

Facility Name: Flying Ten Airport		Inspection Date: 4/9/2026	
Facility Type: Airport		Status: Active	
Location ID: 0J8		FAA Site No.: 03033.2*A	
5.00 Miles N of Archer		FDOT District: 2	
ARP Latitude: 29° 37' 8.100		County: Alachua	
Source: Estimated		Ownership: Private	
ARP Longitude: 82° 30' 31.600		Use: Public	
Elevation: 90		Sectional Chart: JACKSONVILLE	
Source: Estimated			

Note: Primary contact shows below with a background.

Facility Owner: Flying Ten, Inc		Facility Physical Address	
Address: 3808 SW 154th St		Address: 3808 SW 154th St	
City: Archer	State: FL ZIP: 32618	City: Archer	State: FL ZIP: 32618
Phone: (352) 682-0151	Fax:	Phone: (352) 682-0151	
Email:			
Owner Representative: Sam Frasier		Facility Manager: TJ Frasier	
Address: 3808 SW 154th St		Address: 3808 SW 154th St	
City: Archer	State: FL ZIP: 32618	City: Archer	State: FL ZIP: 32618
Phone: (352) 222-0509		Phone: (352) 682-0151	
Email: sfrasier@moses-eng.com		Email: flyingtenmanager@gmail.com	

Acres: 55	Residential Airpark: Yes	Beacon:
Section: 16	Township: 10S Range: 18E	Wind Indicator: Yes Lighted: Yes
Lighting Schedule:		Notes:
Attendance Schedule: Month/Day/Hour		Segmented Circle: No Lighted: No
		Facility Website:
		Ask in any new facility aeriels/photos are available

Based Aircraft					
Year: 2011	Single Engine: 10	Jet Engine:	Glider:	Ultralight: 1	
Source: Inspector	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

FAA NavCom	
FSS ID: ☒ GNV	Clearance Delivery: ☐
FSS on Airport: ☒ No	Ground Control: ☐
Toll Free: ☒ (800) WX-BRIEF	Control Tower: ☐
VorTac: ☐	Approach Control: ☐
AWOS/ASOS: ☐	Unicom: ☐
Instrument Approach: ☐	ATIS: ☐
	CTAF: ☒ 122.900

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Status: Active

Inspector: David Smith

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 ☒
 Beaching Gear ☐
 Car Rental ☐
 Cargo ☐
 Courtesy Car ☐
 Charter ☐
 Crop Dusting ☐
 Glider ☐
 Glider Towing ☐
 Instruction ☒
 Internet ☐
 Lodging ☒ 8 miles
 Parachute Jumping Area ☐
 Restaurant ☒ 6 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 ☐

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
18/36	Existing	3,200 x 175	Turf	Fair	NSTD

Comments:

RWY 18

FAR 77 Category A(V).

RWY 36

FAR 77 Category A(V).

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

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

Runway 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	29° 37' 21.7	82° 30' 31.3	Estimated	26:1	NSD-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	Yes		26:1	TREES		85 ft	2,190 ft	Before Runway End	80 ft R
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	29° 36' 50.56	82° 30' 31.09	Estimated	0:1	NSD-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	Yes		0:1	FENCE	M	4 ft	4 ft	Before Runway End	0 ft Both
Runway End									
Marked Displaced Threshold	Yes	360 ft	20:1	TREES		55 ft	735 ft	Before Runway End	25 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	Aeronatical Study	Determination
FENCE	29° 37' 11.90	82° 30' 32.74	Estimated	100 ft	E	4 ft	No	No	No		
TREE	29° 38' 00.87	82° 30' 32.47	Estimated	110 ft	W	30 ft	No	No	No		
TREE	29° 37' 05.93	82° 30' 32.46	Estimated	115 ft	W	25 ft	No	No	No		
TREE	29° 37' 11.85	82° 30' 32.65	Estimated	105 ft	W	30 ft	No	No	No		
FENCE	29° 37' 23.88	82° 30' 32.38	Estimated	105 ft	W	5 ft	No	No	No		
TREES	29° 37' 23.35	82° 30' 29.88	Estimated	95 ft	E	40 ft	No	No	No		
TREES	29° 37' 21.81	82° 30' 29.89	Estimated	110 ft	E	25 ft	No	No	No		
TREES	29° 37' 21.13	82° 30' 29.87	Estimated	95 ft	E		No	No	No		
ACFT	29° 37' 17.53	82° 30' 29.87	Estimated	125 ft	E		No	No	No		

State of Florida Department of Transportation
Aviation Office

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<http://www.florida-aviation-database.com>

Airport Inspection Record

Facility Name:	Flying Ten Airport	Inspection Date:	4/9/2026
Facility Type:	Airport	Status:	Active
		Inspector:	David Smith

TREES	29° 37' 16.52	82° 30' 29.84	Estimated	105 ft	E	20 ft	No	No	No
TREE	29° 37' 15.65	82° 30' 30.15	Estimated	100 ft	E	15 ft	No	No	No
TREES	29° 37' 15.42	82° 30' 29.84	Estimated	120 ft	E	25 ft	No	No	No
TREE	29° 37' 14.33	82° 30' 30.08	Estimated	105 ft	E	15 ft	No	No	No
TREES	29° 36' 55.48	82° 30' 29.79	Estimated	103 ft	E	41 ft	No	No	No
TREES	29° 36' 56.14	82° 30' 29.77	Estimated	105 ft	E	31 ft	No	No	No
TREES	29° 36' 57.53	82° 30' 29.72	Estimated	110 ft	E	35 ft	No	No	No
ACFT	29° 37' 00.01	82° 30' 29.92	Estimated	105 ft	E		No	No	No
TREES	29° 37' 16.48	82° 30' 32.61	Estimated	105 ft	W	25 ft	No	No	No
TREE	29° 37' 8.85	82° 30' 32.47	Estimated	115 ft	W	30 ft	No	No	No
TREE	29° 37' 6.74	82° 30' 32.62	Estimated	125 ft	W	20 ft	No	No	No
FENCE	29° 37' 06.53	82° 30' 32.50	Estimated	105 ft	W	5 ft	No	No	No
TREES	29° 36' 59.24	82° 30' 32.41	Estimated	105 ft	W	30 ft	No	No	No

Facility Name: Flying Ten Airport

Inspection Date: 4/9/2026

Facility Type: Airport

Status: Active

Inspector: David Smith

Deficiencies

Inspection Date 4/9/26

Next Inspection 4/30/27

Deficiencies

Rwy End: 18

In accordance with Chapter 14-60.007(2)(b)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the width of the primary surface is 250 feet.

Fence 5 feet tall, 0 feet before to 390 feet after the approach end of the runway, 105 feet west of centerline penetrates the primary surface of Runway 18/36.

Trees 0 feet before to 560 feet after the approach end of the runway, 105 feet to 125 feet west of centerline penetrates the primary surface of Runway 18/36.

Fence 4 feet tall, 990 feet after the approach end of the runway, 100 feet west of centerline penetrates the primary surface of Runway 18/36.

Trees 1,180 feet to 1,245 feet after the approach end of the runway, 105 feet to 125 feet west of centerline penetrates the primary surface of Runway 18/36.

Tree 1,515 feet after the approach end of the runway, 115 feet to 125 feet west of centerline penetrates the primary surface of Runway 18/36.

Tree 1,730 feet after the approach end of the runway, 125 feet west of centerline penetrates the primary surface of Runway 18/36.

Trees 0 feet before to 135 feet after the approach end of the runway, 95 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

Trees 185 feet to 325 feet after the approach end of runway, 110 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

Aircraft 640 feet after the approach end of the runway, 125 feet east of centerline penetrates the primary surface of Runway 18/36.

Trees 710 feet to 875 feet after the approach end of runway, 105 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

Tree 965 feet after the approach end of the runway, 105 feet east of centerline penetrates the primary surface of Runway 18/36.

Comments are currently published to the FAA Chart Supplement to advise flight crews of unlighted obstructions east and west of runway centerline.

Rwy End: 36

In accordance with Chapter 14-60.007(2)(b)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the width of the primary surface is 250 feet.

Facility Name: Flying Ten Airport

Inspection Date: 4/9/2026

Facility Type: Airport

Status: Active

Inspector: David Smith

Fence 0 feet before to 1,200 feet after the approach end of runway, 105 feet to 125 feet west of centerline penetrates the primary surface of Runway 18/36.

Tree 875 feet after the approach end of the runway, 105 feet west of centerline penetrates the primary surface of Runway 18/36.

Trees 1,000 feet to 1,115 feet after the approach end of runway, 105 feet to 120 feet west of centerline penetrates the primary surface of Runway 18/36.

Tree 1,550 feet after the approach end of the runway, 110 feet to 125 feet west of centerline penetrates the primary surface of Runway 18/36.

Trees 479 feet to 615 feet after the approach end of runway, 103 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

Trees 670 feet to 750 feet after the approach end of runway, 110 feet to 120 feet east of centerline penetrates the primary surface of Runway 18/36.

Aircraft 955 feet after the approach end of the runway, 105 feet east of centerline penetrates the primary surface of Runway 18/36.

Comments are currently published to the FAA Chart Supplement to advise flight crews of unlighted obstructions east and west of runway centerline.

Mitigated Deficiencies

Rwy End: 18 In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end light groups shall contain three lights for visual runways.

Runway 18 runway end light groups only contain one light per side.

Spoke with Ms. TJ Frasier, Airport Manager, during the inspection April 9, 2026 and she stated the airport is still in the process of procurement to install the edge markings along with the Runway 18 threshold lights associated with the relocation of the runway end.

NOTAM 04/091 has been activated to notify flight crews for the lack of runway threshold lights along with edge markings associated with the runway extension since the FAA has already published the longer length.

Rwy End: 36 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 36 approach surface ratio is 0:1 due to fence 4 feet tall, 4 feet before the approach end of the runway, on centerline.

Runway 36 threshold is displaced 360 feet.

Rwy End: 36 In accordance with Chapter 14-60.007(10)(c), FAC. – Displaced threshold lights remaining lights shall be located outward on 10 foot centers on a line perpendicular to the runway centerline.

Runway 36 displaced threshold lights are spaced out at 5 foot intervals.

Runway 36 displaced threshold lights/markings are spaced out as far as practical due to the limits of the property owned by the airport.

Facility Name: Flying Ten Airport

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Status: Active

Inspector: David Smith

License

Effective: 08/01/2026

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 07/31/2027

☐ 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 18/36 is available for visual approaches only.

- a. Runway 18 is FAR 77 category A(V).
- b. Runway 36 is FAR 77 category A(V).

2. Runway 36 threshold is displaced 360 feet.

B. This Airport is issued a Special License pursuant to Chapter 330.30(2)(b), F.S.

The department may license a public airport that does not meet standards only if it determines that such an exception is justified by unusual circumstances or is in the interest of public convenience and does not endanger the public health, safety, or welfare. Such a license shall bear the designation "special" and shall state the conditions subject to which the license is granted.

1. Trees and fence full length of the runway, 105 feet to 125 feet west of centerline penetrates the primary surface of Runway 18/36.

2. Runway 18 runway end lights are non-standard.

3. Aircraft parking located 640 feet after the approach end of Runway 18 and 100 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

4. Trees full length of runway, 95 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

Additional Licensing Remarks: