

Facility Name: Williston Municipal Airport		Inspection Date: 9/13/2024	
Facility Type: Airport		Status: Active	
Location ID: X60		FAA Site No.: 03559.*A	
2.00 Miles SW of Williston		FDOT District: 2	
ARP Latitude: 29° 21' 19.61		County: Levy	
Source: Surveyed		Ownership: Public	
ARP Longitude: 82° 28' 18.74		Use: Public	
Elevation: 76		Sectional Chart: JACKSONVILLE	
Source: Surveyed			

Note: Primary contact shows below with a background.

Facility Owner: City of Williston		Facility Physical Address	
Address: PO Drawer 160		Address: 1800 SW 19th Av	
City: Williston		State: FL	
ZIP: 32696		City: Williston	
Phone: (352) 528-4900		State: FL	
Fax:		ZIP: 32696	
Email: x60@willistonfl.org		Phone: (352) 528-4900	
Owner Representative: Debra Jones		Facility Manager: Benton Stegall	
Address: 1800 NE 19th Ave		Address: PO Box 160	
City: Williston		City: Williston	
State: FL		State: FL	
ZIP: 32696		ZIP: 32696-0160	
Phone: (352) 256-7136		Phone: (352) 528-4900	
Email: debra.jones@willistonfl.org		Email: benton.stegall@willistonfl.org	

Acreage: 1,600		Residential Airpark: No	
Section: 13		Township: 13S	
Range: 18E		Beacon: C-G	
Lighting Schedule: Sunset to Sunrise		Wind Indicator: Yes	
Attendance Schedule: Month/Day/Hour		Lighted: Yes	
ALL / ALL / 0730-1730		Notes:	
		Segmented Circle: Yes	
		Lighted: No	
		Facility Website: https://willistonairport.org/	
		Ask in any new facility aerals/photos are available	

Based Aircraft			
Year: 2011	Single Engine: 54	Jet Engine: 1	Glider:
Source: Inspector	Multi Engine: 6	Helicopter: 3	Ultralight:
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:	<input checked="" type="checkbox"/> GNV	Clearance Delivery:	<input type="checkbox"/>
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input type="checkbox"/>
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input type="checkbox"/>
VorTac:	<input checked="" type="checkbox"/> GNV 116.2 211d/22.8 nm	Approach Control:	<input checked="" type="checkbox"/> 118.600
AWOS/ASOS:	<input checked="" type="checkbox"/> 118.425	Unicom:	<input checked="" type="checkbox"/> 122.975
Instrument Approach:	<input checked="" type="checkbox"/> LNAV	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 122.975

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Services

Fuel:

A ☐
A1 ☒
A1+ ☐
B ☐
B+ ☐
Mogas ☐
80 ☐
100 ☐
100LL ☒
115 ☐

Airframe:

Major ☒
Minor ☒

Power Plant:

Major ☒
Minor ☒

Bottle Oxygen:

High ☐
Low ☐

Bulk Oxygen:

High ☐
Low ☐

Transient Storage:

Buoy ☐
Hangar ☒
Tie Downs ☒

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 ☒
Parachute Jumping Area ☐
Restaurant ☒
Restrooms ☒
Taxi ☐
Telephone ☒

Daily 0700-1400

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Runway ID	Status	Dimension	Surface	Condition	Lights
05/23	Existing	6,669 x 100	Conc	Good	HIRL

Comments:

RWY 05

FAR 77 Category C.

RWY 23

FAR 77 Category C.

Approach ratio required is RWY 05 34:1 and RWY 23 34:1.

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 05

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
05	29° 21' 09.2411	82° 28' 35.5779	Surveyed	34:1	NPI-P	P2L	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		34:1	TREES		47 ft	1,785 ft	Before Runway End	170 ft L

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 23

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
23	29° 21' 56.0005	82° 27' 42.3772	Surveyed	34:1	NPI-P	P2L	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		34:1	TREES		57 ft	2,120 ft	Before Runway End	240 ft R

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
RUTS	29° 21' 56.70	82° 27' 42.35	Estimated	50 ft	N		No	No	No		

Runway ID	Status	Dimension	Surface	Condition	Lights
14/32	Existing	4,979 x 60	Asph	Good	MIRL

Comments:

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RWY 14

FAR 77 Category A(V).

RWY 32

FAR 77 Category A(V).

Approach ratio required is RWY 14 20:1 and RWY 32 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

Safety area required extends 240 feet beyond each runway end.

Runway 14

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	29° 21' 20.630	82° 28' 50.470	Surveyed	21:1	BSC-F	P2L	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		21:1	TREES		80 ft	1,875 ft	Before Runway End	125 ft R
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 32

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	29° 20' 43.730	82° 28' 13.170	Surveyed	16:1	BSC-F	P2L	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		16:1	TREES		51 ft	1,005 ft	Before Runway End	125 ft L
Runway End	No		20:1	TREES		51 ft	1,005 ft	Before Runway End	125 ft L
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	Aeronautical Study	Determination

Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	2,051 x 120	Turf	Good	None

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.

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Runway 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	29° 21' 09.1	82° 27' 47.5	Estimated	34:1	Tires-F	N	No	Yes	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	80 ft	2,690 ft	Before Runway End	60 ft R
Runway End								
Marked Displaced Threshold								
Required Displaced Threshold								

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	29° 20' 49.3	82° 27' 47.5	Estimated	22:1	Tires-F	N	No	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		22:1	TREES	70 ft	1,520 ft	Before Runway End	145 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	Aeronautical Study	Determination
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Instrument Approach

05/23	Type	A	B	C	D	E
05	LNAV	1.00 Miles	1.00 Miles	1.25 Miles		
23	LNAV	1.00 Miles	1.00 Miles	1.25 Miles		

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Deficiencies

Inspection Date 9/13/24

Next Inspection 9/30/25

Deficiencies

05/23 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A@05)

Taxiway A hold position markings at Runway 05 are stained and/or discolored.

05/23 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A@23)

Taxiway A hold position markings at Runway 23 are stained and/or discolored.

05/23 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (B)

Taxiway B hold position markings at Runway 05/23 are stained and/or discolored.

14/32 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (B)

Taxiway B hold position markings at Runway 14 are stained and/or discolored.

14/32 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (F1)

Taxiway F1 hold position markings at Runway 32 are stained and/or discolored.

Rwy End: 05 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline markings shall be white.

Runway 05/23 centerline markings are faded.

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

Runway 14 runway designation markings are stained and/or discolored.

Rwy End: 23 In accordance with Chapter 14-60.007(2)(d)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 transition surface ratio is 7:1.

Trees 25 feet tall, 710 feet before the approach end of Runway 23, 285 feet right of centerline and beyond penetrates the transition surface for Runway 05/23.

Rwy End: 23 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 23 runway designation markings are stained and/or discolored.

Rwy End: 32 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 32 runway designation markings are stained and/or discolored.

Rwy End: 32
Runway
Centerline In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 14/32 centerline markings do not contain a sufficient amount of glass beads.

Rwy End: 32
Runway
Designation In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 32 runway designation markings do not contain a sufficient amount of glass beads.

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Mitigated Deficiencies

Rwy End: 23 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

Ruts and/or surface variations 45 feet before the approach end of Runway 23, 50 feet right of centerline is located inside the runway safety area of Runway 05/23.

Spoke with Mr. Benton Stegall, Airport Manager, after the inspection on September 13, 2024, and he stated that the airport will repair the damage caused by feral swine by September 20, 2024.

Rwy End: 32 In accordance with Chapter 14-60.007(2)(c)1.b., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 32 approach surface ratio is 16:1 due to trees 51 feet tall, 1,005 feet before the approach end of the runway, 125 feet left of centerline.

Runway 32 threshold is displaced to the approach end of the runway.

License

Effective: 01/01/2025

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 12/31/2025

☐ 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 05/23 is available for non-precision instrument and visual approaches.**

- a. Runway 05 is FAR 77 category C.
- b. Runway 23 is FAR 77 category C.

2. Runway 14/32 is available for visual approaches only.

- a. Runway 14 is FAR 77 category A(V).
- b. Runway 32 is FAR 77 category A(V).

3. 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).

4. Runway 32 threshold is displaced to the approach end of the runway.**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 25 feet tall, 710 feet before the approach end of Runway 23, 285 feet right of centerline and beyond penetrates the transition surface for Runway 05/23.**Additional Licensing Remarks:**