AVIATOR'S GUIDE TO ST. AUGUSTINE

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General Airport Information:
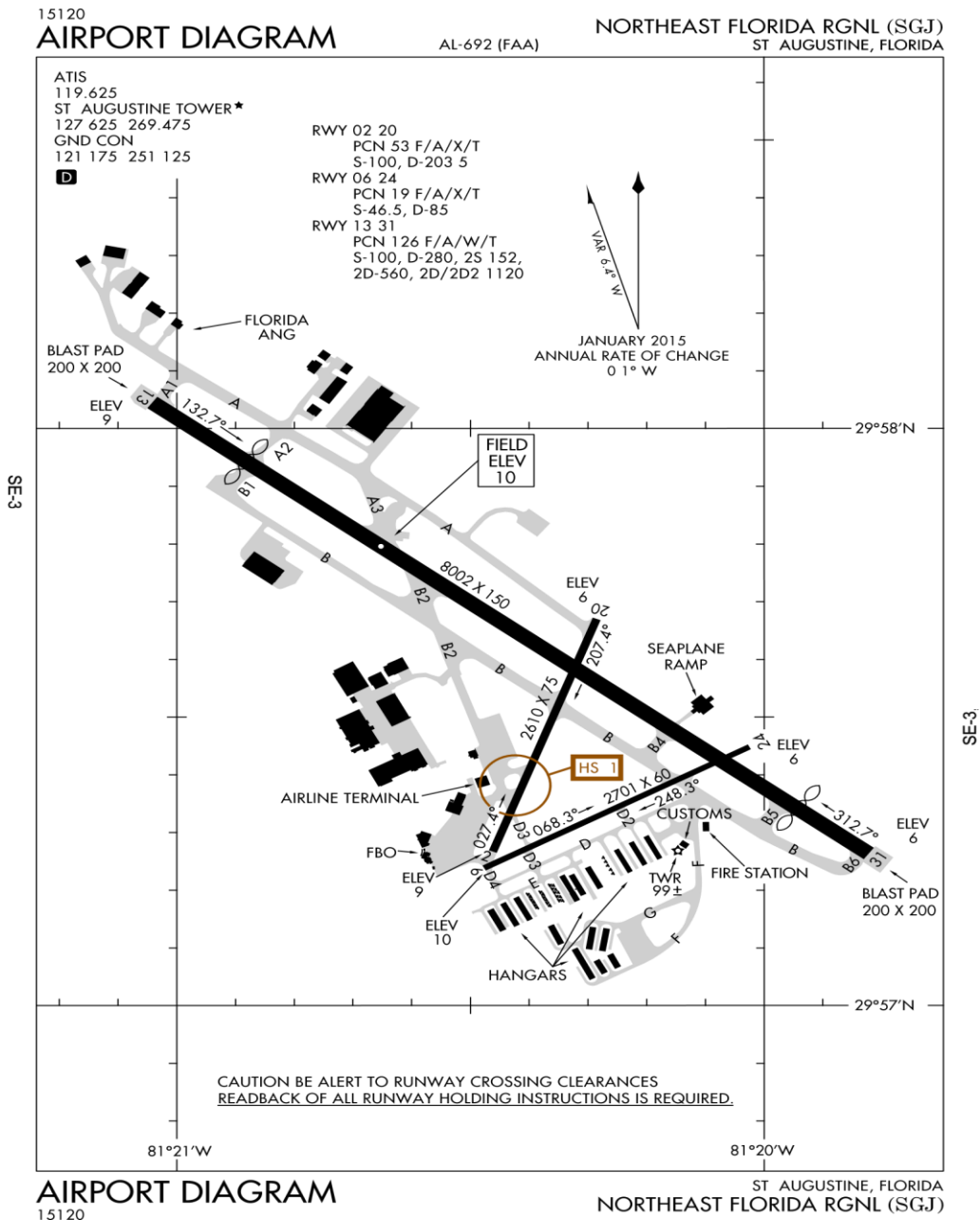
St. Augustine Tower: 127.625   **St. Augustine Ground:** 121.175
CTAF: 127.625   **ATIS:** 119.625
JAX Approach Control: 120.75   **AWOS:** 904-824-7084

Hours of Operation: 0700-2100L (UTC -4 / UTC -5 DST), 365 days/year.

