

# OCALA INTERNATIONAL-JIM TAYLOR FIELD

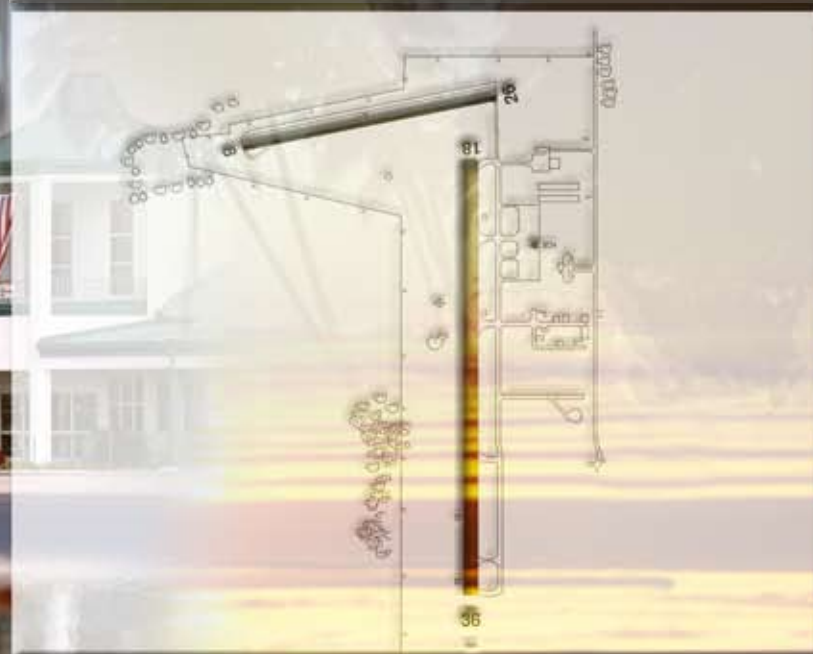
OCALA  
GENERAL AVIATION AIRPORT



## AIRPORT LOCATION



Ocala International-Jim Taylor Field is located four miles to the west of Ocala in Marion County.



## Existing Facilities

Ocala International is served by two runways, Runway 08/26, which is 3,010 feet long by 50 feet wide and Runway 18/36, which is 7,463 feet long by 150 feet wide. These runways are both asphalt and in good condition. Both runways are served by full length parallel taxiways. The airport has a 4,000 square foot general aviation terminal and a 1,900 square foot administrative building with 72 paved automobile parking spaces for airport patrons. There are currently over 50 tie-downs for the airport's general aviation aircraft along with 81 T-hangars and 15 corporate hangars. Additional hangars are being planned.

The airport has identified several initiatives as necessary for serving general aviation demand in the near term, including new car rental parking lot, new terminal design, apron rehab, taxiway rehab, RSA improvements, fillet widening, precision striping, pavement resurfacing, a FAR Part 150 Study, taxiway construction, taxiway realignment, and land acquisition. The airport had its most recent master plan completed in 1996. The first master plan update was completed in 2002 and another is currently being updated.

## Current and Forecast Demand

### GENERAL AVIATION

Ocala International-Jim Taylor Field serves the needs of general aviation, corporate aviation, and the air cargo industry. The largest plane that uses the airport on a regular basis is the Gulfstream V. However, aircraft such as the Boeing 727 and 737 and the Douglas DC-8 are occasional users of the airport. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is C-III. General aviation constitutes a considerable portion of the airport's annual activity. According to the FDOT records there are 145 based general aviation aircraft at the airport. Of this total, approximately 56 percent of the aircraft are stored on paved tie-downs, and the remaining percentages are in T-hangars or conventional hangars. The airport presently reports a wait list for T hangars that shows 35 aircraft. The current FDOT work plan for Ocala International shows plans to develop an additional 28 covered storage spaces.

Flight training is a component of this airport's general aviation activity. Roughly 30 percent of the airport's annual operations are related to flight training. There is one business located on the airport that provides flight training; this business employs eight flight instructors and has 11 aircraft that are dedicated to flight training. General aviation operations by corporate and business users are also common at the airport. The airport estimates that 35 percent of its annual general aviation operations are business related. Approximately 12 percent of the airport's based aircraft are owned by local businesses. The airport also attracts a number of transient or visiting general aviation aircraft. This type of activity accounts for approximately 25 percent of the airport's annual activity. Visiting businesses that fly into the airport include Flight Options, Net Jets, Flex Jets, Raytheon Travel, and Hacienda. Approximately, 70 percent of all visiting general aviation aircraft fall into the business jet category. The airport has no aviation training programs that are connected with any of the local colleges, universities, or technical schools.

Historic and forecast FDOT aviation activity information on file for Ocala International-Jim Taylor Field is as follows:

Ocala International – Jim Taylor Field	2007	2012	2017	2027
Based Aircraft	145	154	164	186
General Aviation Operations	75,000	82,806	91,424	111,446
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A

Source: FDOT Aviation Office.

### COMMUNITY SERVICES

Ocala International has many capabilities. In its current role, the airport serves general aviation, corporate aviation, and the air cargo industry. The airport does not currently focus on recreational activity. However, management would support this type of activity at the airport. The airport does accommodate flight training activity and envisions increasing its role as a provider and accommodator of flight training activities. Since approximately eight percent of its activity is related to air taxi/air charter operations and 35 percent to business related activity, the airport's management believes that it could support Very Light Jet (VLJ) related air taxi operations. As seen by management, the airport's future role is limited only by financial considerations. The airport does not report any manmade, environmental, or community factors that will limit its future system role or growth. While the airport sees itself experiencing modest growth in the coming years, management's vision for the future would incorporate limited commercial service at the airport, along with expanded airside and commercial/industrial related development.

### OTHER AIRPORT CHARACTERISTICS

Since 1994, the airport has been actively involved in facility enhancement projects, including the acquisition of approximately 400 acres of land for future expansion. In 1995, airfield signage was installed and existing signage was corrected to meet Code of Federal Regulations (CFR) Part 139 "Certification & Operations: Land Airports Serving Air Carriers" regulations. Additionally, an Instrument Landing System (ILS) was installed, an asphalt overlay of Runway 08/26 and its associated taxiways was completed, and an extensive obstruction removal program began to remove trees and other obstructions to air navigation.

An industrial park is under development one mile south of the airport. In addition, there are two other industrial parks located within a mile of the airport. One is immediately across the street from the general aviation center and the other is just a little further east of the airport. Ocala International is also part of Ocala's Foreign Trade Zone, and is an important element in the local economy. While the airport does not have any based military aircraft, it does accommodate transient military operations. Airport management reports that less than one percent of its total annual activity, or 250 annual operations, is attributable to military operations.

## CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Flight Training, Corporate, and Recreational/Sport services. The airport plans to increase its flight training, corporate, and charter operations. The airport received its highest quotients in Recreational/Sport and Tourism (CA) services, but due to the needs of the local area, Corporate and Flight Training services are considered viable also.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism		
Business		
Air Cargo		
International		
GENERAL AVIATION AIRPORT ROLE		
Flight Training	X	X
Corporate	X	X
Tourism		X
Recreational / Sport	X	X
Business / Recreational		