | | 2 |
|---|--|---|--|---|---|--|--|---|
| lity Name: | Cecil Ai | rport | | | | | Inspection Date: 2/14/2025 | |
| lity Type: | Airport | | | | Status: | Active | Inspector: Jim Durwin | |
| Deficiencies | | | | | | | | |
| nspection Da | te 2/14/ | 25 | Next In | spection 2 | 2/28/26 | | | |
| Deficiencies 09L/27R Taxiway | | n accordance w | vith Chapter 14 | -60.007(9)(1 | f), FAC. – | - Hold position | markings for paved taxiways shall be yellow. | |
| | 1 | axiway B3 hol | d position mar | kings at Run | way 09L | are stained and | l/or discolored. | |
| Rwy End 18R Runway Centerlin | ł | n accordance w vlack border six | - | | | – All marking | s on light colored pavements shall be outlined with a | L |
| | F | Cunway 18R/36 | L centerline m | arkings are i | not outlin | ed with a black | border six inches or greater in width. | |
| Rwy End 36L | | n accordance w emoved. | vith Chapter 14 | -60.007(8)(a | a), FAC | - Airport hazar | ds determined to exist by the Department shall be | |
| | F | Runway 18R/36 | L contains lon | gitudinal and | d transver | se cracking bet | ween intersections. | |
| Rwy End 36R | l: I | n accordance w | vith Chapter 14 | -60.007(9)(0 | d), FAC | – Threshold ba | rs shall be white. | |
| | | | | | | | | |
| | – F | Runway 36R thr | eshold bar ma | rking is fade | d and in p | poor condition. | | |
| | | Runway 36R thr | eshold bar ma | rking is fade | ed and in p | poor condition. | | |
| - | ficiencies | - | | | | | | |
| Aitigated De Rwy End 27L | ficiencies l: I t | n accordance w hat weighs grea | vith Chapter 14 Iter than 12,50 | 60.007(2)(d 0 pounds, an | c)1.e., FA | C. – For a runv | vay that is paved, that is to be used by an aircraft on instrument approach with visibility greater than | |
| Rwy End | ficiencies 1: I t 3 F | n accordance w hat weighs grea 4 mile: the appr | vith Chapter 14 hter than 12,50 roach surface r proach surface | 1-60.007(2)(0 0 pounds, an atio is 34:1. ratio is 32:1 | c)1.e., FA nd that has | C. – For a runv s a non-precisio | vay that is paved, that is to be used by an aircraft | |
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| Rwy End 27L Rwy End | ficiencies 1: I F F 1: I 1: I 5 1: I 1: I | n accordance w hat weighs great 4 mile: the appr 2 unway 27L app 2 unway, 400 fee Runway 27L thi n accordance w of the runway do 2 unway 36L first arking. Spoke with Ms. hat the paint ma s still working to n accordance w | rith Chapter 14 tter than 12,50 roach surface r proach surface t left of centerl reshold is displ rith Chapter 14 esignation mar st runway cent Sarah Matson arkings will be to obtain fundi rith Chapter 14 | 60.007(2)(d 0 pounds, an atio is 34:1. ratio is 32:1 line. laced to the a 60.007(9)(d king. erline stripe corrected du ng for. An ex 60.007(9)(l | c)1.e., FA ad that has due to tro approach o c), FAC marking b Contact, c uring the l stimated c b), FAC | C. – For a runy s a non-precisio ees 97 feet tall, end of the runy - Runway cento begins 115 feet during the inspe Runway 18R/3 completion data - The base of the | vay that is paved, that is to be used by an aircraft on instrument approach with visibility greater than 3,295 feet before the approach end of the vay. erline marking stripes shall begin 40 feet from the top from the top of the runway designation ection on February 14, 2025 and she advised 6L Rehab Project (PFL0012334) that the airport | 2 |
| Rwy End 27L Rwy End 36L Rwy End | ficiencies 1: I F F F 1: I F f f f f f f f f f f f f f | n accordance w hat weighs great 4 mile: the appr 2 unway 27L app 2 unway, 400 fee Runway 27L thi n accordance w of the runway do 2 unway 36L first arking. Spoke with Ms. hat the paint ma s still working to n accordance w | vith Chapter 14 tter than 12,500 roach surface r proach surface t left of centerl reshold is displ vith Chapter 14 esignation mar st runway cent Sarah Matson, arkings will be to obtain fundi vith Chapter 14 feet from the tl | -60.007(2)(c 0 pounds, an atio is 34:1. ratio is 32:1 line. laced to the a -60.007(9)(c king. erline stripe , Inspection of corrected do ng for. An ei -60.007(9)(t hreshold man | c)1.e., FA ad that has due to tro approach o c), FAC marking b Contact, c uring the b stimated c b), FAC rkings for | C. – For a runy s a non-precisio ees 97 feet tall, end of the runy - Runway cento begins 115 feet during the insp Runway 18R/3 completion dato - The base of the runway design | vay that is paved, that is to be used by an aircraft on instrument approach with visibility greater than 3,295 feet before the approach end of the vay. erline marking stripes shall begin 40 feet from the top from the top of the runway designation ection on February 14, 2025 and she advised 6L Rehab Project (PFL0012334) that the airport e is not known at this time. he letter or number shall start 20 feet from the hation markings. |) |

Public Transportation Office

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| http://www.flor | ida-aviation-database.com | | Airport Inspection Record | | 2/17/2025 |
|-----------------|---------------------------|-----------|---------------------------|----------------------------|-----------|
| Facility Na | me: Cecil Airport | | | Inspection Date: 2/14/2025 | |
| Facility Ty | pe: Airport | | Status: Active | Inspector: Jim Durwin | |
| 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 09L/27R is available for visual approaches only.

a. Runway 09L is FAR 77 category B(V).

b. Runway 27R is FAR 77 category B(V).

2. Runway 09R/27L is available for non-precision instrument and visual approaches.

a. Runway 09R is FAR 77 category D.

b. Runway 27L is FAR 77 category C.

3. Runway 18L/36R is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 18L is FAR 77 category C.

b. Runway 36R is FAR 77 category PIR.

4. Runway 18R/36L is available for visual approaches only.

a. Runway 18R is FAR 77 category B(V).

b. Runway 36L is FAR 77 category B(V).

5. Helipad H1 is available for visual approaches only.

6. Helipad H2 is available for visual approaches only.

7. Runway 27L threshold is displaced to the approach end of the runway. *Additional Licensing Remarks:*