

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

Airport Inspection Record

Facility Name: Williston Regional Airport	Inspection Date: 9/16/2025
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	Source: Surveyed
ARP Longitude: 82° 28' 18.74	County: Levy
Elevation: 76	Source: Surveyed
	Ownership: Public
	Use: Public
	Sectional Chart: JACKSONVILLE

Note: Primary contact shows below with a background.

Facility Owner: City of Williston	Facility Physical Address
Address: PO Drawer 160	Address: 1891 SW 18th St
City: Williston	City: Williston
State: FL	State: FL
ZIP: 32696	ZIP: 32696
Phone: (352) 528-4900	Phone: (352) 528-4900
Fax:	
Email: x60@willistonfl.org	

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	Beacon: C-G
Section: 13	Township: 13S	Range: 18E
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:	Ultralight:	
Source: Inspector	Multi Engine: 6	Helicopter: 3	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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Facility Type: Airport

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
- Parachute Jumping Area
- Restaurant Daily 0700-1400
- 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
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-G	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	1,790 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-G	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		51 ft	1,920 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	Fixed by Height Function	Frangible	Marked	Aeronatical Study	Determination
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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-P	P2L	Yes	No	NONE
Obstruction Data									
	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling 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-P	P2L	Yes	No	NONE
Obstruction Data									
	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset	
Primary Surface	No		16:1	TREE	51 ft	1,005 ft	Before Runway End	135 ft	R
Runway End	No		20:1	TREE	51 ft	1,005 ft	Before Runway End	135 ft	R
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' 09.2	82° 27' 47.3	Estimated	34:1	Tires-F	N	No	Yes	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		82 ft	2,765 ft	Before Runway End	70 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' 47.3	Estimated	22:1	Tires-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		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	Aeronatical 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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Facility Type: Airport

Status: Active

Inspector: David Smith

Deficiencies

Inspection Date **9/16/25**

Next Inspection **9/30/26**

Deficiencies

A. In accordance with Chapter 330.30(2)(f)1., F.S. A license of a publicly or privately owned general aviation airport that is open to the public, that has at least one runway greater than 4,999 feet in length, and that does not host scheduled passenger-carrying commercial service operations regulated under 14 C.F.R. part 139 shall not be renewed or reissued unless an approved security plan has been filed with the department.

The Florida Department of Transportation approved General Aviation Airport Security Plan on file for Williston Regional Airport expires on 10/10/2025.

Corrections

Corrected? **Yes**

Date Corrected:

The Florida Department of Transportation approved the General Aviation Airport Security Plan on October 30, 2025.

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: 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 ¾ 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: 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.

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

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

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

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

Mitigated Deficiencies

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 tree 51 feet tall, 1,005 feet before the approach end of the runway, 135 feet right of centerline.

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

License

Effective: 01/01/2026 *Category:* Public Special *Limitations:* Day Use Only
Expires: 12/31/2026 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: