

Ocala International Airport  
Master Plan Update

# Preferred Alternative Meeting

▶ December 9<sup>th</sup>, 2025



# Agenda

Introductions

Master Plan Process

- Master Plan Process and Key Goals

Overview of Forecast

Preferred Alternative

- Review of the long-term development vision and proposed improvements for Ocala International Airport

Individual Alternatives

- Breakdown of individual concepts within the preferred alternative

Next Steps

Question and Answers

# Master Plan Process



# Master Plan Process

## Purpose:

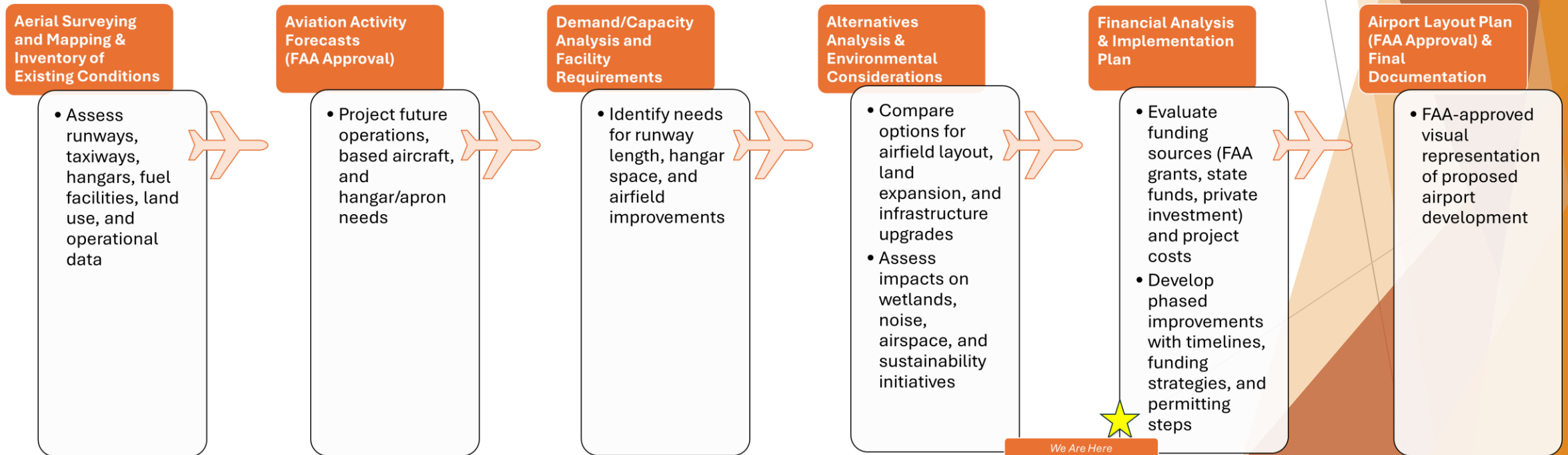
Establishes a long-term vision for airport growth and operational efficiency

## Regulatory Framework:

Guided by FAA Advisory Circulars, state/local regulations, and industry best practices

## Focus Areas for GA Airports:

- Accommodating private, corporate, and recreational aviation
- Supporting flight training, maintenance, and emergency services
  - Enhancing airfield safety and operational efficiency



# Key Goals of Preferred Alternative



Meeting the aviation needs of the citizens and business as identified in the Facility Requirements



Maintaining safe and efficient airside facilities compliant with airport design standards and FAA and FDOT guidance



Identifying opportunities for continued economic sustainability at the airport as required by grant assurances



Engaging the public and airport users in the planning process



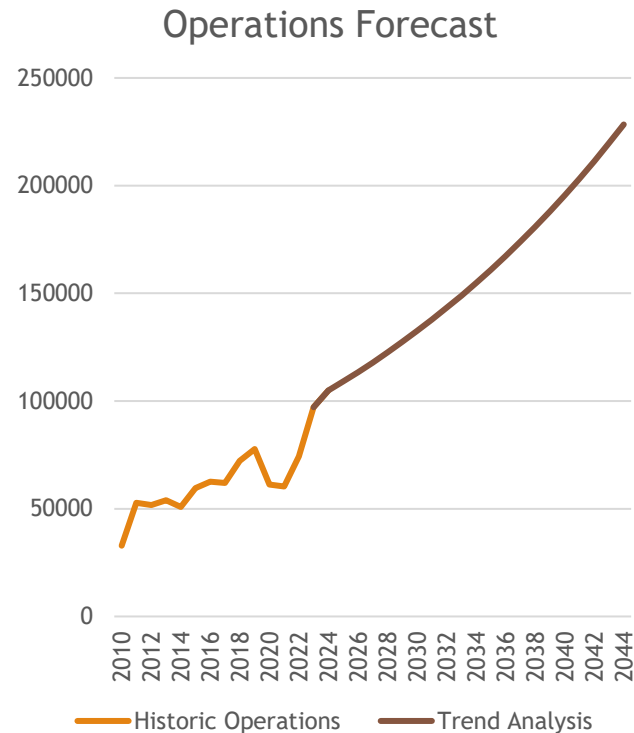
Maintaining flexibility for future changes

# Forecast Overview



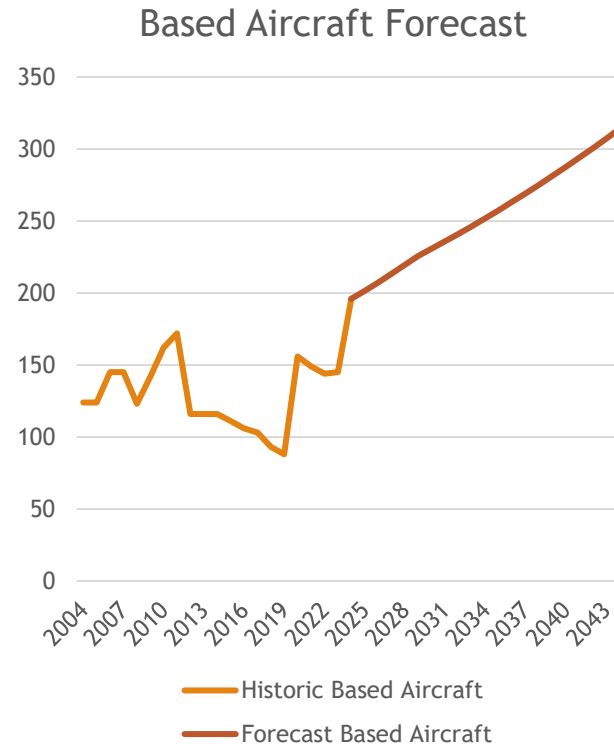
# Forecast Overview

- ▶ Strong Regional Growth: Ocala metro = 4th fastest-growing U.S. city; ~269 new residents/week.
- ▶ Economic Anchors: World Equestrian Center, Ocala Breeder Sales, FAST swimming center, strong tourism growth.
- ▶ Based Aircraft Growth: From 196 in 2024 → 314 by 2044 (CAGR 2.38%); driven by hangar expansion & corporate jet activity.
- ▶ Operational Growth: Preferred trend = 3.97% CAGR; 104,917 ops in 2024 → 228,390 by 2044.
- ▶ Fleet Mix Shift: Increase in jets & higher approach category aircraft; future critical aircraft = C-III (B737-300).
- ▶ Special Cargo Potential: Domestic equine charters likely; international quarantine center possible but less certain.



# Forecast Implications

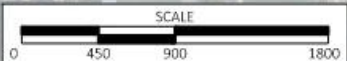
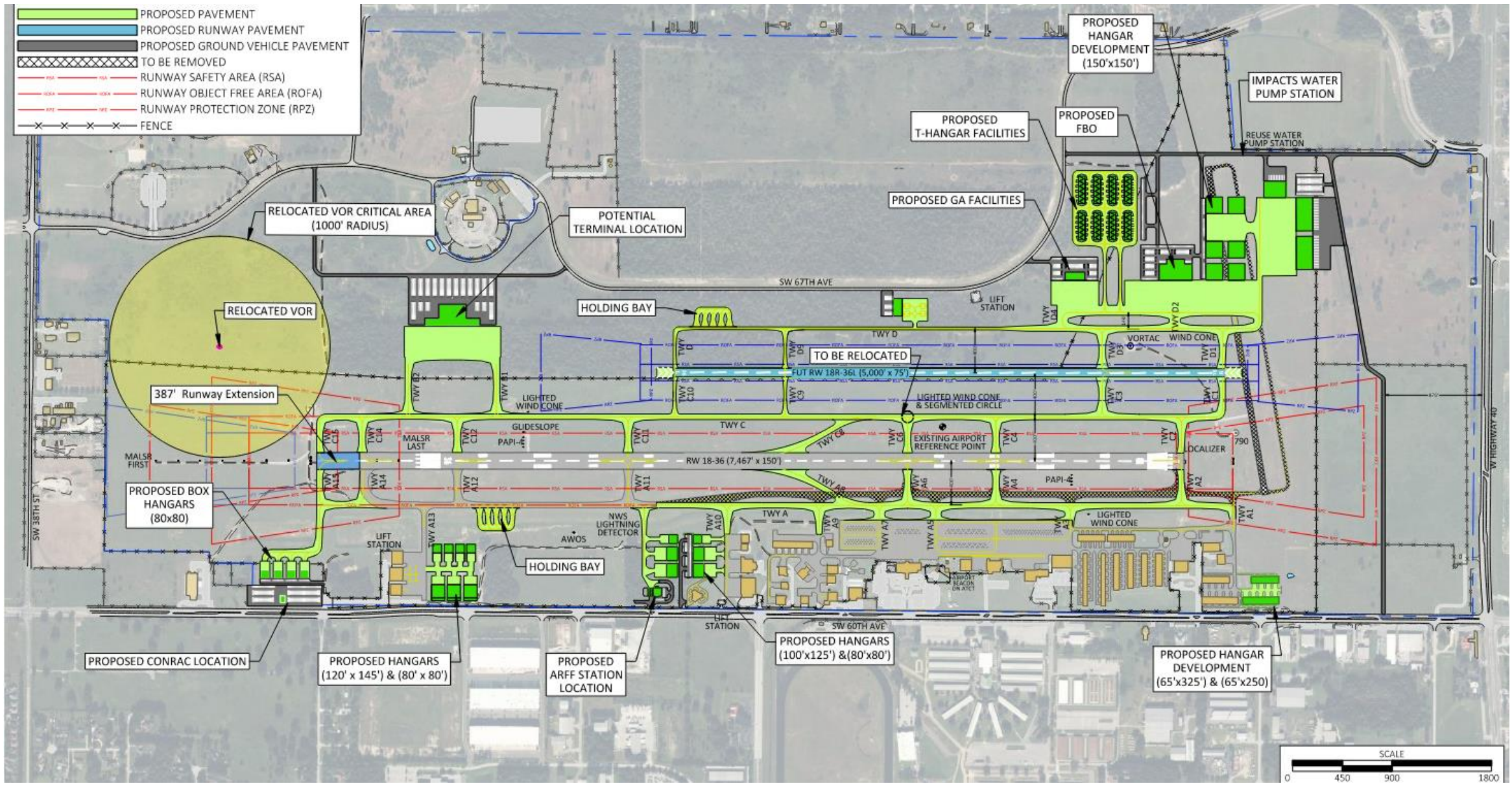
- ▶ Capacity Pressure: Projected operations could approach or exceed 80% ASV in long term.
- ▶ Facility Needs:
  - ▶ Additional hangars, apron space, and taxiway capacity.
  - ▶ West-side development for larger C-III aircraft; east side for B-II.
- ▶ Air Cargo Opportunities: Equestrian quarantine facility could drive major cargo growth (up to 900 ops/year).
- ▶ Planning Priorities:
  - ▶ Maintain flexibility for both GA and corporate operations.
  - ▶ Preserve land for long-term runway/taxiway expansion.
  - ▶ Coordinate with ATC on procedural efficiencies.
- ▶ Baseline vs. TAF: OCF growth forecast well above FAA TAF (+12% ops, +1.5% based aircraft in 2024; +106% ops, +24% based aircraft by 2043).
- ▶ Commercial Service Potential: While no commercial operations are currently forecasted, as Ocala's population and economic activity continue to grow, demand for commercial air service may increase. The City of Ocala could play a key role in incentivizing airlines to establish service to the metropolitan area.



# Preferred Alternative



- PROPOSED PAVEMENT
- PROPOSED RUNWAY PAVEMENT
- PROPOSED GROUND VEHICLE PAVEMENT
- TO BE REMOVED
- RUNWAY SAFETY AREA (RSA)
- RUNWAY OBJECT FREE AREA (ROFA)
- RUNWAY PROTECTION ZONE (RPZ)
- FENCE

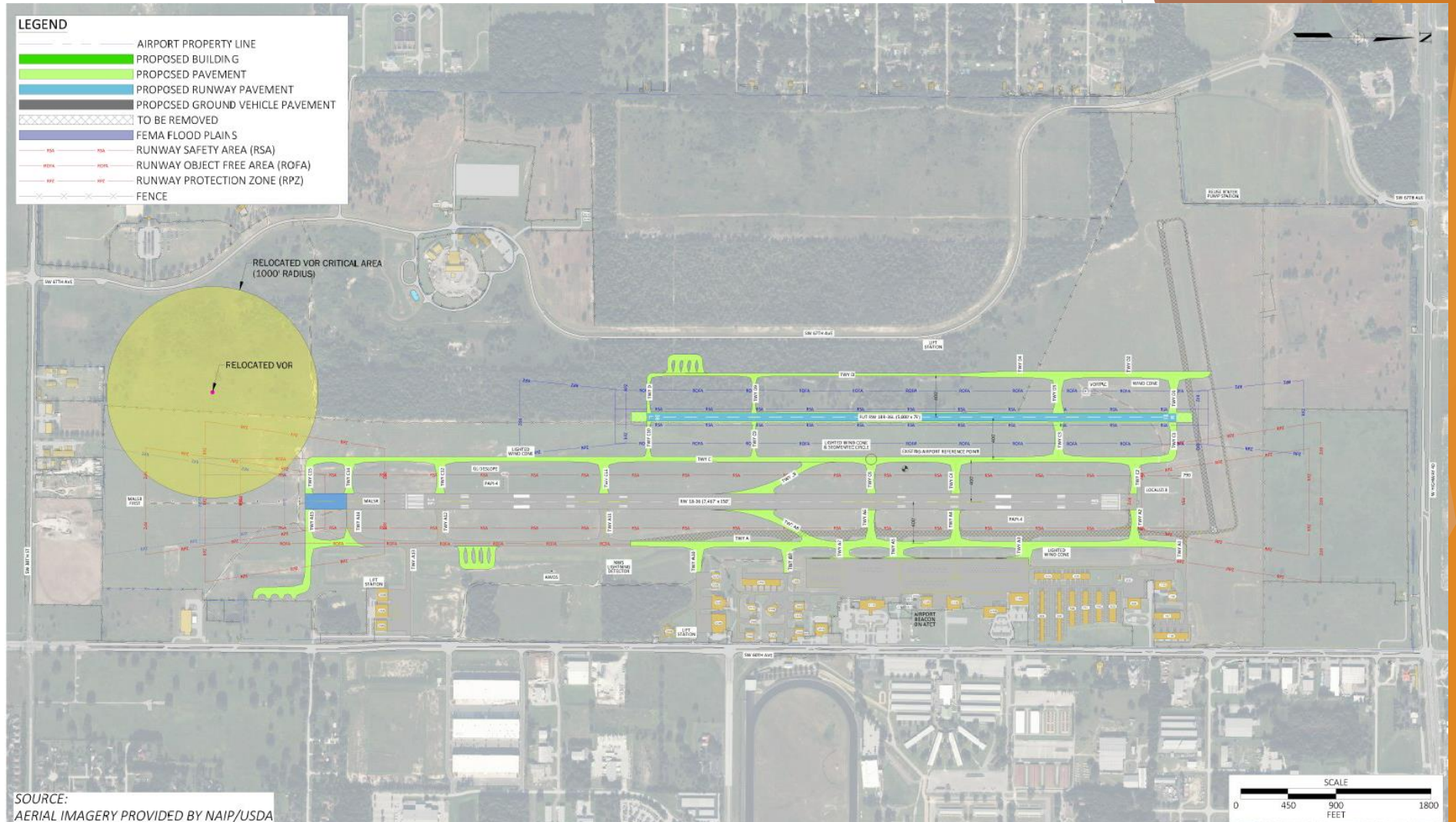


# Individual Alternatives



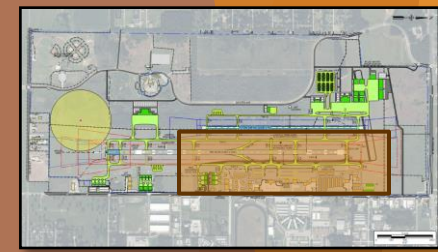
# Runway 36 Extension and New Parallel Runway 18R - 36L

- ▶ Runway 36(R) extension to displaced threshold of 387 feet
- ▶ New Runway 18R-36L
  - ▶ 5,000' x 75'
  - ▶ A/B-II aircraft
  - ▶ Increases airport capacity to meet future demand
- ▶ Optimize ATC procedures to reduce delays (sequencing, runway occupancy)
- ▶ Add targeted taxiway improvements (bypass/holding bays, high-speed exits)
- ▶ Relocate/improve holding bay areas to keep main taxiways clear

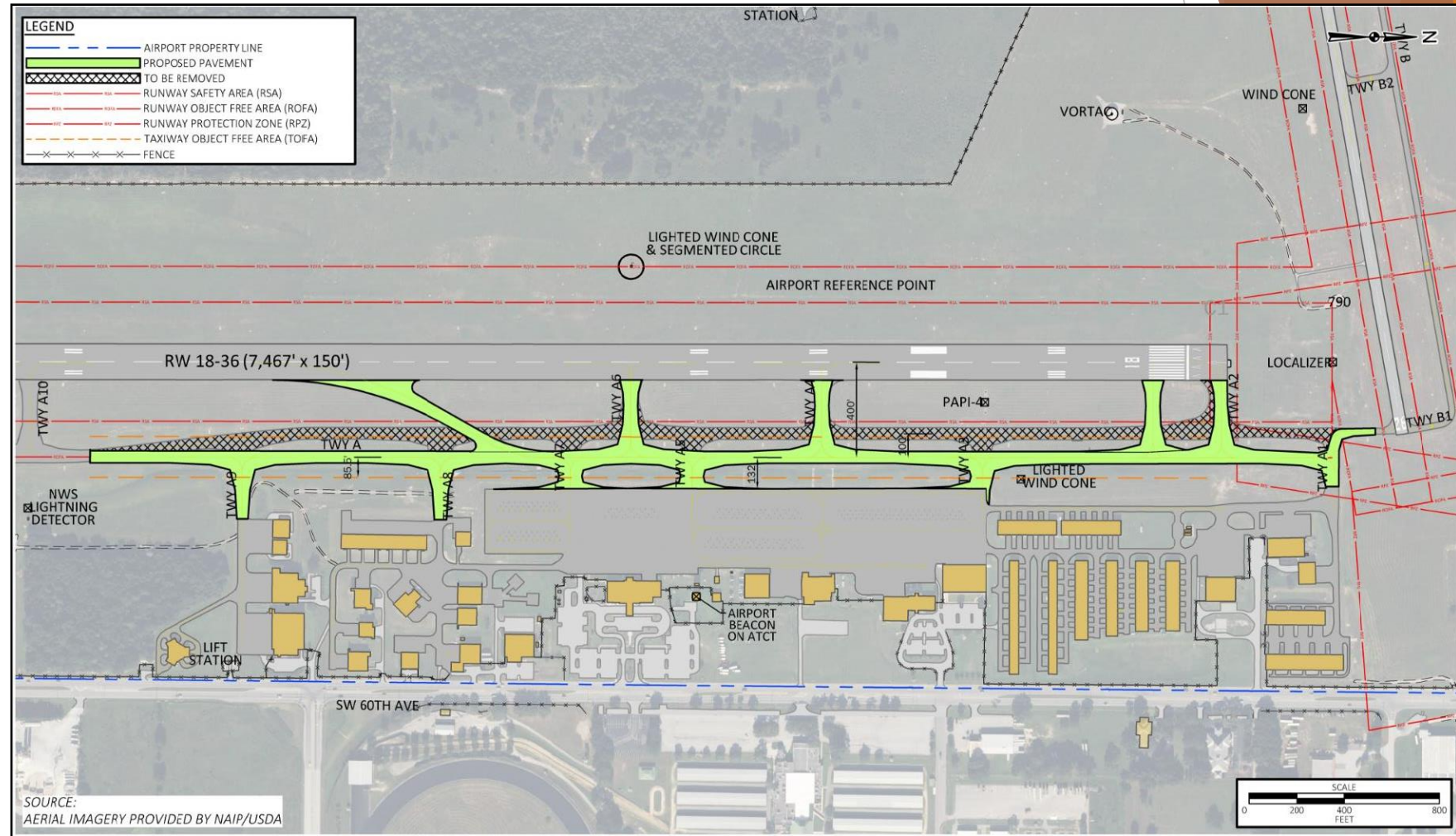


Meet runway length facility requirements, increase capacity, increase revenue

# Realignment of Taxiway A with High-Speed Taxiway

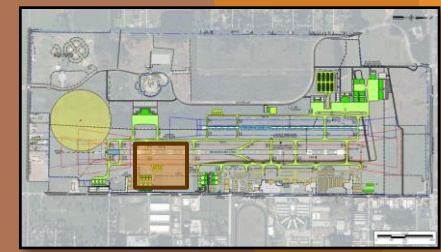


- ▶ Standard ADG-III runway-taxiway separation (400 feet) and TOFA (171 feet)
- ▶ Shifting Taxiway 100 feet to east
- ▶ Removal of Existing Taxiway A from A1-A10
- ▶ High-speed exit improves capacity (reduces runway occupancy)

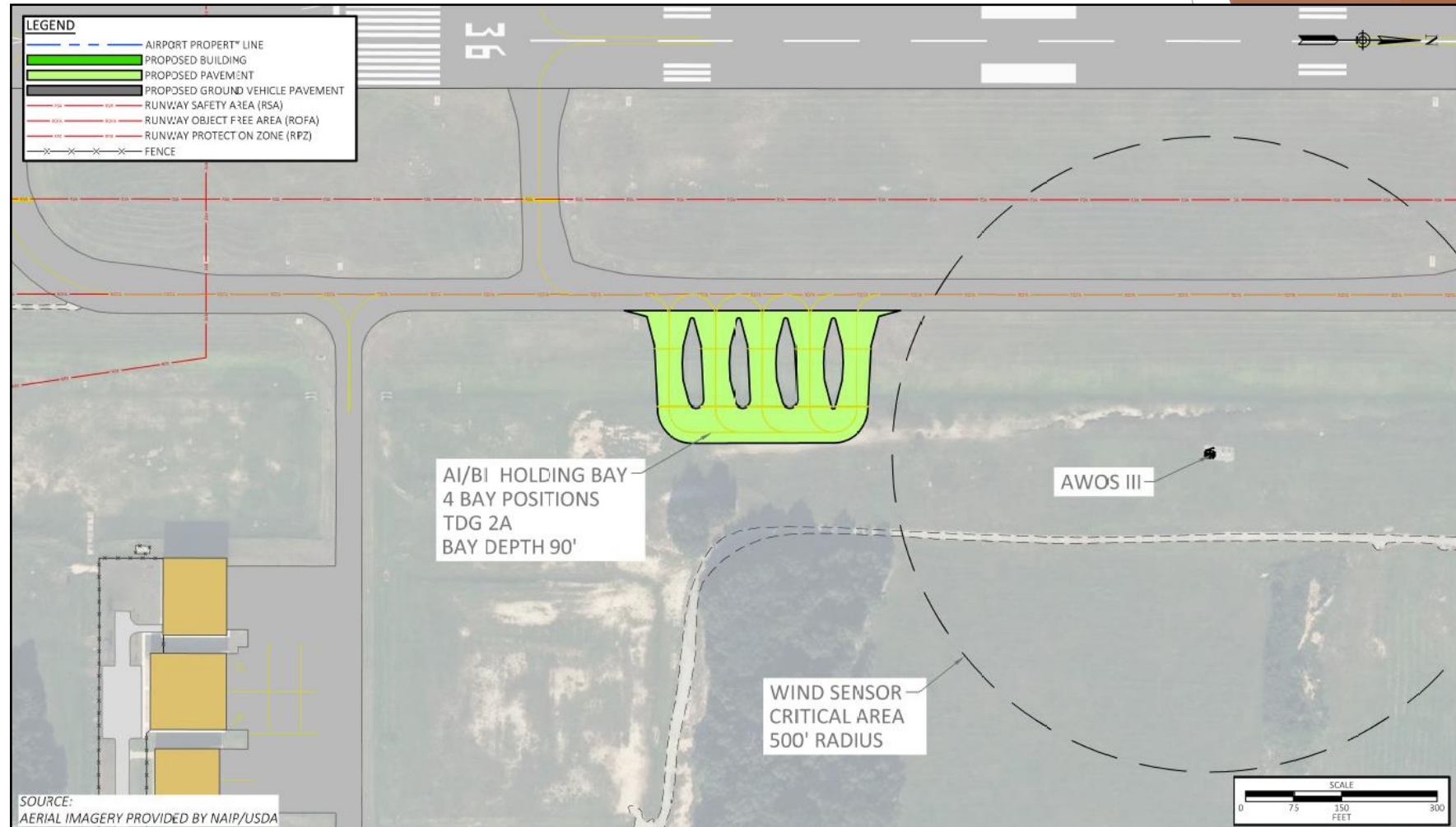


Addresses non-standard runway to taxiway separation, increases capacity

# Holding Apron

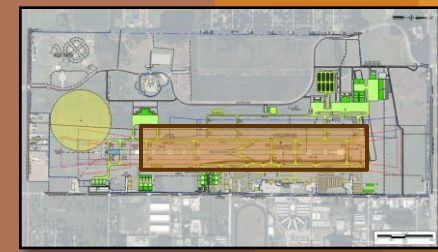


- ▶ A/B-I holding aprons on Runway 36 End
- ▶ Provides four-bay holding apron for staging and operational control

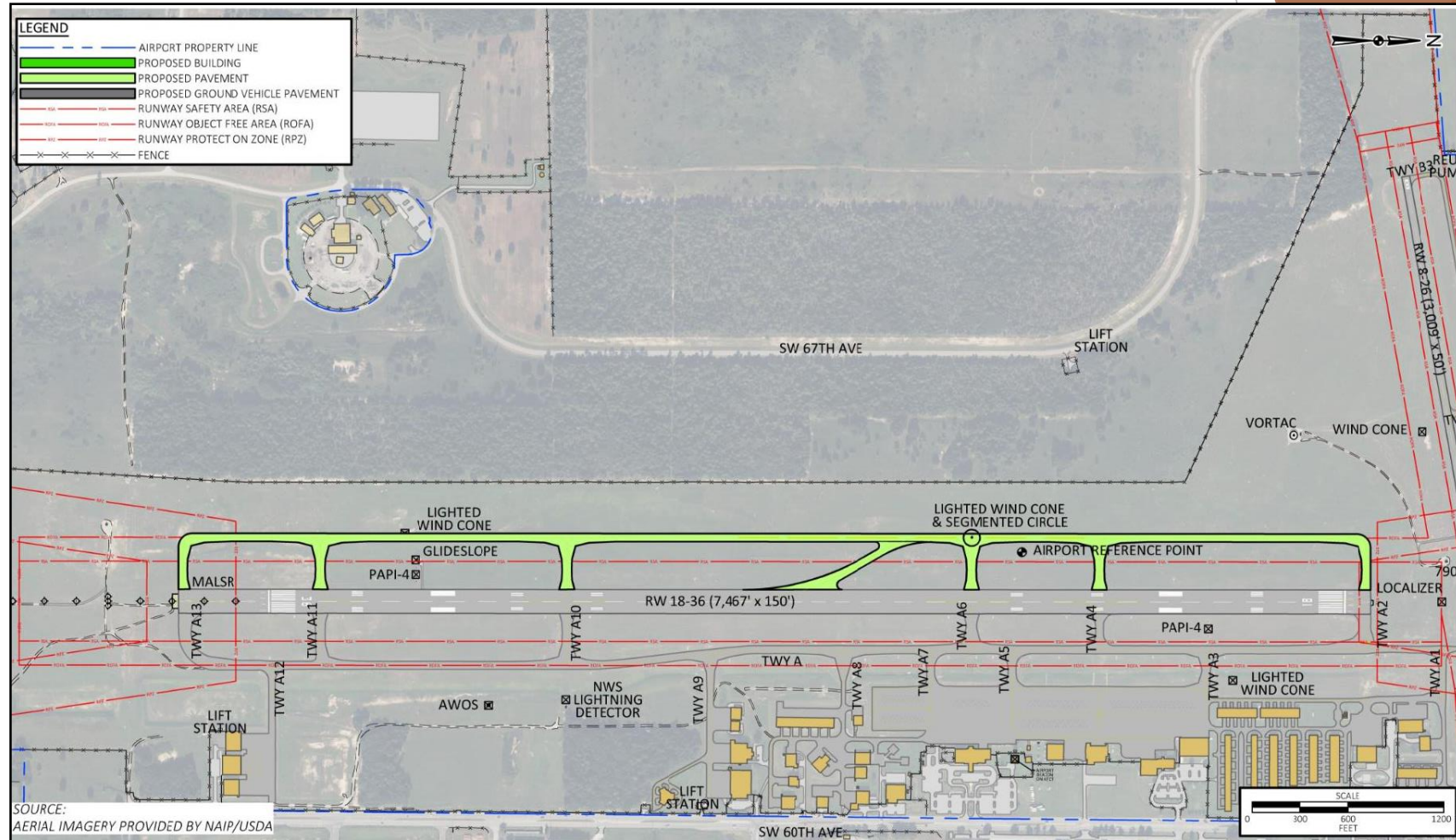


☑ Three-bay runup apron, increases capacity

# Full Length TWY C with Highspeed



- ▶ ADG-III 400-foot runway-taxiway separation
- ▶ Taxiway Design Group 3
- ▶ Sparks expansion
- ▶ Increases capacity



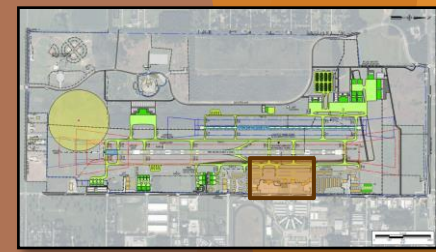
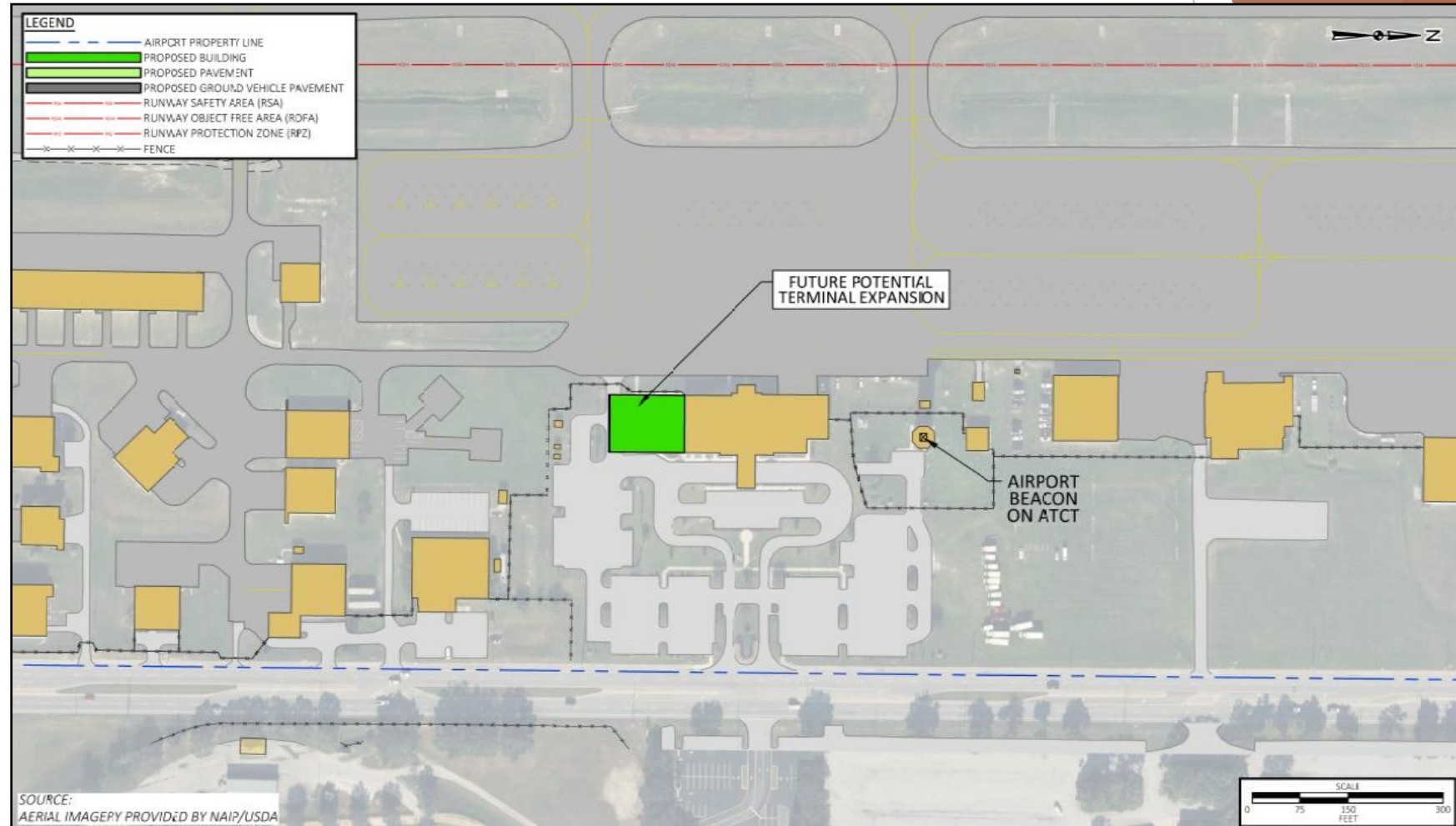
Addresses ADG-III runway-taxiway separation, sparks west expansion, improves capacity

# Landside Alternatives-Key Items

Facility	Existing Condition	Recommendation
T-Hangar Units	101 units	Construct 84 additional T-hangar units to accommodate aircraft growth
Conventional Hangars	171,634 SF	Develop approximately 61,000 SF of additional conventional hangar space
Aprons	~75,000 SF	Monitor layout effectiveness and consider re-striping or reconfiguration as needed
Advanced Air Mobility (AAM)	None existing	Consider citing for AAM facilities
Support Facility Requirements		
Terminal Building	17,500 SF	Planned phased terminal expansion up to 10,625 SF by 2044
Car Rental Facility	At maximum capacity	Relocate operations at dedicated CONRAC
Cargo Facility	No dedicated facility	Construct a dedicated cargo facility

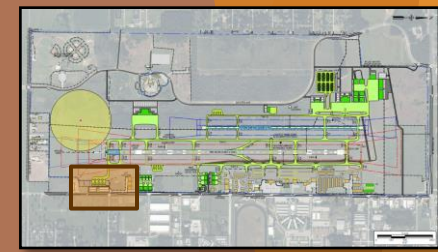
# Terminal Expansion

- ▶ 10,625 SF terminal addition south of existing building.
- ▶ Expand FBO and Administration space, improve operations, support growth.
- ▶ Adjacent to current terminal, linked to existing facilities.
- ▶ Overlaps playground and rental car facility; both require relocation.
- ▶ Improves amenities, prepares for the potential of commercial service.

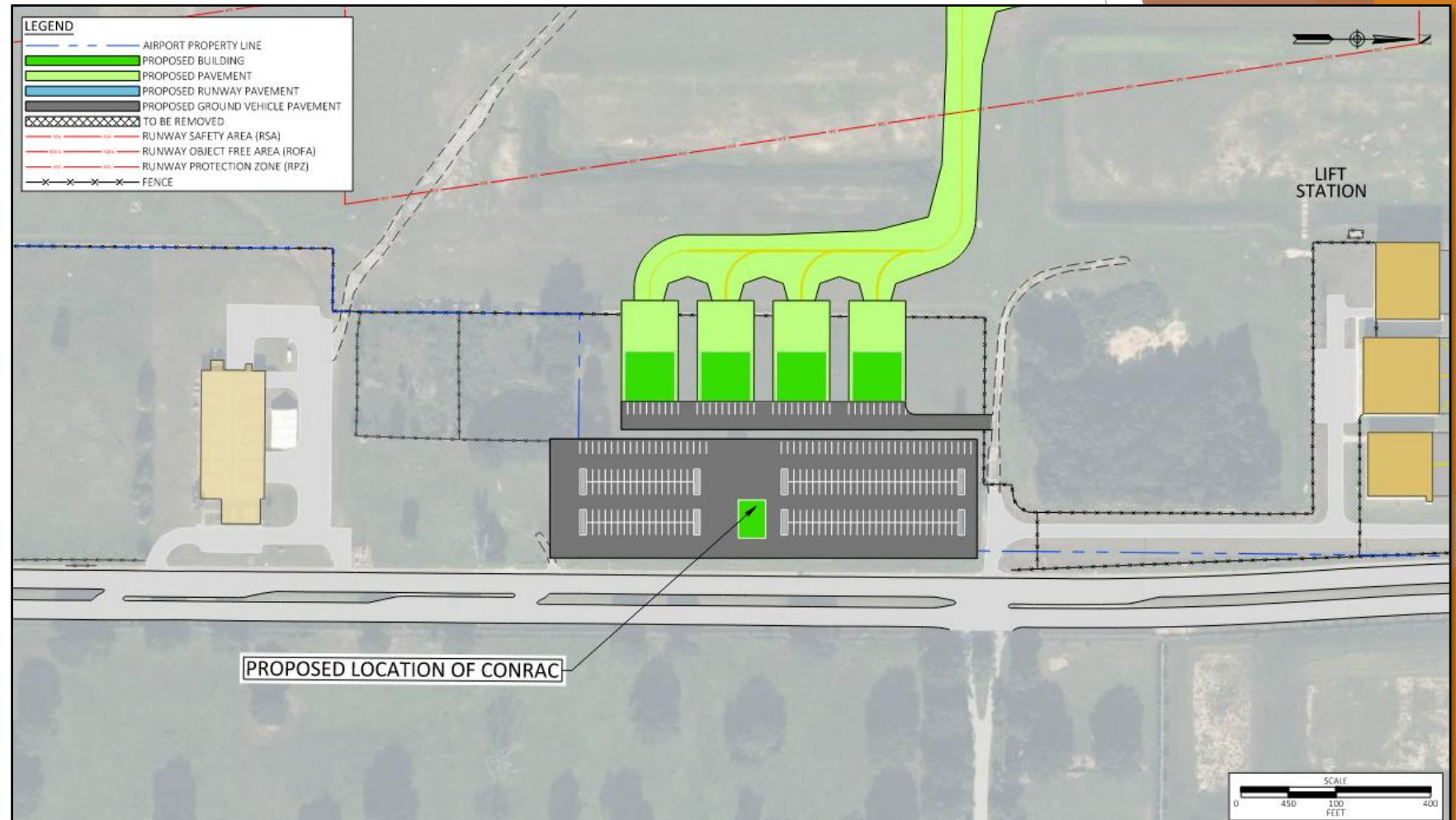


Addresses terminal expansion

# New Consolidated Rental Car Facility (CONCRAC)

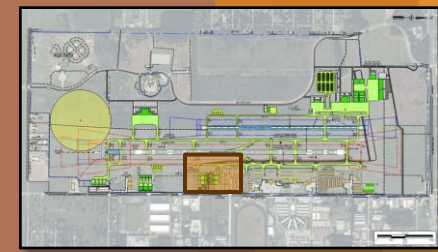


- ▶ Replace the existing rental car facility, which is at full capacity.
- ▶ Positioned for optimal access to the terminal and road network.
- ▶ Meets current demand and accommodates future growth.
- ▶ Centralizes all rental car operations.
- ▶ Reduces congestion and enhances vehicle circulation.
- ▶ Shorter wait times and better service efficiency.
- ▶ Frees current site for other airport uses.
- ▶ Increases revenue potential and user satisfaction.

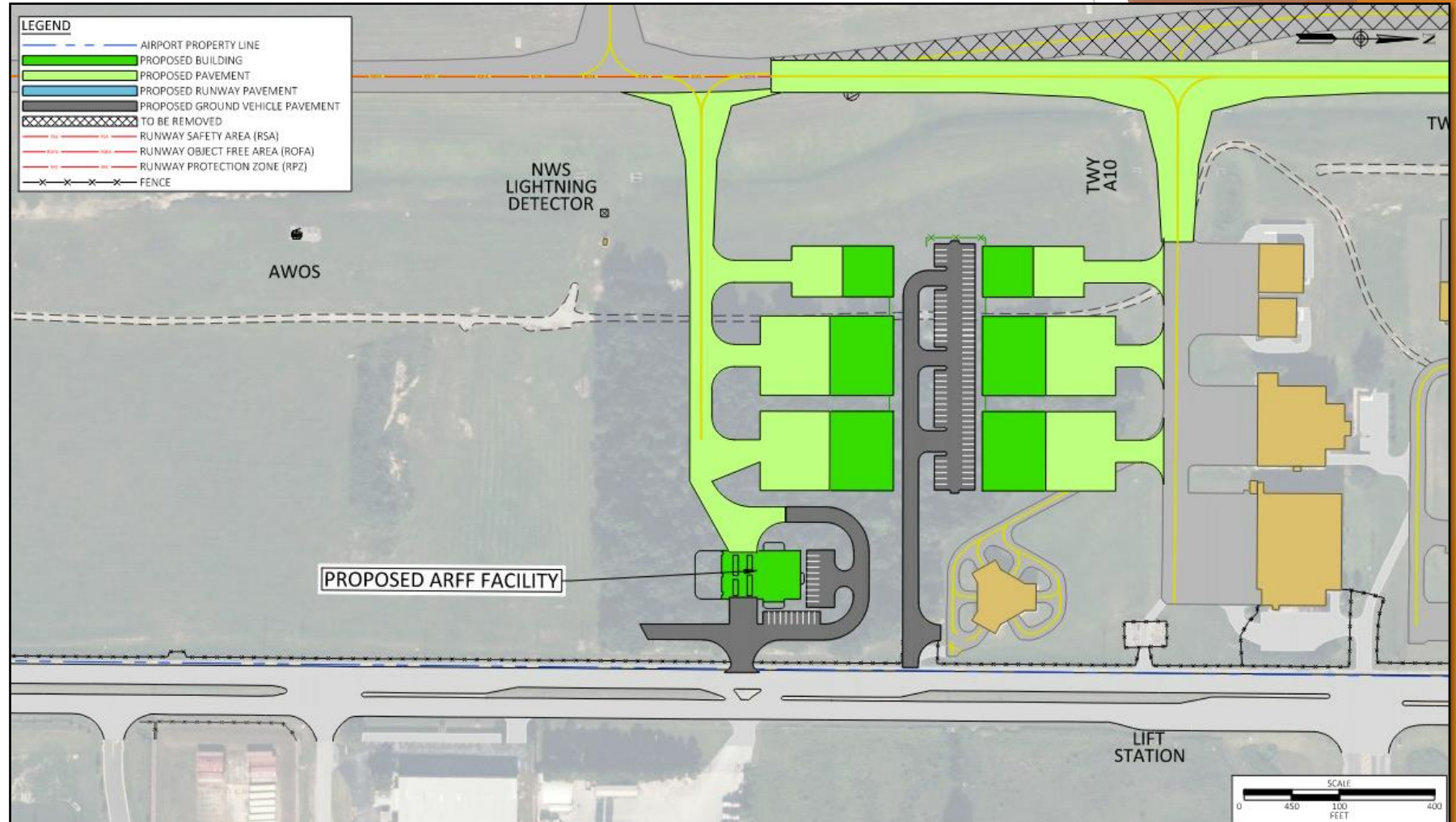


Addresses capacity of current rental car facility

# Airport Rescue and Fire Fighting (ARFF)

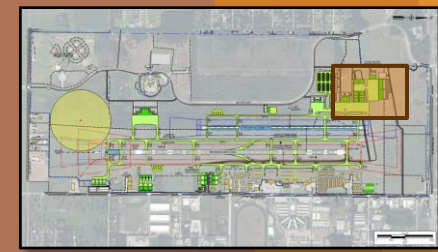


- ▶ Establish a dedicated ARFF station on airport property to meet FAA safety and response requirements.
- ▶ Airport firefighting services are provided by the city's off-site fire station.
- ▶ Reduces emergency response times to aircraft incidents.
- ▶ Provides specialized equipment and training tailored to aviation emergencies.
- ▶ Potential Facility Features:
  - ▶ On-site vehicle bays for ARFF apparatus.
  - ▶ Crew quarters, training space, and support areas.
- ▶ Improves operational readiness and resilience.
- ▶ Positions the airport for future growth and increased aircraft activity.

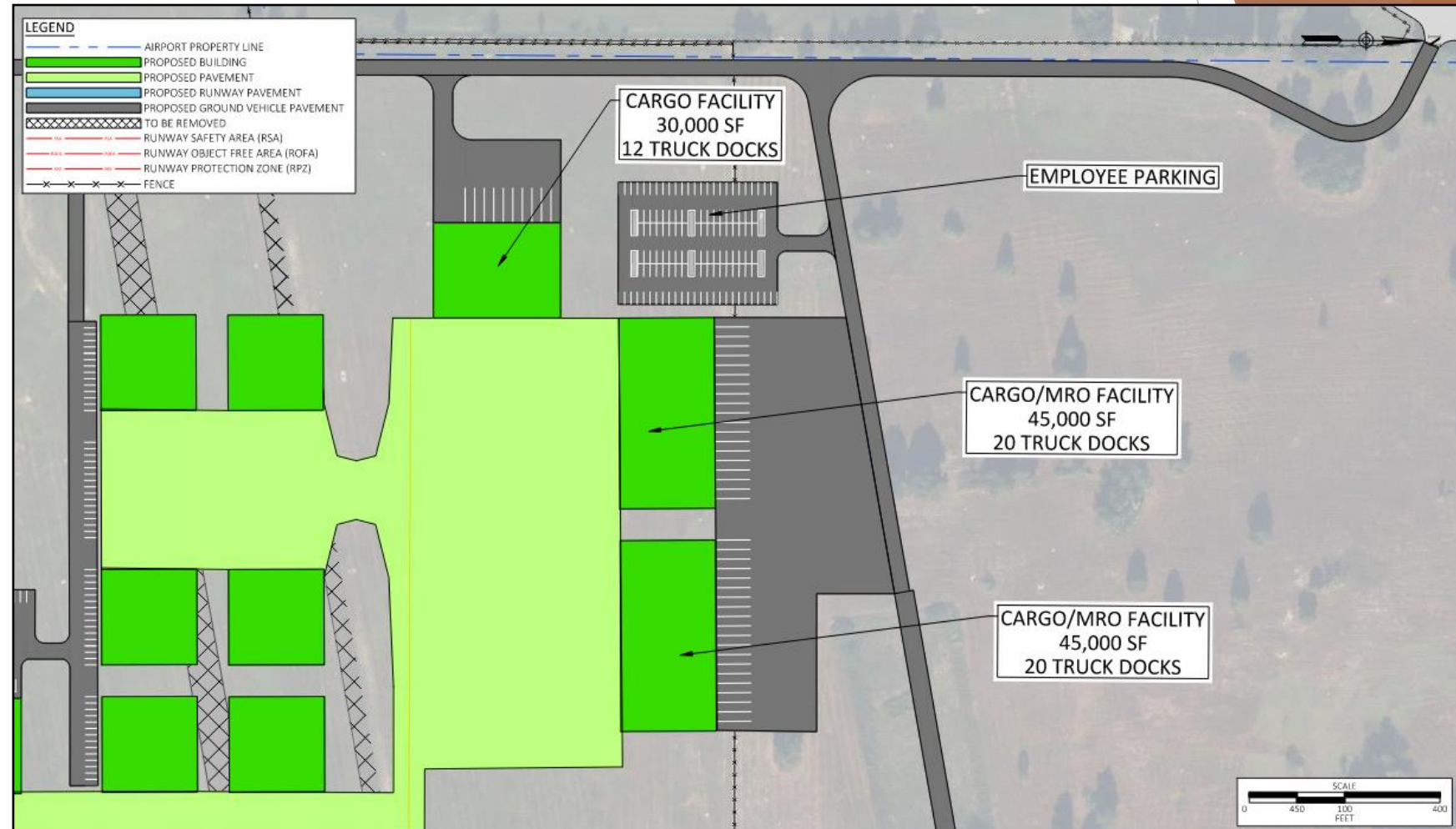


Addresses future demand

# Cargo/MRO Apron Development

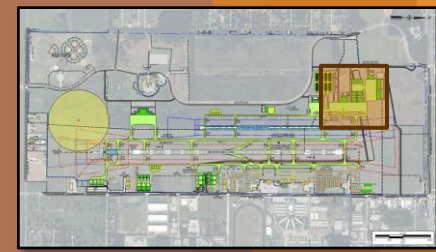


- ▶ Constructs cargo/MRO apron
- ▶ Connected to future Taxiway C extension.
- ▶ Requires tree removal and VORTAC relocation.
- ▶ Provides air cargo capacity to support regional demand and a potential quarantine facility for international traffic.

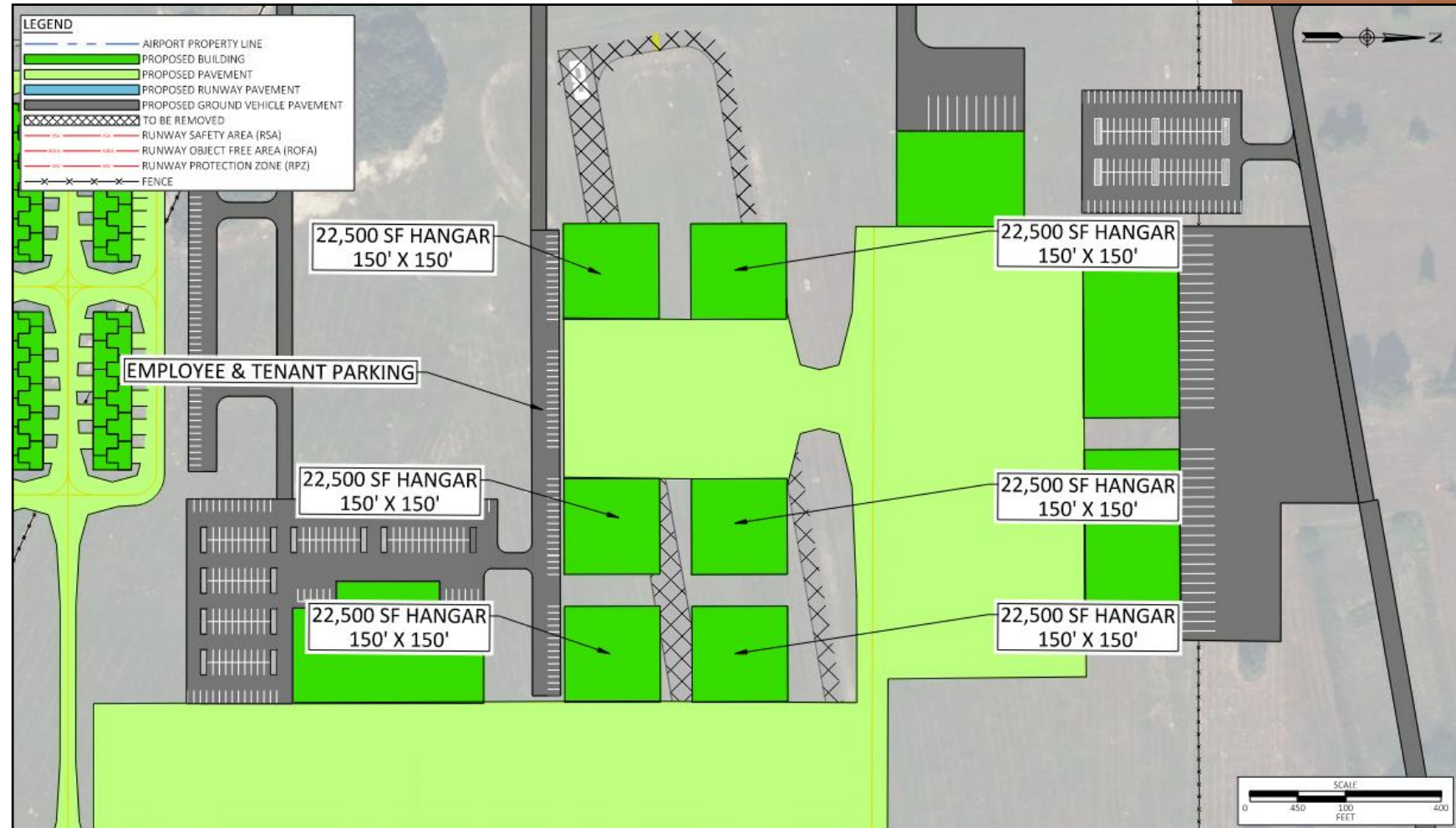


Supports high-growth cargo scenario, increases revenue potential

# North Hangar Development



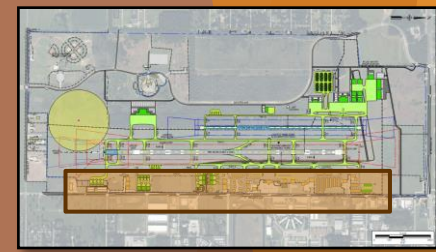
- ▶ Constructs 6 large hangar facilities with apron space
- ▶ Connected to future Taxiway C extension.
- ▶ Requires tree removal and VORTAC relocation.
- ▶ Provides air cargo



Supports growth in based aircraft, increases revenue potential

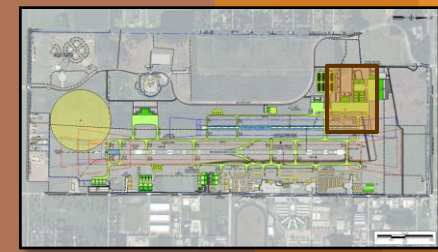
# East Hangar Development

- ▶ Constructs 4 box hangar facilities with apron space
  - ▶ Connected to future Taxiway A extension.
- ▶ Constructs 4 box hangars and 3 large conventional hangars
  - ▶ Connected to Taxiway A13
- ▶ Constructs 6 conventional hangars
  - ▶ Connected to A10 and new taxiway connector
- ▶ Two large shared hangar units
  - ▶ Extends from Taxiway A1 to the north

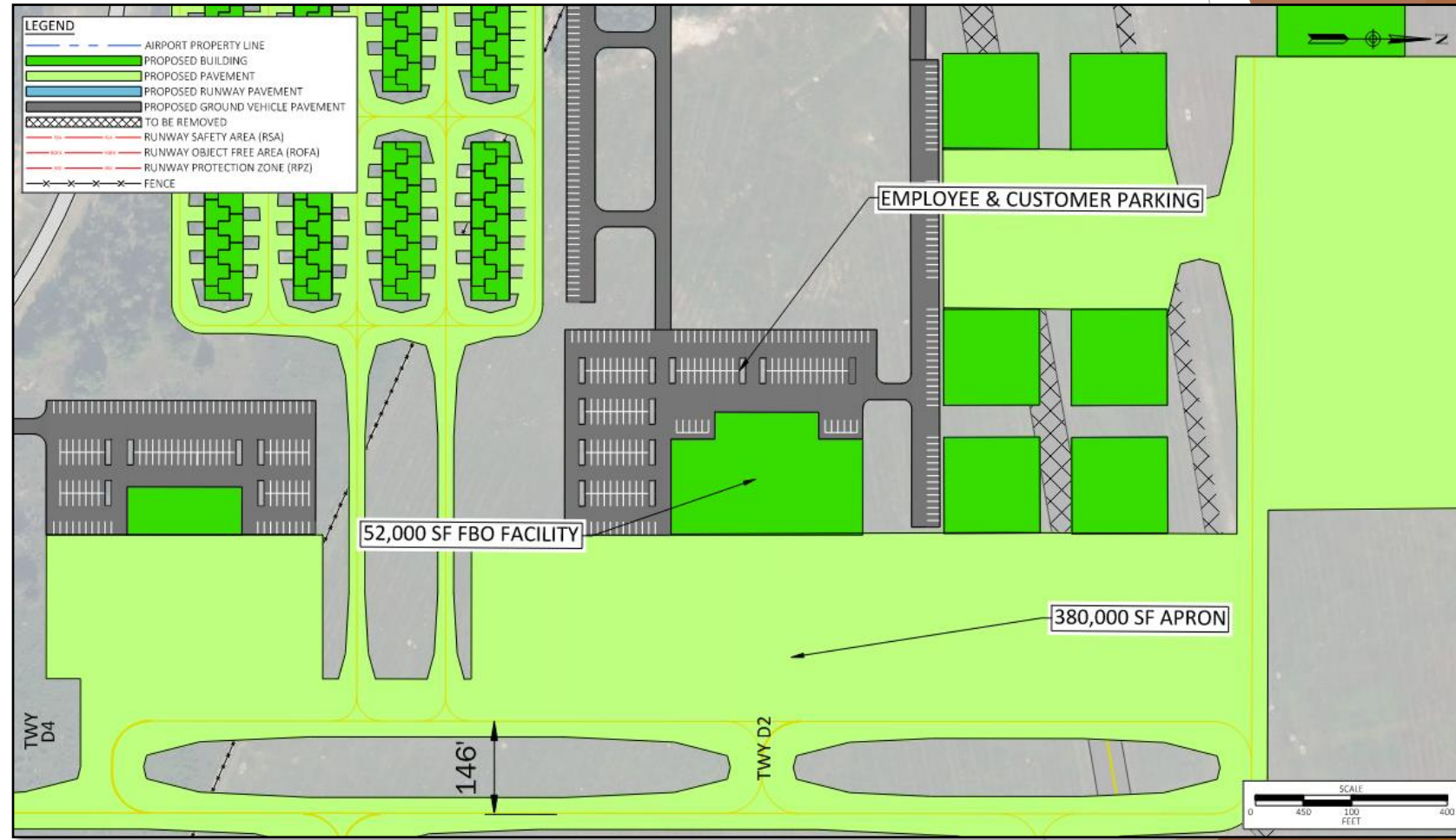


Supports growth in based aircraft, increases revenue potential

# Future FBO Facilities

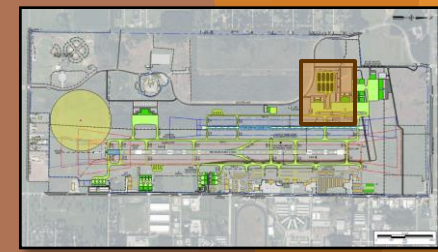


- ▶ Constructs large FBO facilities with 340k sf apron space
- ▶ Provides ample employee and customer parking
- ▶ Connected to future access road via SW 67<sup>th</sup> Ave
- ▶ Connected to future Taxiway C extension.
- ▶ Requires tree removal and VORTAC relocation.

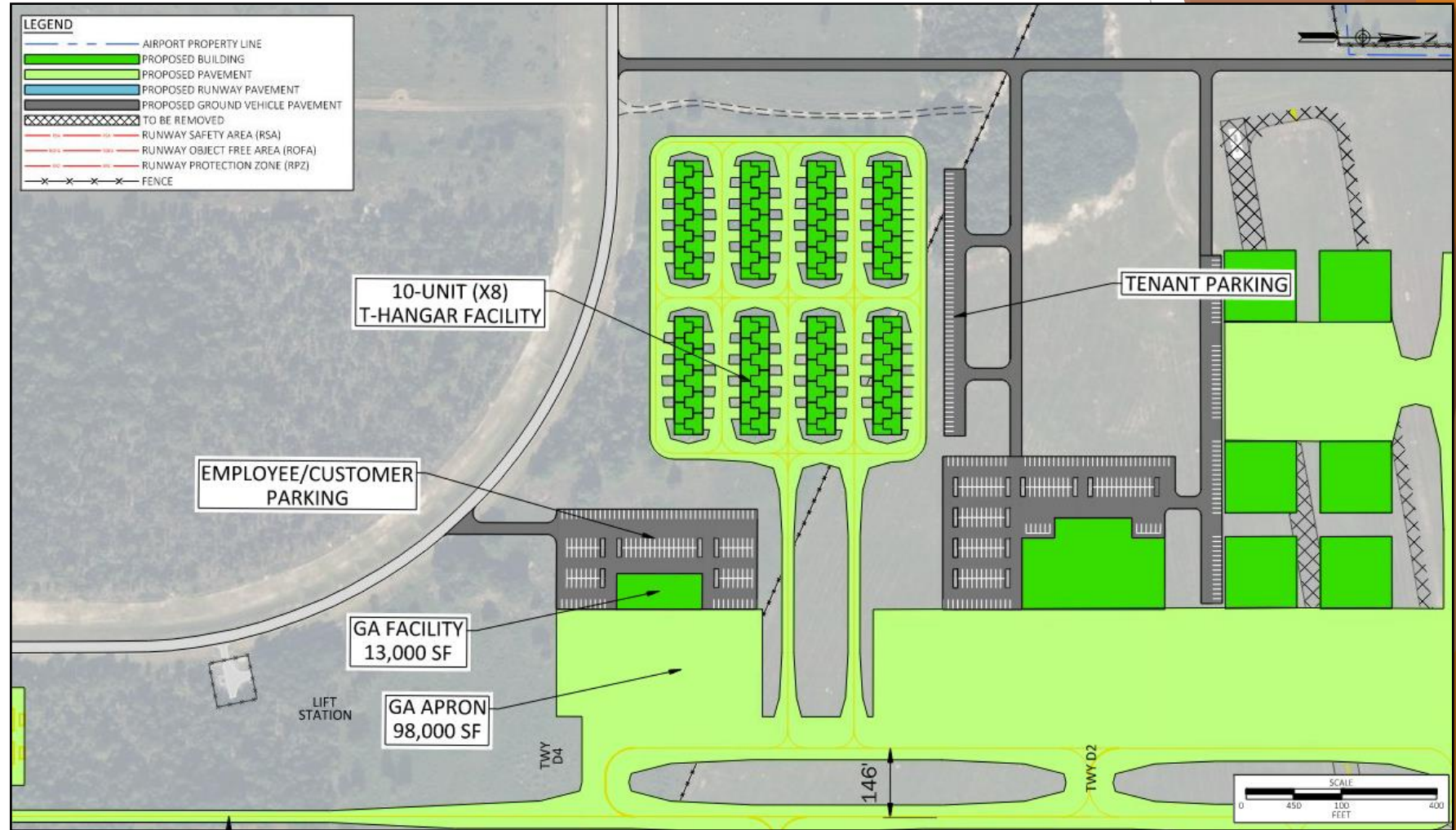


Supports growth in total operations, increases revenue potential

# Future General Aviation (GA) Facilities

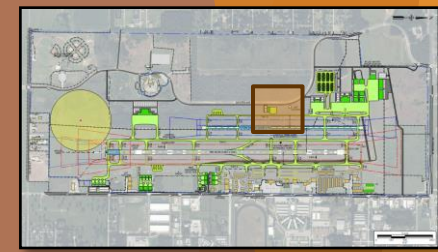


- ▶ Constructs large GA facility (i.e., flight school, maintenance, GA terminal, etc.) with 98,000 sf of GA apron
- ▶ Provides additional 80 t-hangar units
- ▶ Provides ample employee and customer parking
- ▶ Connected to future access road via SW 67<sup>th</sup> Ave
- ▶ Connected to future Taxiway C extension.
- ▶ Requires tree removal and VORTAC relocation.

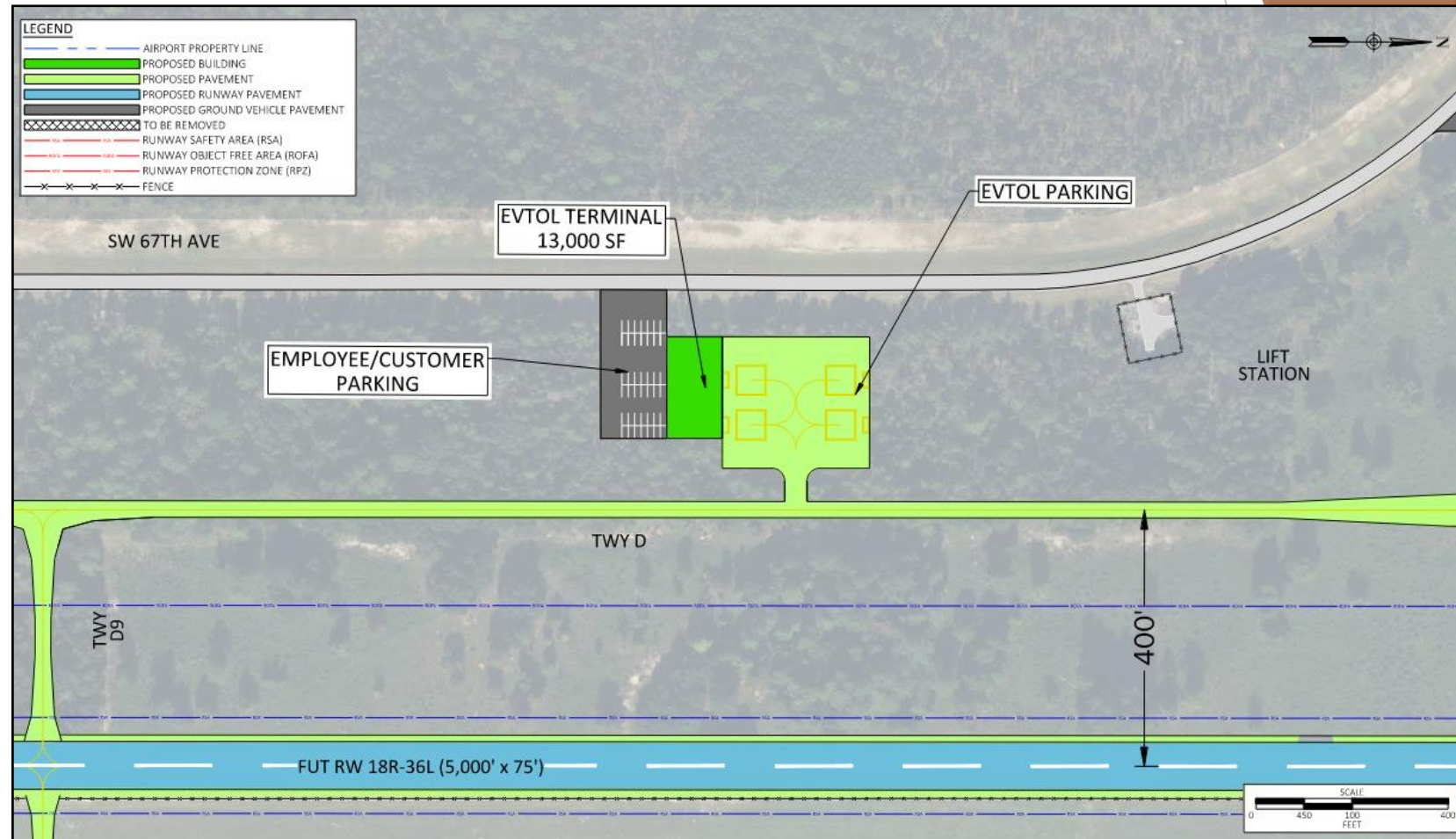


Supports growth in based aircraft, increases revenue potential

# EVTOL PARKING FACILITY

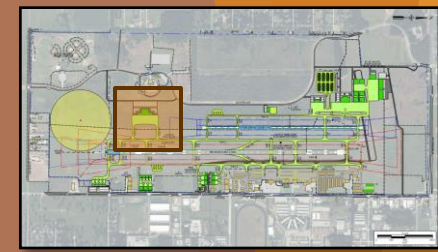


- ▶ Constructs EVTOL apron with 4 parking positions and room for expansion
- ▶ Provides ample employee and customer parking
- ▶ Connected to future access road via SW 67<sup>th</sup> Ave
- ▶ Connected to future Taxiway D extension.

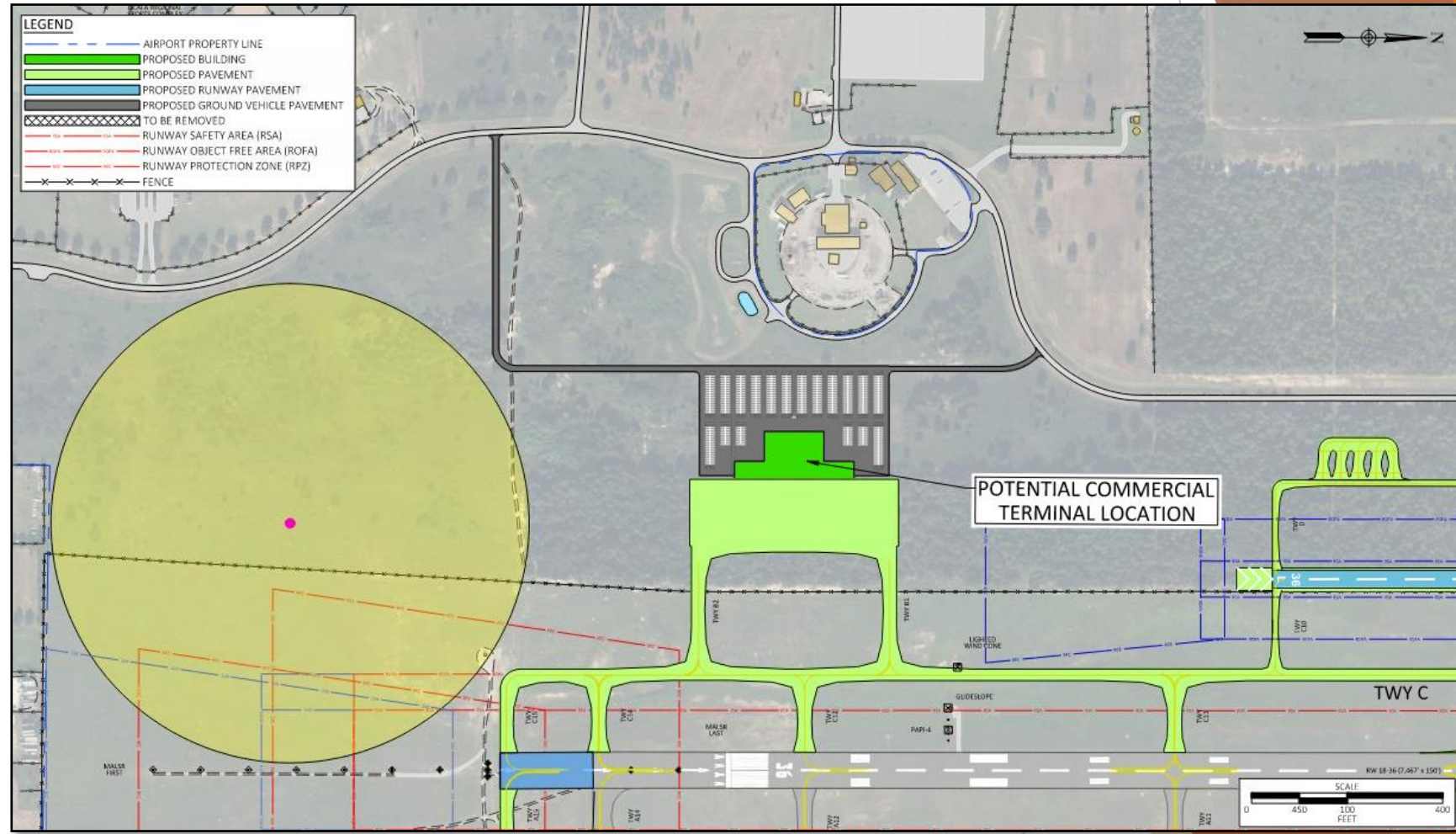


Supports growth in based aircraft, plans for EVTOL operations, increases revenue potential

# Potential Commercial Terminal Location

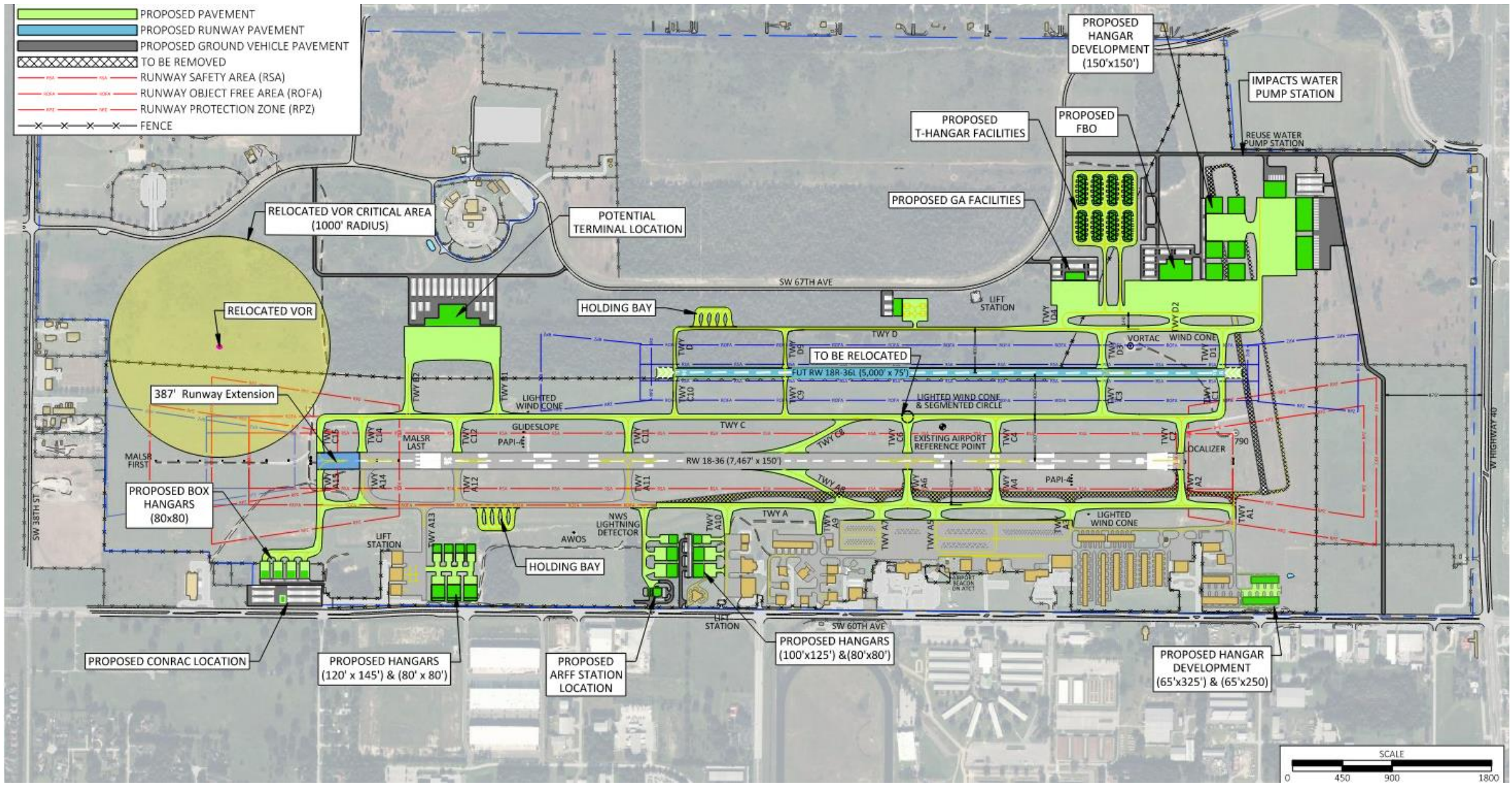


- ▶ Provides ample space for a potential future commercial terminal
- ▶ Terminal building located outside of approach surface
- ▶ Provides employee and passenger parking
- ▶ Connected to future SW 67<sup>th</sup> Ave via access loop
- ▶ Connected to future Taxiway C.



Supports commercial activity, growth in operations, increases revenue potential

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- RUNWAY OBJECT FREE AREA (ROFA)
- RUNWAY PROTECTION ZONE (RPZ)
- FENCE



# Next Steps



# Next Steps

- ▶ Phasing and Implementation
  - ▶ Develop phasing, cost estimates, and funding strategies.
- ▶ Integrate into ALP and submit to FAA for Approval
- ▶ Finalize and Publish OCF Airport Master Plan Update

QUESTIONS  
Thank You