Rwy 13/31: 8,002 ft. x 150 ft.   **Rwy 06/24:** 2,701 ft. x 60 ft.
Displaced Threshold Rwy 13: 1,058 ft.   **Rwy 02/20:** 2,610 ft. x 75 ft.
Displaced Threshold Rwy 31: 805 ft.

AIRPORT DIAGRAM
15120

Departure Procedures:

1) Listen to the **ATIS** on frequency **119.625** to obtain current airport information including runway in use.

2) Monitor **Ground Control** on frequency **121.175**. When you are ready and the frequency is clear, contact Ground & request taxi for departure. Please state call sign, position on the airport, departure intentions and current ATIS information. ****Inform Ground if you are a "STUDENT PILOT" solo.**

   > **Example:** "St. Augustine Ground, (aircraft ID), Taxiway Foxtrot with Information Alpha, request taxi, southbound departure" **OR** "St. Augustine Ground, (aircraft ID), Taxiway Foxtrot with Information Alpha, request taxi, closed traffic".

3) Acknowledge Runway assignment and **read-back any hold short instructions.**
   > **Example:** "(aircraft ID), Runway 13 intersection Bravo 1, taxi via Bravo, cross Runway 6, **hold short** Runway 2.

Arrival Procedures:

1) Listen to the **ATIS** on frequency **119.625** to obtain current airport information including runway in use.
   Palm Valley Bridge

2) Position your aircraft near a SGJ **initial VFR reporting point** (see ⬭ in Map #1 below). **Please AVOID lining up on a "straight-in" to the instrument runways (i.e. Runway 13 or Runway 31).**

NOT FOR NAVIGATIONAL PURPOSES
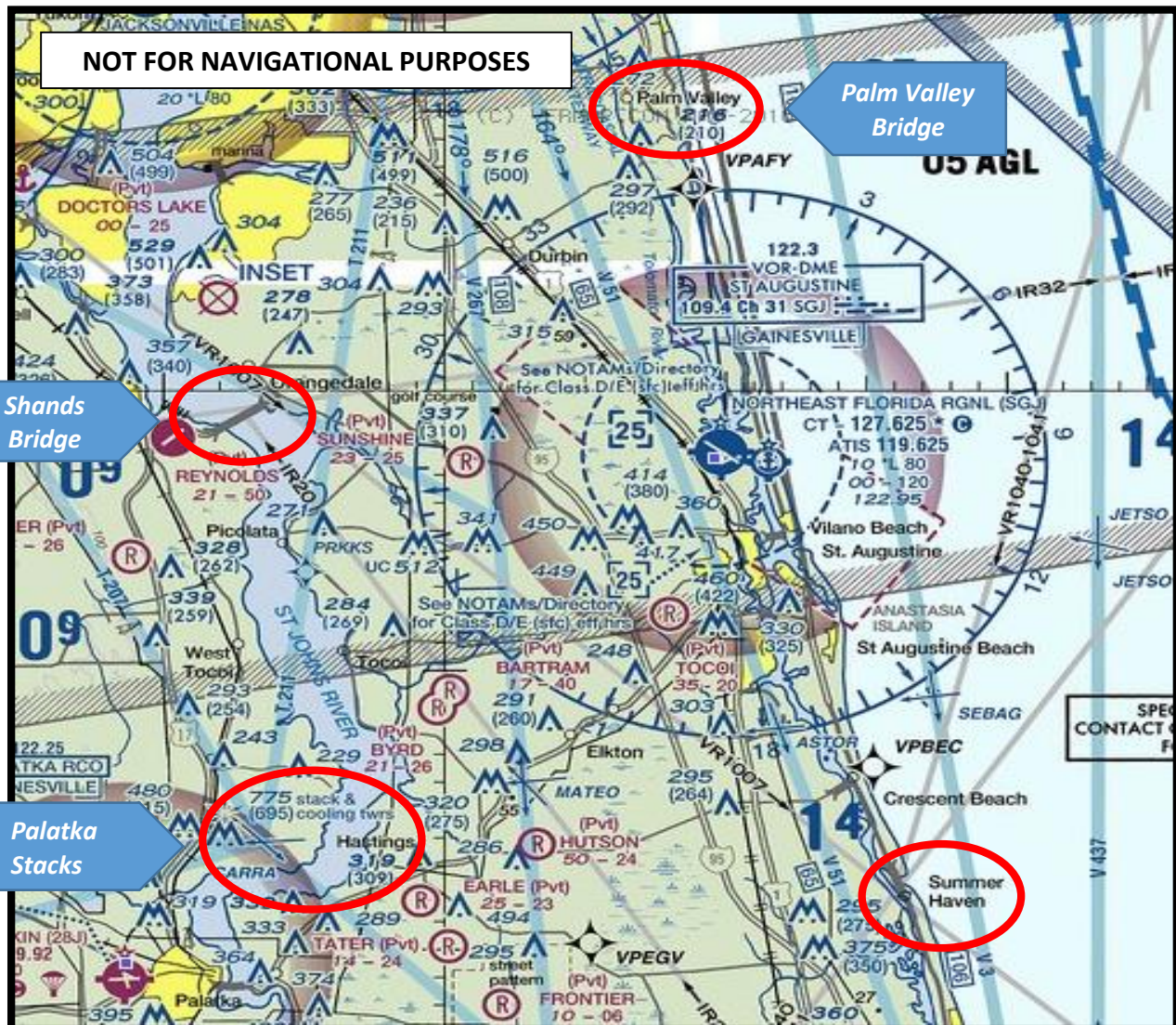
Map #1 – Initial VFR Reporting Points

3) Monitor **Tower** on frequency **127.625**. When you are ready and the frequency is clear, contact Tower for pattern entry instructions. Please state call sign, position & altitude, landing intentions (i.e. full stop, touch & go, etc.) and current ATIS information. ****Inform Tower if you are a "STUDENT PILOT" solo.**

> **Example:** "St. Augustine Tower, (aircraft ID), Summer Haven @ 2,500 with Information Alpha, request full stop" **OR** "St. Augustine Tower, (aircraft ID), Shands Bridge @ 2,500 with Information Alpha, request closed traffic".

4) Acknowledge Runway assignment & pattern entry instructions **OR** <u>secondary VFR reporting point</u> (see 🔺 in Map #2 below).

> **Example:** "(aircraft ID), report the Amphitheatre" **OR** "(aircraft ID), report midfield right downwind Runway 13".
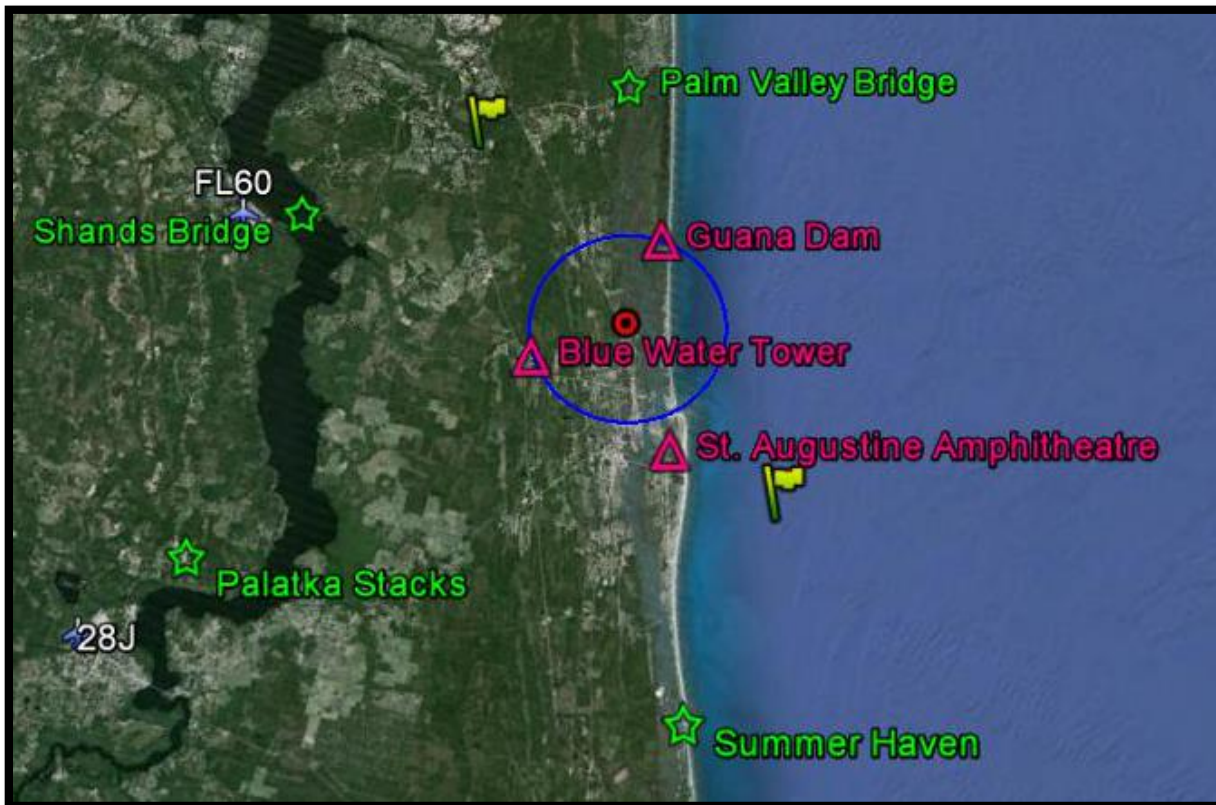
Map #2 – Secondary VFR Reporting Points

5) After landing, exit the Runway at the first **Taxiway** intersection that you're able. If you need to exit onto another Runway, **ask first & obtain permission prior to turning off onto that runway**! If the Tower is busy, **DO NOT STOP** on the runway! Go to the next Taxiway intersection and exit the Runway without delay.

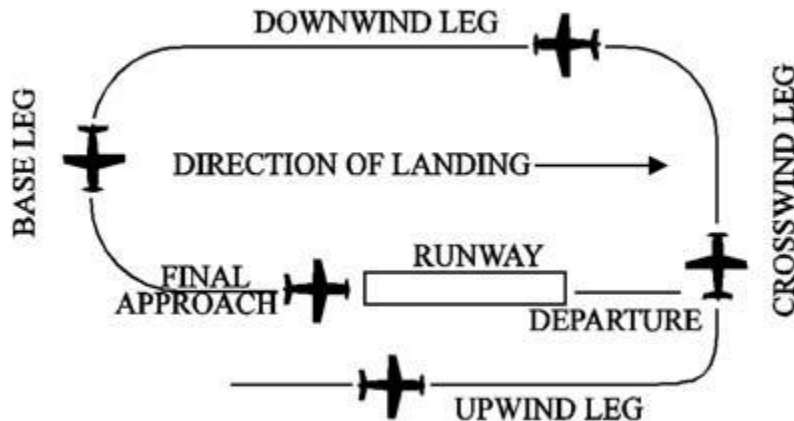> **Reminder:** When exiting a Runway at a Taxiway intersection, **taxi past the hold bar before stopping**. You should be on the same side as the solid lines in order to be clear of the runway safety area.

6) When switching to Ground Control, monitor the frequency first. When the frequency is clear, contact Ground with call sign, position on the airport and intentions.

> **Reminder: ALWAYS READ-BACK HOLD SHORT INSTRUCTIONS!**

Traffic Pattern:

1) Pattern Altitude: 1,000 FT (conventional & H60); 1,500 FT (jet); 500 FT (helicopters)

DOWNWIND LEG

BASE LEG

DIRECTION OF LANDING

CROSSWIND LEG

RUNWAY

FINAL APPROACH

DEPARTURE

UPWIND LEG

2) Direction of traffic may be right **or** left. Listen carefully!

3) **Do not** make any unexpected maneuvers. The Tower is planning traffic & runway separation on the instructions given. **Always** communicate with the Tower before making any unusual maneuvers.

Lost Communications:

1) When inbound to St. Augustine and the **radio receiver is inoperative**, remain outside or above the Class D surface area until the direction and flow of traffic has been determined; then, advise the tower of your type aircraft, position, altitude, intention to land, and request that you be controlled with light signals. When you are approximately 3 to 5 miles from the airport, advise the tower of your position and join the airport traffic pattern. From this point on, watch the tower for light signals. Thereafter, if a complete pattern is made, transmit your position downwind and/or turning base leg.

2) When inbound to St. Augustine and the **transmitter is inoperative**, remain outside or above the Class D surface area until the direction and flow of traffic has been determined; then, join the airport traffic pattern & rock your wings. Monitor the Tower frequency for landing or traffic information, and look for a light signal which may be addressed to your aircraft. **During hours of daylight**, acknowledge tower transmissions or light signals by rocking your wings. **At night**, acknowledge by blinking the landing or navigation lights. To acknowledge tower transmissions during daylight hours, hovering helicopters will turn in the direction of the controlling facility and flash the landing light.

3) When inbound to St. Augustine and the **transmitter and receiver inoperative**, remain outside or above the Class D surface area until the direction and flow of traffic has been determined; then, join the airport traffic pattern and maintain visual contact with the tower to receive light signals. Acknowledge light signals as noted above.

   Reminder: If you have a transponder, **Squawk 7600.**

4) If radio malfunction occurs **on the ground**, turn aircraft to face towards the tower and attempt to get Ground's attention by flashing the landing or navigation lights. Watch for light signals. Continue to monitor Ground frequency.

Light Gun Signals

Meaning			
Color & Type of Signal	Movement of Vehicles, Equipment and Personnel	Aircraft on the Ground	Aircraft in Flight
Steady Green	Cleared to cross, proceed or go	Cleared for Takeoff	Cleared to Land
Flashing Green	Not Applicable	Cleared for Taxi	Return for landing (to be followed by steady green at the proper time)
Steady Red	STOP	STOP	Give way to other aircraft and continue circling
Flashing Red	Clear the taxiway/runway	Taxi clear of the runway in use	Airport unsafe, DO NOT LAND
Flashing White	Return to starting point on airport	Return to starting point on airport	Not Applicable
Alternating Red & Green	Exercise extreme caution	Exercise extreme caution	Exercise extreme caution

Operations after the Tower Closes:

1) Monitor AWOS on frequency **119.625** to obtain current airport & weather information.

2) Whether flying in or taxiing out, monitor **CTAF** on frequency **127.625**. When you are ready and the frequency is clear, broadcast (aircraft ID), type aircraft, position and intentions.

> **Example:** "St. Augustine Traffic, (aircraft ID), Taxiway Foxtrot with the information, taxiing to Runway 31 via Bravo, southbound departure. Any traffic please advise" **OR** "St. Augustine Traffic, (aircraft ID), taxiing to Runway 13 via Bravo, southbound departure, Any traffic please advise" **then** "St. Augustine Traffic, (aircraft ID), crossing Runway 6" **then** "St. Augustine Traffic, (aircraft ID), crossing Runway 2" **OR** "St. Augustine Traffic, (aircraft ID), 15 south @ 2,500 inbound St. Augustine. Any traffic please advise".

> **Reminder: Always broadcast your movements while taxiing on the airport!**

3) Listen for any other traffic in the area to respond.

Activities Specific to SGJ:

1) **Aerobatic Box:** East of Runway 13/31, surface – 3,500 ft. It will be listed on local NOTAMs & broadcast on the ATIS.

2) **Sightseeing Aircraft:** Both helicopter & bi-wing aircraft provide sightseeing tours around the St. Augustine area. Please keep an eye out.

3) **UAS Activity:** UAS aircraft occasionally operate within 5 nm of SGJ, below 400 ft. Such activity will be broadcast on the ATIS.