

Facility Name: Marion County Airport		Inspection Date: 9/16/2025	
Facility Type: Airport		Status: Active	
Location ID: X35		Inspector: David Smith	
4.00 Miles E of Dunnellon		FDOT District: 5	
ARP Latitude: 29° 3' 42.42		County: Marion	
Source: Surveyed		Ownership: Public	
ARP Longitude: 82° 22' 35.71		Use: Public	
Elevation: 65.5		Sectional Chart: JACKSONVILLE	
Source: Surveyed			

Note: Primary contact shows below with a background.

Facility Owner: Marion County Board of County Commissioners		Facility Physical Address	
Address: 601 SE 25th Av		Address: 14968 SW 110th St	
City: Ocala		City: Dunnellon	
State: FL		State: FL	
ZIP: 34471-2690		ZIP: 34432	
Phone: (352) 438-2300		Phone: (352) 465-8545	
Fax: (352) 438-2309			
Email: airport@marionfl.org			
Owner Representative: Angel Roussel		Facility Manager: Jorge Nieves	
Address: 601 SE 25th Av		Address: 14968 SW 110th St	
City: Ocala		City: Dunnellon	
State: FL		State: FL	
ZIP: 34471		ZIP: 34432	
Phone: (352) 438-2300		Phone: (352) 572-2101	
Email: angel.roussel@marionfl.org		Email: jorge.nieves@marionfl.org	

Acreeage: 792		Residential Airpark: No	
Section: 26		Beacon: C-G	
Township: 16S		Wind Indicator: Yes	
Range: 19E		Lighted: Yes	
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes	
ALL / MON-FRI / 0800-1600		Lighted: Yes	
		Facility Website: https://airport.marionfl.org/home-airport	
		Ask in any new facility aerals/photos are available	

Based Aircraft			
Year: 2010	Single Engine: 78	Jet Engine:	Glider:
Source: NFDC 5010	Multi Engine: 6	Helicopter:	Ultralight: 5
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"/> OCF 113.7 229d/10.5 nm	Approach Control:	<input checked="" type="checkbox"/> 118.600
AWOS/ASOS:	<input checked="" type="checkbox"/> 122.800	Unicom:	<input checked="" type="checkbox"/> 122.800
Instrument Approach:	<input checked="" type="checkbox"/> LP, LPV, LNAV/VNAV, LNAV	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 122.800

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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 ☐ Off Site
 Cargo ☒
 Courtesy Car ☐
 Charter ☒
 Crop Dusting ☐
 Glider ☐
 Glider Towing ☐
 Instruction ☒
 Internet ☒
 Lodging ☐ Off site
 Parachute Jumping Area ☒
 Restaurant ☐ Off site
 Restrooms ☒
 Taxi ☒ Uber/Lyft Off Site
 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	5,000 x 100	Asph	Fair	MIRL

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° 3' 32.99	82° 22' 55.37	Surveyed	20:1	NPI-P	P4L	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		20:1	TREES		61 ft	1,455 ft	Before Runway End	240 ft R
Runway End	No		24:1	TREES		61 ft	1,455 ft	Before Runway End	240 ft R
Marked Displaced Threshold									
Required Displaced Threshold	No	619 ft	34:1	TREES		61 ft	1,455 ft	Before Runway End	240 ft R

Runway 23

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
23	29° 4' 7.84	82° 22' 15.36	Surveyed	34:1	NPI-P	P4L	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		34:1	TREES		69 ft	2,540 ft	Before Runway End	260 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
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Runway ID	Status	Dimension	Surface	Condition	Lights
10/28	Existing	4,701 x 60	Asph	Fair	MIRL

Comments:

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RWY 10

FAR 77 Category A(V).

RWY 28

FAR 77 Category A(V).

Approach ratio required is RWY 10 20:1 and RWY 28 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 10

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
10	29° 3' 33.89	82° 23' 2.81	Surveyed	29:1	BSC-P	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		29:1	TREES		50 ft	1,690 ft	Before Runway End	130 ft R
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 28

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28	29° 3' 33.70	82° 22' 9.83	Surveyed	26:1	BSC-P	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		26:1	TREES		86 ft	2,420 ft	Before Runway End	225 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
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Instrument Approach

05/23	Type	A	B	C	D	E
05	LP	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
05	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
23	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
23	LNAV/VNAV	1.38 Miles	1.38 Miles	1.38 Miles	1.38 Miles	
23	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	

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Deficiencies

Inspection Date 9/16/25

Next Inspection 9/30/26

Deficiencies

Rwy End: 05 In accordance with Chapter 14-60.007(10)(a), FAC. – Runway edge lights shall emit yellow light on the last 2,000 feet of an instrument runway, or one-half of the runway length, whichever is less, to indicate the caution zone.

Runway edge lights emit white light for the last 2,000 feet of Runway 05.

Mitigated Deficiencies

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

Taxiway (A)

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

Spoke with Mr. Jorge Nieves, Airport Manager, after the inspection on September 16, 2025, and he stated the hold short markings will be repainted during the ongoing Construct Parallel Taxiway to Runway 05/23 project (PFL0007717) underway for fiscal year 2025.

05/23 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway (A)

Hold

Position

Taxiway A hold position markings at Runway 23 do not contain a sufficient amount of glass beads.

Spoke with Mr. Jorge Nieves, Airport Manager, after the inspection on September 16, 2025, and he stated the hold short markings will be repainted during the ongoing Construct Parallel Taxiway to Runway 05/23 project (PFL0007717) underway for fiscal year 2025.

10/28 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 125 feet from visual runways serving small aircraft.

Taxiway (A)

Taxiway A holding position marking is 120 feet from Runway 10/28 centerline.

Spoke with Mr. Jorge Nieves, Airport Manager, after the inspection on September 16, 2025, and he stated these markings will be corrected during the upcoming Parallel Taxiway to 10-28 Project (PFL0013789) scheduled for fiscal year 2026.

10/28 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (A)

Taxiway A hold position markings at Runway 28 is stained and/or discolored.

Spoke with Mr. Jorge Nieves, Airport Manager, after the inspection on September 16, 2025, and he stated these markings will be corrected during the upcoming Parallel Taxiway to 10-28 Project (PFL0013789) scheduled for fiscal year 2026.

10/28 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway (A)

Hold

Position

Taxiway A hold position markings at Runway 28 do not contain a sufficient amount of glass beads.

Spoke with Mr. Jorge Nieves, Airport Manager, after the inspection on September 16, 2025, and he stated these markings will be corrected during the upcoming Parallel Taxiway to 10-28 Project (PFL0013789) scheduled for fiscal year 2026.

Rwy End: 05 In accordance with Chapter 14-60.007(2)(c)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 approach surface ratio is 34:1.

Runway 05 approach surface ratio is 20:1 due to trees 63 feet tall, 1,455 feet before the approach end of the runway, 240 feet right of centerline.

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Spoke with Mr. Jorge Nieves, Airport Manager, after the inspection on September 16, 2025, and he stated that the airport will develop a mitigation plan to conduct obstruction removal for the lower 34:1 slope as a result of the added instrument approach to this runway end. They are still exploring options to conduct removal under an upcoming runway 05/23 project or if it'll be a stand alone project.

Runway 05 approach surface ratio meets obstacle clearance requirements outlined in FAA AC 150/5300-13B, Airport Design, for runways with non-precision instrument approaches with visibility minimums equal to or greater than 3/4 of a mile.

Runway 05 instrument approaches are not authorized at night and circling to land on Runway 05 is not authorized at night.

Rwy End: 05
Runway
Designation

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

Runway 05 runway designation markings do not contain a sufficient amount of glass beads.

Spoke with Mr. Jorge Nieves, Airport Manager, after the inspection on September 16, 2025, and he stated these markings will be corrected during the Runway 05/23 Rehab Project (PFL0013961) scheduled for fiscal year 2026.

Rwy End: 10
Runway
Designation

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

Runway 10 runway designation markings do not contain a sufficient amount of glass beads.

Spoke with Mr. Jorge Nieves, Airport Manager, after the inspection on September 16, 2025, and he stated these markings will be corrected during the upcoming Runway 10/28 Rehab Project (PFL0014100).

Rwy End: 23
Threshold
Bar

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

Runway 23 threshold bar does not contain a sufficient amount of glass beads.

Spoke with Mr. Jorge Nieves, Airport Manager, after the inspection on September 16, 2025, and he stated these markings will be corrected during the Runway 05/23 Rehab Project (PFL0013961) scheduled for fiscal year 2026.

Rwy End: 28

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

Runway 28 runway designation markings are stained and/or discolored.

Spoke with Mr. Jorge Nieves, Airport Manager, after the inspection on September 16, 2025, and he stated these markings will be corrected during the upcoming Runway 10/28 Rehab Project (PFL0014100).

Rwy End: 28
Runway
Designation

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

Runway 28 runway designation markings do not contain a sufficient amount of glass beads.

Spoke with Mr. Jorge Nieves, Airport Manager, after the inspection on September 16, 2025, and he stated these markings will be corrected during the upcoming Runway 10/28 Rehab Project (PFL0014100).

Facility Name: Marion County Airport

Inspection Date: 9/16/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

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 10/28 is available for visual approaches only.

- a. Runway 10 is FAR 77 category A(V).
- b. Runway 28 is FAR 77 category A(V).

3. Runway 05 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. Runway 05 approach surface ratio is 20:1 due to trees 61 feet tall, 1,455 feet before the approach end of the runway, 240 feet right of centerline.

Additional Licensing Remarks: