

Facility Name: Gainesville Regional Airport				Inspection Date: 11/21/2025	
Facility Type: Airport		Status: Active		Inspector: FAA Southern Region - Fletcher	
Location ID: GNV		FAA Site No.: 03210.*A		FDOT District: 2	
3.00 Miles NE of Gainesville				County: Alachua	
ARP Latitude: 29° 41' 24.16		Source: Surveyed		Ownership: Public	
ARP Longitude: 82° 16' 18.38				Use: Public	
Elevation: 151		Source: Surveyed		Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Gainesville-Alachua County Regional Airport Authority			Facility Physical Address	
Address: 3880 NE 39th Av, Ste A			Address: 3880 NE 39th Av	
City: Gainesville	State: FL	ZIP: 32609	City: Gainesville	State: FL ZIP: 32609
Phone: (352) 373-0249	Fax: (352) 374-8368		Phone: (352) 373-0249	
Email: allan.penksa@flygainesville.com				
Owner Representative: Kinnon Thomas			Facility Manager: Allan Penksa	
Address: 1620 NW 68th Terrace			Address: 3880 NE 39th Av, Ste A	
City: Gainesville	State: FL	ZIP: 32605	City: Gainesville	State: FL ZIP: 32609
Phone: (352) 317-7755			Phone: (352) 373-0249	
Email: kkinnon@thomas.net			Email: allan.penksa@flygainesville.com	

Acreeage: 1,650	Residential Airpark: No	Beacon: C-G	
Section: 23	Township: 09S	Range: 20E	Wind Indicator: Yes
Lighting Schedule: Sunset to Sunrise			Lighted: Yes
Attendance Schedule: Month/Day/Hour			Notes:
ALL / ALL / ALL		Segmented Circle: Yes	Lighted: No
		Facility Website: https://www.flygainesville.com/	
		Ask in any new facility aerals/photos are available	

Based Aircraft				
Year:	Single Engine:	Jet Engine:	Glider:	Ultralight:
Source:	Multi Engine:	Helicopter:	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 Class

FAA NavCom				
FSS ID:	☒ GNV	Clearance Delivery:	☐	
FSS on Airport:	☒ No	Ground Control:	☒ 121.700	
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☒ 119.550	
VorTac:	☒ GNV 116.2	Approach Control:	☒ 118.175	
AWOS/ASOS:	☒ 127.150	Unicom:	☒ 122.950	
Instrument Approach:	☒ ILS, LOC/DME, LPV, LNAV/VNAV, LNAV	ATIS:	☒ 127.150	
		CTAF:	☒ 119.550	

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Services

Fuel:

A	☒
A1	☐
A1+	☐
B	☐
B+	☐
Diesel	☐
E85	☐
G100UL	☐
Mogas	☐
SAF	☐
UL102	☐
80	☐
85UL	☐
87	☐
91/96	☐
91/96UL	☐
100	☐
100LL	☒
100VLL	☐
115	☐

Bottle Oxygen:

High	☒
Low	☐

Bulk Oxygen:

High	☒
Low	☐

Transient Storage:

Buoy	☐
Hangar	☒
Tie Downs	☒

Airframe:

Major	☒
Minor	☒

Power Plant:

Major	☒
Minor	☒

Other Services:

Aerial Surveying	☐
Air Ambulance	☒
Air Freight	☒ Via Scheduled Airlines B
Aircraft Rental	☒
Aircraft Sales	☒
Avionics	☒
Beaching Gear	☐
Car Rental	☒
Cargo	☒
Courtesy Car	☒
Charter	☒
Crop Dusting	☐
Glider	☐
Glider Towing	☐
Instruction	☒
Internet	☒
Lodging	☒ 5 miles
Parachute Jumping Area	☐
Restaurant	☒ 2 miles
Restrooms	☒
Taxi	☒
Telephone	☒

Aircraft Charging Stations:

Electric Charging Stations	☒
Hydrogen Charging Stations	☐
Battery Charging Stations	☐
Solar Charging Stations	☐
Auto Charging Stations	☐

Aircraft Electric Charging Power Rating:

Alternating Current	☐
Direct Current	☐

Aircraft Electric Charging Station Plug Type

AC - J1772	☐
AC - Mennekes	☐
DC - GB/T	☐
DC - CCS Type1	☐
DC - CCS Type2	☐
DC - MCS	☐
DC - CHAdeMO	☐
Other	☐

Support Infrastructure:

Passenger Waiting Facility	☒
Aircraft Tug Station	☐
Deicing Equipment	☐
Battery Thermal Conditioning System	☐
Maintenance Platforms, Ladders, Inspection	☐
Provider of Services	☒
Fire Suppression/Extinguishing System	☒

Aircraft Cabin Thermal Conditioning Equipment	☐
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Passenger/Cargo Loading Equipment	☐
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Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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Runway ID	Status	Dimension	Surface	Condition	Lights
07/25	Existing	4,158 x 100	Asph	Fair	MIRL

Comments:

RWY 07

FAR 77 Category A(NP).

RWY 25

FAR 77 Category A(NP).

Approach ratio required is RWY 07 20:1 and RWY 25 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.

Runway 07									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
07	29° 41' 25.102	82° 16' 56.609	Surveyed	25:1	NPI-G	P4L	No	No	NONE

Obstruction Data

[illegible]

Marked Displaced Threshold

Required Displaced Threshold

Runway 25									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
25	29° 41' 45.038	82° 16' 15.366	Surveyed	34:1	NPI-G	P4L	No	No	NONE

Obstruction Data

	<i>Close-in Obstruction</i>	<i>Displacement Distance</i>	<i>Slope</i>	<i>Controlling Obstruction</i>	<i>Marked/ Lighted</i>	<i>Height Above Runway</i>	<i>Distance From Runway</i>	<i>Direction From Runway End</i>	<i>Controllin g Offset</i>
<i>Primary Surface</i>	No		34:1	TREES		34 ft	1,389 ft	Before Runway End	423 ft L
<i>Runway End</i>									

Marked Displaced Threshold

Required Displaced Threshold

Primary Surface and Safety Area

<i>Object</i>	<i>Latitude</i>	<i>Longitude</i>	<i>Survey/ Estimate</i>	<i>Distance from Centerline</i>	<i>Direction from Centerline</i>	<i>Height</i>	<i>Fixed by Function</i>	<i>Frangible</i>	<i>Marked</i>	<i>Aeronatical Study</i>	<i>Determination</i>
Runway ID	Status	Dimension		Surface		Condition	Lights				
11/29	Existing	7,504 x 150		Asph		Good	HIRL				

Comments:

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RWY 11**FAR 77 Category C.****RWY 29****FAR 77 Category PIR.****Approach ratio required is RWY 11 34:1 and RWY 29 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 11**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
11	29° 41' 26.007	82° 16' 50.155	Surveyed	31:1	PIR-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		31:1	TREES		81 ft	2,783 ft	Before Runway End	626 ft R
Runway End	No		34:1	TREES		81 ft	2,783 ft	Before Runway End	626 ft R

Marked Displaced Threshold

Required Displaced Threshold

Runway 29

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
29	29° 41' 10.214	82° 15' 27.028	Surveyed	49:1	PIR-G	P4R	No	No	MALSR

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		49:1	TREES		68 ft	3,535 ft	Before Runway End	458 ft L
Runway End	No		50:1	NONE				Before 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
EQUIP	29° 41' 25.97	82° 16' 36.25	Estimated	255 ft	N	2 ft	No	Yes	Yes		
EQUIP	29° 41' 14.74	82° 15' 37.07	Estimated	255 ft	N	2 ft	No	Yes	Yes		

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Instrument Approach

07/25	Type	A	B	C	D	E
07	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.50 Miles	
25	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
25	LNAV/VNAV	2.00 Miles	2.00 Miles	2.00 Miles	2.00 Miles	
25	LPV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
11/29	Type	A	B	C	D	E
11	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.50 Miles	
11	LNAV/VNAV	1.50 Miles	1.50 Miles	1.50 Miles	1.50 Miles	
11	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
29	ILS	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	
29	LNAV	24.00 RVR	24.00 RVR	35.00 RVR	35.00 RVR	
29	LNAV/VNAV	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	
29	LOC/DME	24.00 RVR	24.00 RVR	45.00 RVR	45.00 RVR	
29	LPV	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	

Deficiencies

Inspection Date 11/21/25

Next Inspection 11/30/26

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.

Mitigated Deficiencies

Rwy End: 11 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 11 approach surface ratio is 31:1 due to trees 81 feet tall, 2,783 feet before the approach end of the runway, 626 feet right of centerline.

Runway 11 threshold is displaced to the approach end of the runway.

Rwy End: 11 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline markings shall be white.

Runway 11/29 centerline markings are obscured by rubber buildup.

The airport sponsor provided a planned correction date on February 19, 2026 according to the FAA issued compliance letter dated November 25, 2025.

Rwy End: 29 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 29 approach surface ratio is 49:1 due to trees 68 feet tall, 3,535 feet before the approach end of the runway, 458 feet left of centerline.

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

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License

Effective: 03/01/2026

Category: Public

Limitations: ☐ Day Use Only

Expires: 02/28/2027

☐ 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 07/25 is available for non-precision instrument and visual approaches.

a. Runway 07 is FAR 77 category A(NP).

b. Runway 25 is FAR 77 category A(NP).

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

a. Runway 11 is FAR 77 category C.

b. Runway 29 is FAR 77 category PIR.

3. Runway 11 threshold is displaced to the approach end of the runway.

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

Additional Licensing Remarks: