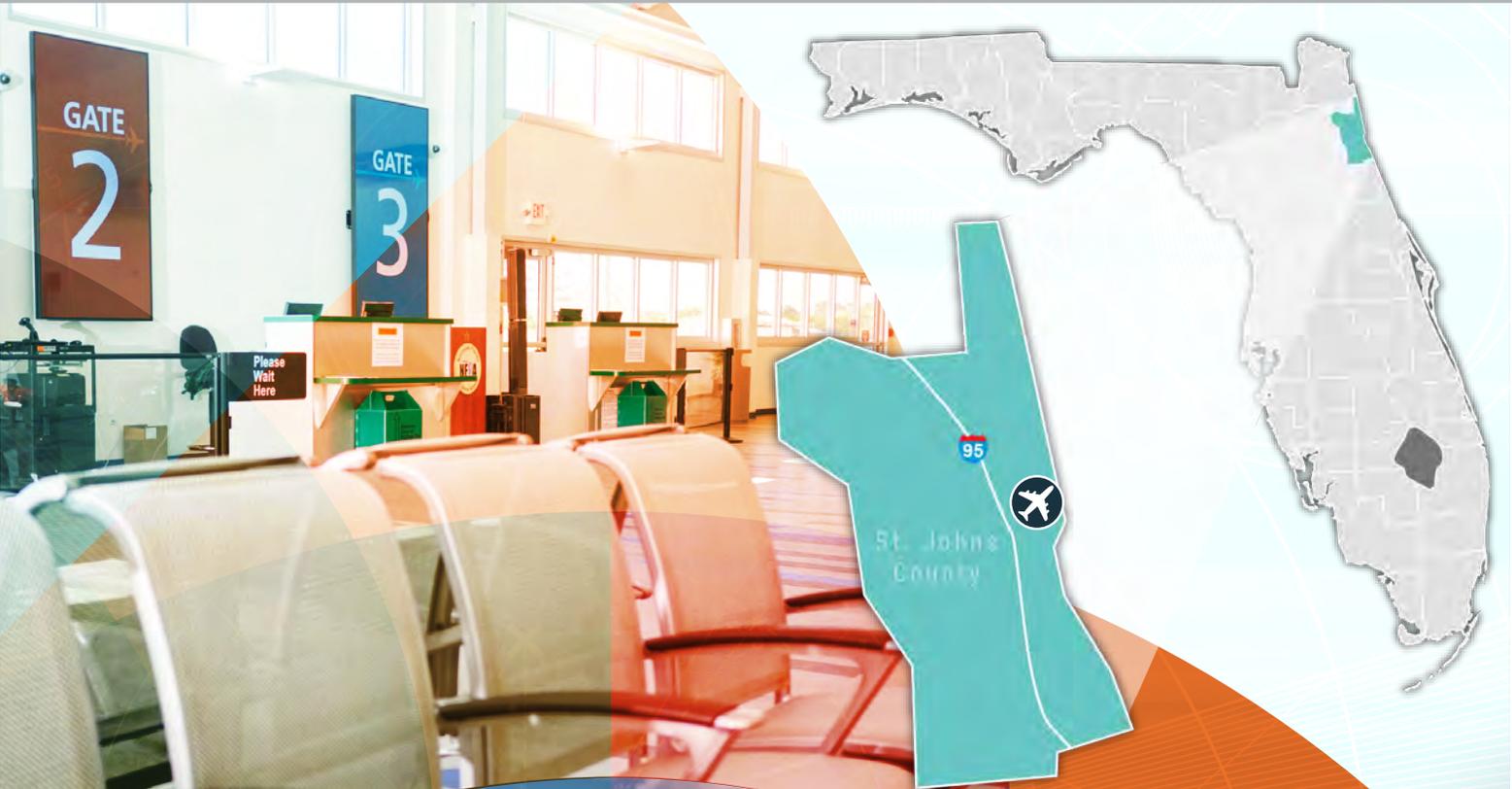


# Northeast Florida Regional Airport



FLORIDA DEPARTMENT OF TRANSPORTATION  
AVIATION AND SPACEPORTS OFFICE

**Airport:** Northeast Florida Regional Airport (SGJ)

**City:** St. Augustine, Florida

**County:** St. John's County

**Owner:** St. Augustine Airport Authority

**Role:** Commercial Service Airport

Located in St. Johns County, Northeast Florida Regional Airport is positioned just a few miles from historic downtown St. Augustine and serves as a focal point for the Northeast Florida region. The airport is centered in a gateway market of 4.4 million passengers within a 2-hour drive to the facility. The airport can accommodate all sizes of commercial and general aviation aircraft and is ideal for serving local aviation users as well as those visiting the northeast Florida area.



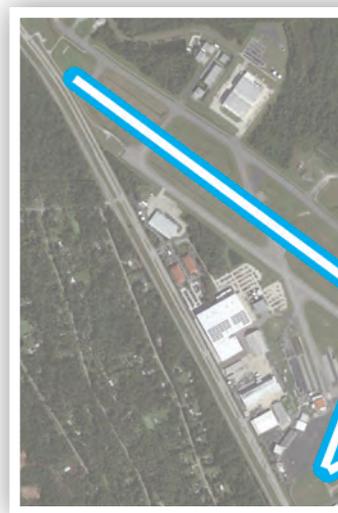
## Existing Facilities

Northeast Florida Regional Airport is served by three paved runways: runway 2/20 (2,610 feet by 75 feet), runway 6/24 (2,701 feet by 60 feet), and runway 13/31 (8,002 feet by 150 feet). The airport's primary runway, 13/31, is all-weather capable and equipped with a Category I-ILS, MALSR approach lighting, HIRL, and VADI. Numerous instrument approaches exist for the runway as well. Runways 6/24 and 2/20 are each equipped with MIRL and runway 2/20 incorporates VADI. The airport also features three water runways in the Intracoastal Waterway, the longest of which is 12,000 feet in length. A seaplane ramp and docking area serve the water runways.

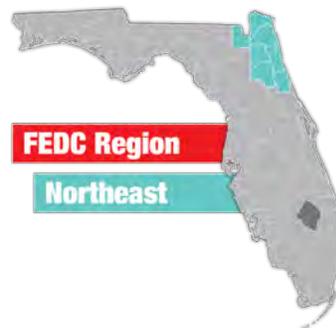
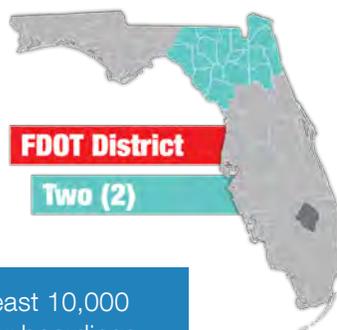
Other airport facilities include an air traffic control tower operated as a part of the FAA Contract Tower Program with daily hours from 7:00am to 9:00pm. A user-fee US Customs and Border Protection facilities is also available to users.

General aviation and airline terminal facilities are located along the eastern edge of the airfield. The southern and southwestern areas of the airport are dedicated to light GA uses and include T-hangars, fueling areas, aircraft parking, flight schools, and an airport conference center. The northeastern quadrant of the airport serves primarily corporate and commercial users and has more than 100,000 square-feet of developed space. Another prominent feature of the airport is the Northrop Grumman Corporation facilities along the northwestern and eastern perimeter.

For more information, please visit SGJ's website at: <https://www.flynf.com/>

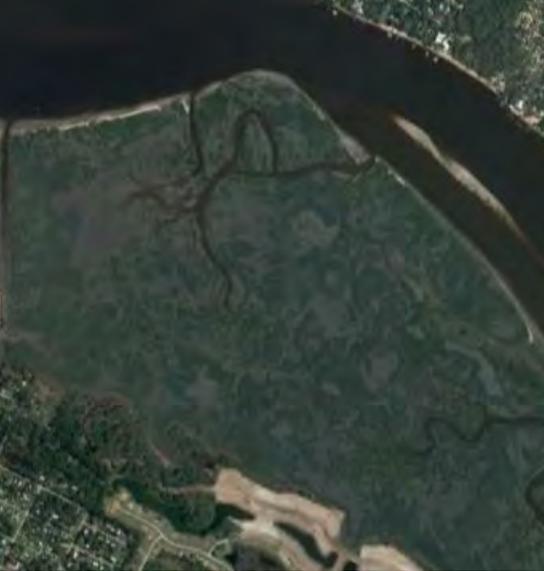


## Airport Classification



Nonhub Primary airports account for at least 10,000 but less than 0.25% of national passenger boardings. There are 247 Nonhubs nationwide and 6 in Florida, including Northeast Florida Regional Airport. Nonhub Primary airports typically serve a large volume of general aviation activity with fewer passenger and air cargo operations. More information can be found at [https://www.faa.gov/airports/planning\\_capacity/npas/](https://www.faa.gov/airports/planning_capacity/npas/).





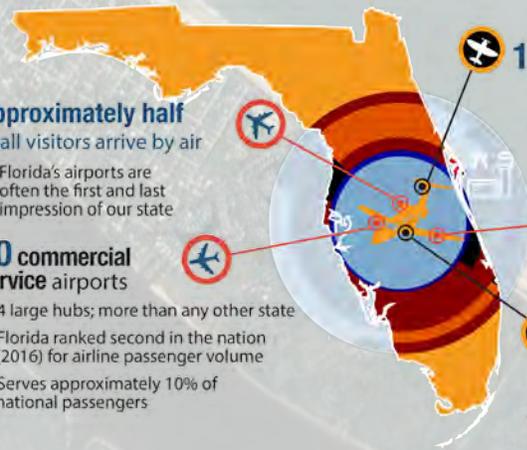
## Florida by the Numbers

### Approximately half of all visitors arrive by air

- Florida's airports are often the first and last impression of our state

### 20 commercial service airports

- 4 large hubs; more than any other state
- Florida ranked second in the nation (2016) for airline passenger volume
- Serves approximately 10% of national passengers



### 109 general aviation airports

- 9 national ASSET airports
- 6% of general aviation aircraft fleet
- Leading number of pilot certificates in 4 categories

### Largest U.S. gateway for Latin American air cargo

Home to the **SUN 'n FUN International Fly-in Expo**, one of the **largest general aviation expos in the world**

## Community Service

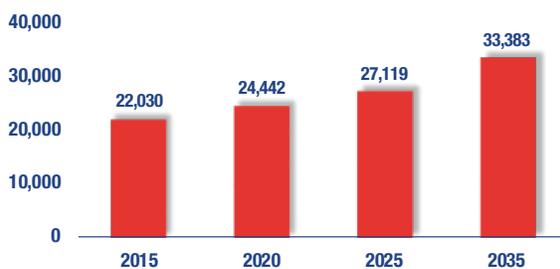


Northeast Florida Regional Airport's location provides users access to the region's various economic assets and local attractions such as beaches, Spanish forts, and golf courses. For the 12-month period ending on December 8, 2016, 48 percent of the airport's annual operations were attributable to local GA, 43 percent were due to transient GA, six percent were due to air taxi operations, and less than one percent were due to commercial air service. The airport accommodates air taxi and scheduled service operations but mainly focuses on serving GA business activity, flight training, and recreational flying. Recreational and sport flying occurs at the airport by both local and visiting aviators. There are two flight training schools located at the airport that are heavily invested in training local and foreign pilots. Various military aircraft routinely utilize the airport for exercises, training, and fuel stops. Continual use by the business aviation segment of GA brings jet and turbo-prop aircraft, including large air carrier types, to the airport. The Coast Guard and state and local law enforcement units also use or base aircraft at the airport in support of search and rescue operations and for other law enforcement missions.

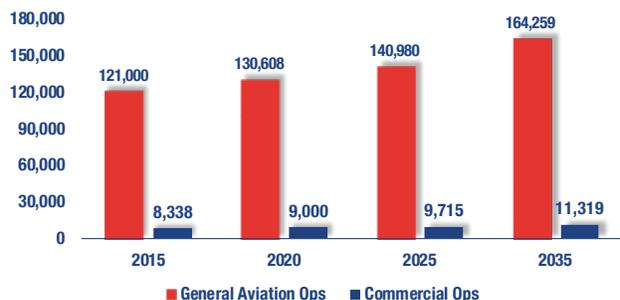
## Current and Forecast Demand

The Northeast Florida Regional Airport plays a significant role in satisfying the aviation needs of northeast Florida. As of 2015, there were 210 based aircraft and a total of 121,000 annual operations at the airport. The airport accommodates more aircraft operations than any other airport in the northeast region of the state. As with most airports, the majority of activity is associated with single-engine airplanes and smaller multi-engine airplanes. Corporate-sized jet airplanes make significant use of the expansive runway length. Other significant operators include helicopters, gliders, ultralights, and military aircraft. These based aircraft are housed in T-hangars, conventional hangars, specialty hangars, and apron tie-downs. Hangar waiting lists reflect continued strong demand for all types of hangars at the airport. The largest planes that use the airport on a routine basis include Airbus A319/320 and Boeing 757. The current Airport Reference Code is D-IV. Historic and forecast FDOT aviation activity information on file for Northeast Florida Regional Airport follows:

**Enplanements**



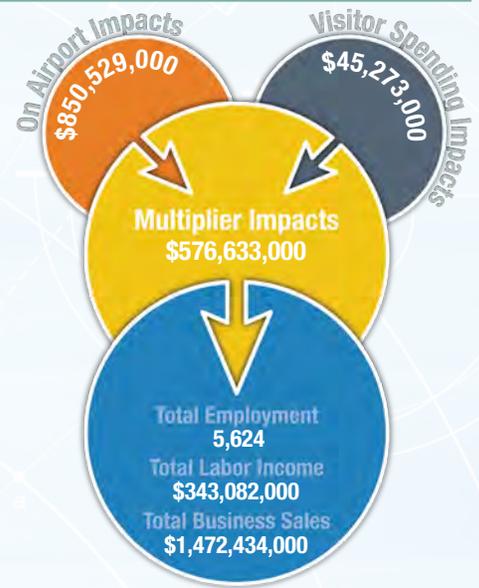
**Operations**



# Economic Impact

Northeast Florida Regional Airport is located in St. Johns County along Florida's Atlantic Coast, approximately five miles north of St. Augustine. The airport has three water runways and three paved runways, with the longest runway measuring 8,002 feet. With a commercial terminal and a general aviation terminal, the airport can accommodate both commercial and general aviation aircraft.

The airport's location makes it an entry point for the Northeast Florida region, providing critical access to attractions such as beaches, historical sites, and golf courses. The airport supports business activity and serves as a gateway for high profile visitors. Navy and Coast Guard aircraft uses the airport for training and search and rescues, while the local sheriff's aviation unit utilizes the airport for law enforcement operations. There are two flight schools located at the airport and the airport is also used for emergency medical aviation, acting as a staging area for the community after natural disasters. The airport's tenants contribute to its economic impact and provide services such as aircraft maintenance and manufacturing.



# Other Airport Characteristics

Northeast Florida Regional Airport is a diverse facility that serves the northeast Florida region in many ways. Uniquely situated between the Florida East Coast Railway and the intracoastal waterway, the airport additionally serves as a multi-modal commerce hub for the area. The Florida National Guard headquarters is located in St. Augustine and command-level aircraft are located at the airport to provide quick access to entire State. US Highway 1, which stretches from Maine to Florida, along with nearby Interstate I-95 provide robust ground access to the airport enterprise.

# Current and Future System Service Requirements/Recommendations

Northeast Florida Regional Airport recently completed several key infrastructure projects aimed at enhancing the overall utility of the airport. These projects include the completion of parallel Taxiway B; rehabilitation and reconstruction of the entire main runway infrastructure including armoring the airport's border with the intracoastal waterway; completion of seaplane and barge access points; and improvements to runway pavement, markings, and lighting. The addition of ARFF vehicles and buildings, a US Customs and Border Protection facility, new hangars, and a conference center further illustrate the importance and vitality of the airport. Recent and planned land acquisition efforts will likely expand the airport envelope to more than 1,200 acres and assure long-term development capability well into the future.

Future infrastructure projects include building new hangars and reconstruction of the primary FBO transient parking apron and Taxiway D, which will complete all critical pavement preservation efforts for the next decade. The planned Airline Terminal Ramp expansion will serve to broaden the capabilities of the Air Terminal. The Florida Inland Navigation District has been supportive of airport efforts to develop limited commercial seaport operations. The airport also continues to embrace and encourage the integration of rail-related infrastructure and services with current airport operations. In the long-term, the airport expects to add critical Strategic Intermodal System infrastructure jointly with the Florida Department of Transportation.

## General Aviation Airport Role

- Flight Training
- Corporate
- Tourism
- Recreational/Sport
- Business/Recreational

## Commercial Service Role

- Tourism
- Business
- International

