

Facility Name: Cecil Airport		Inspection Date: 2/13/2026	
Facility Type: Airport		Status: Active	
Inspection Date: 2/13/2026		Inspector: David Smith	
Location ID: VQQ	FAA Site No.: 03250.3*A	FDOT District: 2	
13.00 Miles SW of Jacksonville		County: Duval	
ARP Latitude: 30° 13' 7.60	Source: Estimated	Ownership: Public	
ARP Longitude: 81° 52' 37.80		Use: Public	
Elevation: 80	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: 13365 Simpson Way	
City: Jacksonville	State: FL ZIP: 32218	City: Jacksonville	State: FL ZIP: 32221-5522
Phone: (904) 741-2013	Fax: (904) 741-2011	Phone: (904) 573-1600	
Email: mark.vanloh@flyjacksonville.com			
Owner Representative: Mark VanLoh		Facility Manager: Matt Bocchino	
Address: 14201 Pecan Park Rd		Address: 13365 Simpson Way	
City: Jacksonville	State: FL ZIP: 32218	City: Jacksonville	State: FL ZIP: 32221
Phone: (904) 741-2069		Phone: (904) 573-1601	
Email: mark.vanloh@flyjacksonville.com		Email: matt.bocchino@cecilairport.com	

Acreeage: 6,101	Residential Airpark: No	Beacon: C-G	
Section: 23	Township: 3S Range: 25E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: No	Lighted: No
ALL / MON-FRI / 0700-2300		Facility Website: https://www.flyjacksonville.com/jaa/content.aspx?id=88	
ALL / SAT-SUN / 0700-2100		Ask in any new facility aerals/photos are available	

Based Aircraft								
Year:	2011	Single Engine:	14	Jet Engine:	4	Glider:	Ultralight:	
Source:		Multi Engine:	6	Helicopter:	10	Military:	69	Seaplane:
Total Based Aircraft:								

Annual Operations							
Year:	2010	Air Carrier:	570	Air Taxi:	282	GA Local:	13,922
End Date:		Commuter:		Military:	56,352	GA Itinerant:	10,561
Total Annual Operations:							

FAR 139 Certificated

FAA NavCom					
FSS ID:	☒ PIE	Clearance Delivery:	☒ 123.975		
FSS on Airport:	☒ No	Ground Control:	☒ 121.625		
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☒ 126.100		
VorTac:	☒ VQQ 117.9, CRG 114.5 72d/20.4 nm	Approach Control:	☒ 127.775		
AWOS/ASOS:	☒ 125.275	Unicom:	☒ 130.925		
Instrument Approach:	☒ ILS, LOC, LOC/DME, LPV, LNAV/VNAV, LNAV, VOR/DME, TACAN	ATIS:	☒ 125.275		
		CTAF:	☒ 126.100		

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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 ☐
 Aircraft Rental ☐
 Aircraft Sales ☐
 Avionics ☒ ON CALL
 Beaching Gear ☐
 Car Rental ☒
 Cargo ☐
 Courtesy Car ☒
 Charter ☐
 Crop Dusting ☐
 Glider ☐
 Glider Towing ☐
 Instruction ☒
 Internet ☒
 Lodging ☒
 Parachute Jumping Area ☐
 Restaurant ☒
 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 ☐

Passenger/Cargo Loading Equipment ☒

Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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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.

Runway 09L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09L	30° 13' 03.27	81° 53' 30.06	Surveyed	34:1	BSC-F	N	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		34:1	TREES		77 ft	2,800 ft	Before Runway End	90 ft R

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 27R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27R	30° 13' 03.59	81° 52' 39.48	Surveyed	50:1	BSC-F	N	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		50:1	NONE					

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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Runway ID	Status	Dimension	Surface	Condition	Lights
09R/27L	Existing	8,003 x 200	Asph	Fair	HIRL

Comments:

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Facility Type: Airport

Status: Active

Inspector: David Smith

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.

Runway 09R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09R	30° 12' 56.34	81° 53' 29.99	Surveyed	35:1	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		35:1	TREES	76 ft	2,860 ft	Before Runway End	250 ft L
Runway End								
Marked Displaced Threshold								
Required Displaced Threshold								

Runway 27L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27L	30° 12' 56.96	81° 51' 58.78	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	85 ft	3,060 ft	Before Runway End	405 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	Aeronatical Study	Determination
EQUIP	30° 12' 52.79	81° 51' 58.81	Estimated	420 ft	S	5 ft	No	Yes	No		
Runway ID	Status	Dimension	Surface	Condition	Lights						
18L/36R	Existing	12,504 x 200	Asph	Good	HIRL						

Comments:

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.

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Runway 18L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18L	30° 14' 06.08	81° 52' 26.78	Surveyed	36:1	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		36:1	TREES		102 ft	3,850 ft	Before Runway End	325 ft L
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 36R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36R	30° 12' 02.32	81° 52' 25.67	Surveyed	50:1	PIR-G	P4L	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		50:1	TREES		88 ft	4,595 ft	Before Runway End	500 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	Aeronatical Study	Determination
EQUIP	30° 14' 6.40	81° 52' 24.79	Estimated	175 ft	E	1 ft	No	Yes	Yes		

Runway ID	Status	Dimension	Surface	Condition	Lights
18R/36L	Existing	8,001 x 200	Asph	Poor	None

Comments:

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.

Facility Name: Cecil Airport

Inspection Date: 2/13/2026

Facility Type: Airport

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Runway 18R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18R	30° 14' 06.03	81° 52' 34.76	Surveyed	38:1	PIR-P	N	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		38:1	TREES		96 ft	3,840 ft	Before Runway End	0 ft Both
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 36L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36L	30° 12' 46.82	81° 52' 34.04	Surveyed	50:1	NPI-P	N	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		50:1	NONE					
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
HOLES	30° 13' 28.35	81° 52' 35.38	Estimated	80 ft	W		No	No	No		

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Instrument Approach

09R/27L	Type	A	B	C	D	E
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	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
27L	TACAN	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	1.38 Miles
27L	VOR/DME	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	

18L/36R	Type	A	B	C	D	E
18L	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
18L	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
18L	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
36R	LNAV	0.50 Miles	0.50 Miles	0.63 Miles	0.63 Miles	
36R	ILS	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles
36R	LOC	0.50 Miles	0.50 Miles	1.00 Miles	1.00 Miles	1.00 Miles
36R	LNAV/VNAV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
36R	LPV	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
36R	LOC/DME	0.50 Miles	0.50 Miles	0.63 Miles	0.63 Miles	0.63 Miles

Helipad ID	Status	Dimensions	Surface	Condition	Location	Lighting	Marking
H1	Existing	40 x 40		Good	☒ Land	☐ Obstruction	☒ Landing
					☐ Roof	☐ Touchdown	☒ Touchdown
					☐ Water	☐ Perimeter	☐ Parking

Approach/Departure	Direction	Obstruction	Height	Dist. From L/A	Ratio
1	090	TREES	90	2,855	32 :1
2	270	NONE			50 :1

Comments: Approach ratio required is H1 090 8:1 and H1 270 8:1.
 Transitional surface required is 2:1.
 Minimum TLOF is 39.20 Feet
 Minimum FATO is 67.65 Feet
 Minimum TLOF / FATO Separation is 14.225 Feet
 Minimum Safety Area / FATO Separation is 20 Feet (107.65 Feet)

Helipad ID	Status	Dimensions	Surface	Condition	Location	Lighting	Marking
H2	Existing	40 x 40		Good	☒ Land	☐ Obstruction	☒ Landing
					☐ Roof	☐ Touchdown	☒ Touchdown
					☐ Water	☐ Perimeter	☐ Parking

Approach/Departure	Direction	Obstruction	Height	Dist. From L/A	Ratio
3	090	TREES	70	3,060	44 :1
4	270	NONE			50 :1

Comments: Approach ratio required is H2 090 8:1 and H1 270 8:1.
 Transitional surface required is 2:1.
 Minimum TLOF is 39.20 Feet
 Minimum FATO is 67.65 Feet
 Minimum TLOF / FATO Separation is 14.225 Feet
 Minimum Safety Area / FATO Separation is 20 Feet (107.65 Feet)

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Deficiencies

Inspection Date 2/13/26

Next Inspection 2/28/27

Deficiencies

Rwy End: In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

09L

Runway 09L threshold bar marking is stained and/or discolored.

Rwy End: In accordance with Chapter 14-60.007(8)(a), FAC. – Airport hazards determined to exist by the Department shall be removed.

36L

Runway 18R/36L contains longitudinal and transverse cracking between intersections.

Mitigated Deficiencies

Rwy End: In accordance with Chapter 14-60.007(8)(a), FAC. – Airport hazards determined to exist by the Department shall be removed.

18R

Hole and/or surface variation 3,813 feet after the approach end of Runway 18R, 80 feet right of centerline presents a hazard to aircraft operations on Runway 18R/36L.

NOTAM 11/011 has been published closing Runway 18R/36L and will remain active until the airport completes repairs to the runway surface.

Rwy End: In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

18R

Runway
Centerline

Runway 18R/36L centerline markings are not outlined with a black border six inches or greater in width.

Spoke with Ms. Sarah Matson, Inspection Contact, during the inspection on February 13, 2026 and she advised that the paint markings will be corrected by April 30, 2026.

Rwy End: In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline marking stripes shall begin 40 feet from the top of the runway designation marking.

36L

Runway 36L first runway centerline stripe marking begins 115 feet from the top of the runway designation marking.

Spoke with Ms. Sarah Matson, Inspection Contact, during the inspection on February 13, 2026 and she advised that the paint markings will be corrected by April 30, 2026.

Rwy End: In accordance with Chapter 14-60.007(9)(b), FAC. – The base of the letter or number shall start 20 feet from the threshold or 40 feet from the threshold markings for runway designation markings.

36L

The base of the letter starts 15 feet from the threshold markings for Runway 36L.

Spoke with Ms. Sarah Matson, Inspection Contact, during the inspection on February 13, 2026 and she advised that the paint markings will be corrected by April 30, 2026.

Rwy End: In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

36R

Runway 36R threshold bar marking is faded and in poor condition.

Spoke with Ms. Sarah Matson, Inspection Contact, during the inspection on February 13, 2026 and she advised that the paint markings will be corrected by April 30, 2026.

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Facility Type: Airport

Status: Active

Inspector: David Smith

License

Effective: 06/01/2026

Category: Public

Limitations: ☐ Day Use Only

Expires: 05/31/2027

☐ 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 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.

Additional Licensing Remarks: