DESTIN EXECUTIVE AIRPORT ALP UPDATE

AIRPORT LAYOUT PLAN UPDATE NARRATIVE REPORT

FEBRUARY 2019

RS&H

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1 EXECUTIVE SUMMARY

The 2018 Airport Layout Plan (ALP) for Destin Executive Airport (DTS or the Airport) was prepared for Okaloosa County to bring the 2010 ALP up-to-date with updated aeronautical forecasts and in accordance with Federal Aviation Administration (FAA) regulations, standards, and policies. The ALP update satisfies the FAA requirement of the Airport to keep the ALP current. This Narrative Report accompanies the ALP drawings and provides justification for the proposed development projects.

The ALP Narrative Report documents the existing conditions and all of the potential changes that the Airport could see over the 20-year planning horizon. The planning horizon is broken into three benchmarks and is intended to be independent of a specific year and driven by demand. This is due to uncertainty with demand projections and fluctuating growth rates over the course of a forecast period. The planning horizon is broken into three phases during which Airport projects will be undertaken – short-term, intermediate-term, and long-term planning horizons. Therefore, the short-term, intermediate-term, and long-term planning horizons represent demand levels rather than a specific year and will be used as benchmarks for planning, designing, or constructing Airport development projects.

This ALP Narrative Report includes a Basic Aeronautical Forecast that estimates enplanements and operations for short-term, intermediate-term, and long-term planning horizons over 20 years. The Forecast compares the FAA's Terminal Area Forecast (TAF) from 2017 which was published in January of 2018, with an alternative growth scenario identified as the Baseline Scenario for this study.

The Baseline Scenario used socioeconomic data for the Destin Executive service area, current Airport activity, and trends in the industry when developing the 20-year forecast. The Baseline Forecast should be viewed as an alternative rate of growth for the Airport especially since the Airport is in a successful economic region, has a recently completed airport traffic control tower (ATCT), and a variety of general aviation (GA) services to offer to existing and future customers over the planning horizon.

Section 4 Airport Development Summary provides details on the recently completed, planned, and proposed development projects for the Airport. *Table 1* describes the projects proposed for implementation throughout the 20-year planning period.

TABLE 1
PROPOSED PROJECTS

Fiscal Year	Project	Estimated Project Total	Funding Source(s)
2019	Security Fence Improvements	$50,000	State, Local
2019	Rehab Taxiway A	$3,000,000	FAA, State, Local
2020	Expand Aircraft Parking Apron	$2,850,000	FAA, State, Local
2020	Rehab South Apron, Phase I	$1,500,000	State, Local
2020	Repaint/Restripe all Runways, Taxiways & Signage	$625,000	State, Local
2018-2022	Hangar Expansion	$1,294,000	State, Local
2018-2022	Vehicular Parking Expansion	$100,000	FAA , State, Local
2023	Rehab South Apron, Phase II	$600,000	FAA , State, Local
2023	Rehab Taxiways	$500,000	FAA, State, Local
2025	Rehab North Apron	$2,000,000	FAA, State, Local
2023-2027	Hangar Expansion	$1,295,000	State, Local
2023-2027	Vehicular Parking Expansion	$100,000	FAA, State, Local
2028-2037	Apron Expansion	$300,000	FAA, State, Local
2028-2037	Hangar Expansion	$3,450,000	State, Local
2028-2037	Vehicular Parking Expansion	$250,000	FAA , State, Local

Source: Okaloosa County Airports System, 2017; RS&H, 2018
Note: 1-This table indicates when each project is planned to begin. It does not provide details on the date expected for completion. 2-A range of years indicates that the project is anticipated during the short-term, intermediate-term, or long-term planning horizons and not a specific year.

2 INTRODUCTION AND AIRPORT BACKGROUND

The FAA requires ALP narratives in addition to ALP drawing sets to provide support in describing an airport's most current and planned physical setup. The Destin Executive Airport ALP Update has been prepared in accordance with FAA ARP SOP No. 2.00 *ALP Review Checklist.*

Destin Executive Airport is located just east of downtown Destin in Okaloosa County, Florida. The Okaloosa County Board of Commissioners oversees the day-to-day operation and management of the Airport. The Okaloosa County Airports System is composed of two additional airports, Bob Sikes Airport (CEW) and Destin-Fort Walton Beach Airport (VPS). DTS is a 395-acre public-use airport that provides for a variety of GA uses including recreational activity, flight training, and charter service needs. The Airport

offers GA storage options, aircraft maintenance, and repair service. The Airport has several fuel storage tanks with varying capacities. The existing fuel storage tanks at DTS are further described in *Table 2*.

TABLE 2
FUEL STORAGE TANKS AT DTS

Location	Fuel Type	Tank Number	Capacity
North Side	Jet A	1	20,000
North Side	Jet A	2	20,000
North Side	AvGas	1	20,000
South Side	Jet A	3	15,000
South Side	Jet A	4	12,000
South Side	AvGas	2	15,000
South Side	Diesel	1	2,000

Note: Capacity in gallons
Source: Okaloosa County Airports System, 2019

The Destin area is recognized as being a high-end tourist destination and attracts a large number of corporate jet aircraft. Destin Executive Airport has an elevation of 21.5 feet above mean sea level (MSL). The Airport has a 5,001-foot-long runway designated as Runway 14-32. The Runway 14-32 characteristics are shown in *Table 3*.

The area surrounding DTS is mostly developed with residential and commercial areas to the west and undeveloped wetlands and trees to the east between the Airport and the adjacent neighborhood. A golf course and country club abuts the southern airport boundary near the Runway 32 end.

The Airport is classified in the FAA's National Plan of Integrated Airport Systems (NPIAS) 2017-2021 Report as a Regional General Aviation Airport. There are three publically owned GA airports and one military/commercial service airport within 35 nautical miles of DTS, as shown in *Table 4*.

A drive time analysis was used to establish the service area for DTS. An airport service area identifies the extent of the geographic area that individuals are likely to come from in order to use its facilities, rather than competing airports. The drive time analysis considered a 45-minute drive time threshold from the Airport using normal driving conditions. The analysis results indicate that the DTS service area overlaps Walton County and Okaloosa County, as shown in *Figure 1*.

TABLE 3
EXISTING RUNWAY 14-32 DATA

Item	FAA Standard B-II	Runway 14-32		Standard Met
Runway Length	N/A	5,001′		✓
Runway Width	75'	100'		✓
Displaced Threshold	N/A	N/A		N/A
Pavement Surface Type	Pavement	Asphalt		✓
Condition of Runway	N/A	Good		N/A
FAR Part 77 Category	N/A	C/C		N/A
Approach Surface Slope	N/A	34:1		N/A
Runway Safety Area (RSA)				
Length Beyond Departure End (ft)	300′	300′		✓
Width (ft)	150'	150′		✓
Runway Object Free Area (ROFA)				
Length Beyond Runway (ft)	300'	300′		✓
Width (ft)	500'	500′		✓
Item	**FAA Standard**	**Runway 14**	**Runway 32**	**Standard Met**
Runway End Elevations (ft msl)	N/A	21.5	20.2	N/A
Surface Gradient (%)	±2.0	±0.0		✓
Runway Protection Zone (RPZ)				
Inner Width (ft)	500′	500′	500′	✓
Outer Width (ft)	700′	700′	700′	✓
Length (ft)	1,000′	1,000′	1,000′	✓

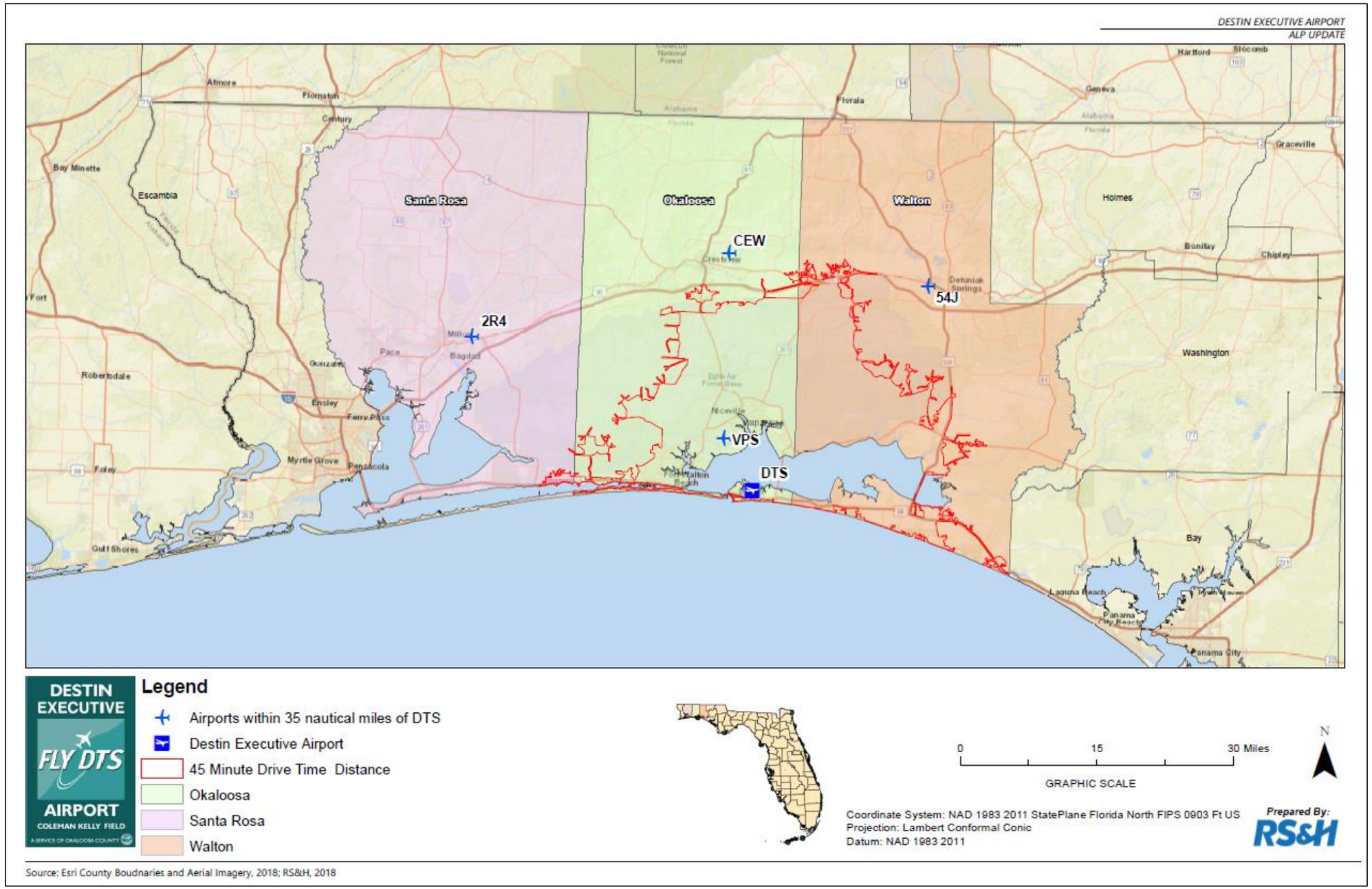
Source: Okaloosa County Airports System, 2018

TABLE 4
AIRPORTS IN THE VICINITY OF DTS

	Destin Executive Airport	Eglin AFB/Destin-Fort Walton Beach Airport	Bob Sikes Airport	DeFuniak Springs Airport	Peter Prince Field
Airport Identifier	DTS	VPS	CEW	54J	2R4
City	Destin	Valparaiso/Destin-Ft. Walton Beach	Crestview	DeFuniak Springs	Milton
Airport Characteristics					
NPIAS Role	GA-Regional	Primary-Nonhub	GA-Regional	GA-Local	GA - Local
Distance from DTS	N/A	5.7 nm NE	22.9 nm N	25.8 nm NE	30.5 nm NW
Annual Operations	63,000	53,000	48,600	16,200	93,950
Based Aircraft	79	N/A	24	33	92
Air Traffic Control Tower	Yes	Yes	No	No	No
Primary Runway Characteristics	**14-32**	**12-30**	**17-35**	**9-27**	**18-36**
Length	5,001'	11,987'	8,004'	4,146'	3,701'
Width	100'	300'	150'	60'	75'
Edge Lighting	MIRL	HIRL	MIRL	MIRL	MIRL
Visual Glide Slope Indicator	4-Light PAPI	4-Light PAPI	4-Box VASI*	2-Light PAPI	2-Light PAPI
Instrument Approach (Visibility Minimums)	RNAV (1 mi)	ILS (1/2 mi)	ILS, RNAV (3/4 mi)	RNAV (1 mi)	RNAV (3/4 mi)
Services					
Fuel Types	100LL/Jet A	100LL/Jet A	100LL/Jet A, A1+	100LL/Jet A	100LL/Jet A1+
Airframe/Power Plant Repair	Major	Major	Major	Major	Major
Part 139 ARFF	No	Yes	No	No	No
Based Flight Training	Yes	Yes	Yes	Yes	No

Source: Okaloosa County Airports System, FAA Airport Master Record Form 5010, 2017
*CEW VASI scheduled to be replaced by PAPI in 2019

FIGURE 1
DTS SERVICE AREA



3 BASIC AERONAUTICAL FORECASTS

This section provides the Basic Aeronautical Forecast of the Airport Layout Plan Update (ALP) of Destin Executive Airport (DTS or the Airport). This forecast includes the forecast enplanements and operations for short-term, intermediate, and long-term planning horizons. The base year for the Forecast is 2017. The short-term planning horizon corresponds to years 1-5 (from 2018-2022). The intermediate-term planning horizon corresponds to years 6-10 (from 2023-2027). The long-term planning horizon corresponds to years 11-20 (from 2028-2037). The entire 20-year timeframe is referred to as the planning horizon in this Forecast.

This Forecast used two different FAA-derived forecasts for comparison of future aviation activity projections. The two FAA-derived forecasts are identified as the FAA Terminal Area Forecast (TAF) 2017[1] and the Adjusted FAA Forecast 2017 in this document. The FAA TAF 2017 which was published by the FAA in January 2018 was used as the basis for operational projections at DTS. The Adjusted FAA Forecast was created to reflect the updated and Airport confirmed based aircraft count for 2018. The FAA-derived forecasts will then be compared with an alternative forecast scenario identified as the Base Case Scenario Forecast. The Base Case Scenario is a scenario that projects growth based on the specific characteristics of the Airport and local area.

3.1 FAA TAF 2017 FORECAST

The FAA TAF is an annual forecast prepared by the FAA and published annually in January. It includes projections of, operations by type, based aircraft counts and projections of enplanements. This Forecast uses the FAA TAF 2017, published in January 2018 for operational projections at DTS.

3.2 ADUSTED FAA FORECAST

The Adjusted FAA Forecast was created since there was a discrepancy in the Airport's confirmed based aircraft count and the FAA TAF 2017. This forecast maintains the same average annual growth rate as the FAA TAF 2017, but begins by using the Airport confirmed and updated count of based aircraft from 2018. The 2017 total was calculated using the 2018 total and the FAA TAF 2017's rate of growth.

3.3 BASE CASE SCENARIO FORECAST

The Base Case Scenario includes an average annual growth rate (AAGR) that is slightly more optimistic than the AAGR of the FAA TAF 2017. The Base Case Scenario provides a different perspective for the Airport's future. In recognition of the Airport's role as an integral part of the general aviation (GA) activity to the region, the Forecast was developed using local characteristics, socioeconomic projections, and the baseline FAA TAF 2017.

A number of distinguishing characteristics make DTS appealing for a variety of GA customers. These characteristics help explain why there could be a higher number of local and itinerant operations in the future. These characteristics include the Airport's:

[1] The FAA TAF lists data and makes projections based on the FAA's fiscal year (FY), which runs from October to September. I.e. FY 2017 goes from October 1, 2016 to September 30, 2017.

- Recently completed Airport traffic control tower (ATCT)
- Ideal location as a gateway to Gulf Coast beaches and tourism
- Current GA usage and customers
- Service area's socioeconomic outlook over the next 20 years
- Projections of the 2017 TAF

Destin Executive Airport has several distinctive features that that make it a unique and attractive facility for GA activity in west Florida. The Airport has a prime location within the City of Destin and is in short driving distance of many other tourist destinations and Gulf Coast beaches. The Airport's 5,001-foot-long runway (Runway 14-32) is capable of handling corporate aircraft operations, which are anticipated to rise over the next 20 years. The only other airport within 40 nautical miles (NM) of DTS with an ATCT is Eglin Air Force Base/Destin- Fort Walton Airport (VPS), which is an active military facility and does not accommodate GA operations. DTS also includes GA storage options, aircraft maintenance and repair service.

The socioeconomic outlook for the DTS service area is strong. *Table 5* shows the AAGR for population, employment, personal income per capita, and gross regional product for the DTS service area over the planning horizon. The rates of economic growth for a region are often used as reliable indicators for aviation demand at an airport.

TABLE 5
SOCIOECONOMIC OUTLOOK FOR THE DTS SERVICE AREA

	Base Year				
Socioeconomic Characteristic	**2017**	**2022**	**2027**	**2037**	**AAGR**
Population	267,904	285,580	304,297	342,938	1.24%
Employment	169,064	184,976	201,510	235,535	1.68%
Personal Income Per Capita	$48,313	$52,033	$55,782	$62,363	1.29%
Gross Regional Product ($ millions)	$13,732	$15,171	$16,681	$19,845	1.87%

Source: Woods and Poole, 2016; RS&H, 2018

The FAA TAF 2017 also bolsters this alternative scenario by projecting significant growth over the next 20 years with similar increases in both local and itinerant operations. The Base Case Scenario anticipates the addition of the ATCT and the supporting regional and Airport characteristics will create a strong rate of growth in itinerant operations.

3.4 FORECAST FRAMEWORK

The total operations, operation types and based aircraft provide the best insight of how the Airport is used. For this forecast, the FAA TAF 2017 total aircraft operations for DTS will be the base year totals. The FAA TAF 2017 also recently began projecting a minimal number of enplanements[2] from both air carrier and commuter operations to occur over the planning horizon. DTS has a ratio of approximately three itinerant operations for every one local operation.

[2] An enplanement is defined as a revenue passenger boarding an airplane

The Airport had a total of 79 based aircraft in 2017 based on recent inventory.

Table 6 shows the base year data breakdown from the FAA TAF 2017. These numbers provide the starting point for the base case scenario and the projected AAGR associated with it.

TABLE 6
BASE YEAR 2017 TOTALS

Year	Air Carrier	Air Taxi & Commuter	Itinerant GA	Itinerant Military	Local Civil	Local Military	Total Operations	Based Aircraft
2017	103	1,044	47,401	300	15,631	0	63,942	79

Sources: FAA TAF, 2017; Airport inventory

3.5 TOTAL ANNUAL OPERATIONS

The total annual operations forecast is the total itinerant and local operations projected for the Airport over the planning horizon. As a baseline, the FAA TAF 2017 projects a 1.49% AAGR in the Airport's total operations through the planning horizon, using a 1.49% AAGR for itinerant operations and a 1.50% AAGR for local operations. The FAA TAF lists 63,942 operations for 2017 and will exceed 86,000 by 2037.

Comparatively, the Base Case Scenario assumes an increased growth of 3.23% in the Airport's total itinerant operations due to the addition of the ATCT while still maintaining the TAF 2017 AAGR of 1.50% for local civil operations. When summed, these combined growth rates, yield a total annual operations AAGR of 2.86% over the long-term planning horizon. Using this rate of growth, the Airport's 63,942 operations are projected to nearly double over the long-term planning horizon, reaching 112,380 operations by 2037.

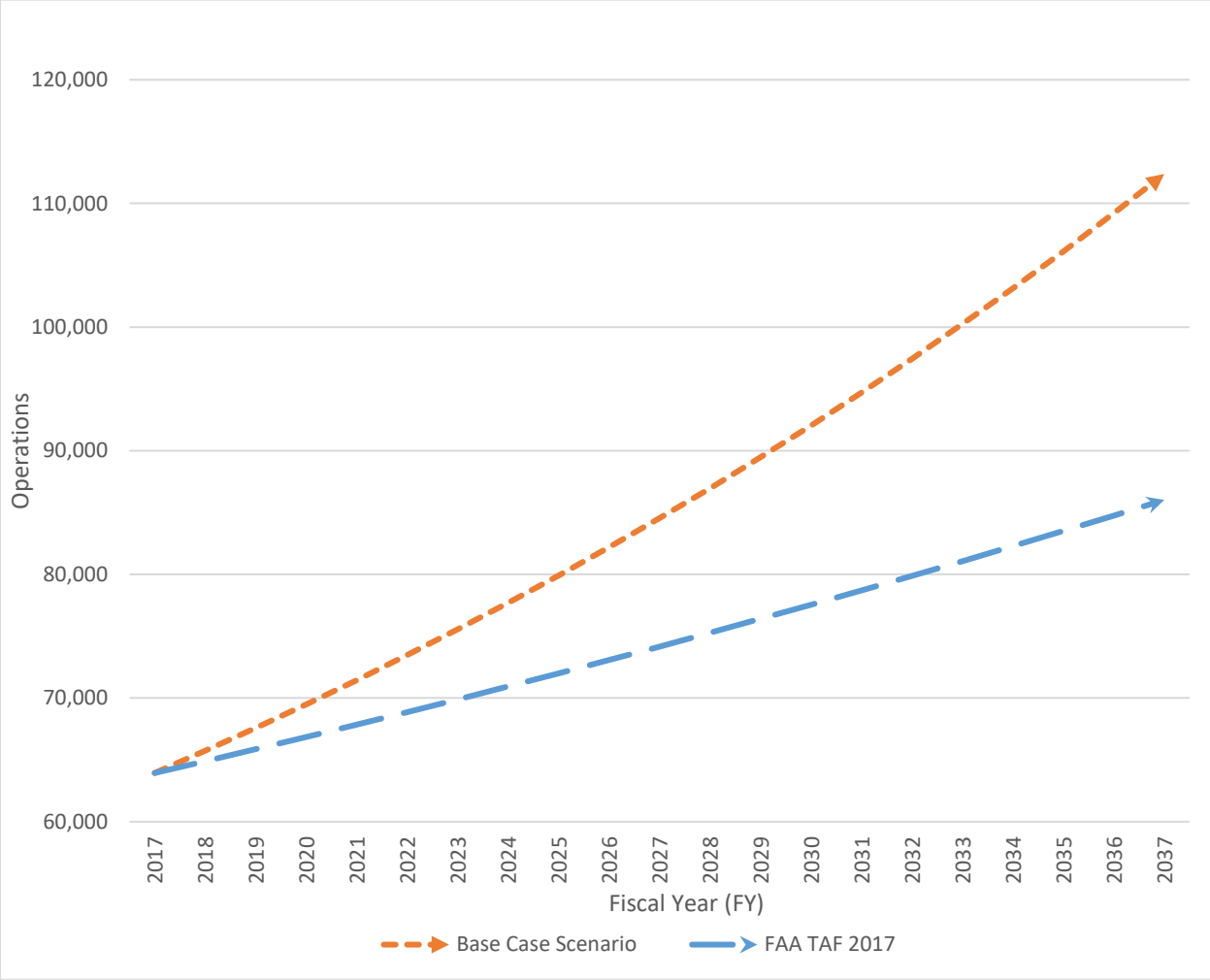
Table 7 provides the projected total annual operations by scenario and *Figure 2* shows a comparison of the total annual operation trends for the long-term planning horizon.

TABLE 7
TOTAL ANNUAL OPERATIONS FORECASTS

Year	FAA TAF 2017	Base Case Scenario
2017 (Base)	**63,942**	**63,942**
2018	64,894	65,734
2019	65,864	67,582
2020	66,845	69,485
2021	67,843	71,446
2022	**68,858**	**73,469**
2023	69,887	75,552
2024	70,931	77,699
2025	71,993	79,913
2026	73,071	82,194
2027	**74,166**	**84,546**
2028	75,276	86,969
2029	76,403	89,465
2030	77,545	92,037
2031	78,704	94,688
2032	79,880	97,420
2033	81,072	100,234
2034	82,282	103,134
2035	83,511	106,123
2036	84,758	109,204
2037	**86,024**	**112,380**
AAGR	**1.49%**	**2.86%**

Source: RS&H, 2018

FIGURE 2
TOTAL ANNUAL OPERATIONS FORECASTS



Source: RS&H, 2018; FAA TAF, 2017

3.5.1 Annual Itinerant Operations by All Aircraft

Itinerant operations are defined by the FAA[3] as an aircraft that leaves the local airspace with the intention of landing at another airport. Base year 2017 shows a total of 48,311 itinerant operations for DTS. This is composed of 47,401 itinerant GA operations totaling, 300 itinerant military operations, and 610 air taxi & commuter operations. The forecast accommodates all enplaned passengers on air charter aircraft.

The 300 itinerant military operations are presumed to remain constant throughout the planning horizon. The FAA TAF 2017, projects the Airport's 48,311 itinerant operations to increase at an AAGR of 1.49% over the planning horizon reaching 64,965 operations by 2037. Since itinerant GA operations made up 98.1% of the total itinerant operations in 2017 and 98.2% of the total itinerant operations in 2037, their growth

[3] FAA (2013) *Standard Operating Procedure (SOP) Standard Procedure for FAA Review and Approval of Airport Layout Plans. Retrieved online at:* https://www.faa.gov/airports/resources/sops/media/arp-SOP-200-ALP-Review.pdf

impacts the overall itinerant activity the greatest. The 610 air taxi & commuter operations are projected to increase at an AAGR of 1.55%. There are no air carrier itinerant operations currently and this is projected to remain constant at an AAGR of 0.00% during the planning horizon. *Table 8* shows the annual itinerant operations using the FAA TAF 2017.

TABLE 8
FAA TAF 2017 FORECAST OF ITINERANT OPERATIONS

Year	Air Carrier	Air Taxi & Commuter	Itinerant GA	Itinerant Military	Itinerant Total
2017 (Base)	0	610	47,401	300	48,311
2022	0	661	51,065	300	52,026
2027	0	715	55,011	300	56,026
2037	0	830	63,835	300	64,965
AAGR	0.00%	1.55%	1.50%	0.00%	1.49%

Source: FAA TAF, 2017

The Base Case Scenario was developed on the assumption that the recently added ATCT will increase itinerant activity at DTS. This assumption is supported by the following:

- The tendency of jets to use airports with ATCTs over those without them for safety and liability reasons
- Key location and projections for service area's economy provide the rationale for potentially higher than normal growth

With a 3.25% AAGR in air taxi & commuter and itinerant GA operations from the base year, Airport activity is projected to increase by nearly 43,000 itinerant operations over the long-term planning horizon. The AAGR for total itinerant operations at DTS is 3.23%. The air carrier operations are projected to remain at 0 over the next 20 years and not impact this rate of growth. *Table 9* shows the annual itinerant operations for the Base Case Scenario.

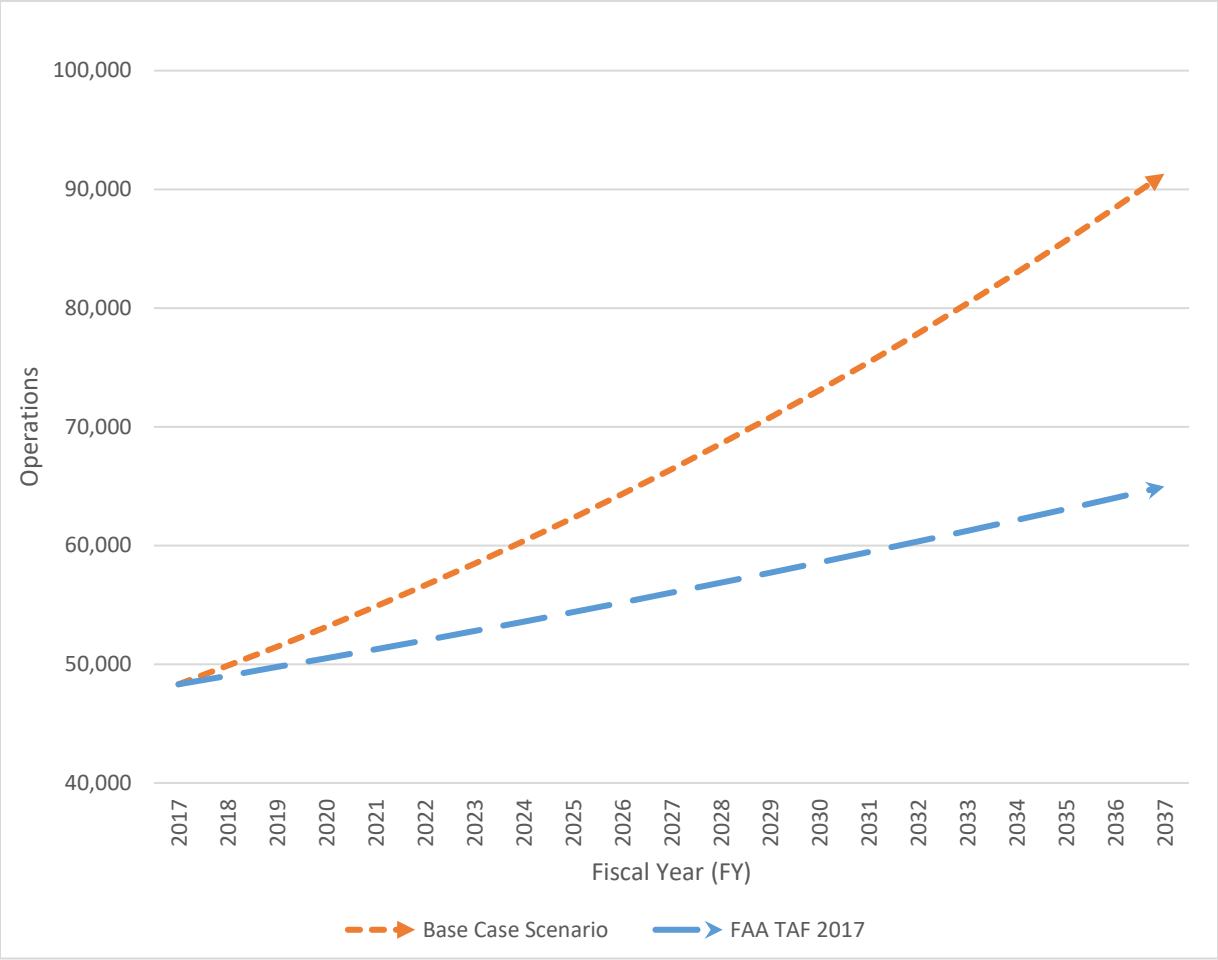
TABLE 9
BASE CASE SCENARIO FORECAST OF ITINERANT OPERATIONS

Year	Air Carrier	Air Taxi & Commuter	Itinerant GA	Itinerant Military	Itinerant Total
2017 (Base)	0	610	47,401	300	48,311
2022	0	716	55,621	300	56,637
2027	0	840	65,266	300	66,406
2037	0	1,156	89,865	300	91,321
AAGR	0.00%	3.25%	3.25%	0.00%	3.23%

Source: RS&H, 2018

A comparison of the two Forecast scenario growth trends for annual itinerant operations is shown in *Figure 3*.

FIGURE 3
ITINERANT OPERATIONS FORECAST COMPARISON



Source: RS&H, 2018; FAA TAF, 2017

3.5.2 Annual Local Operations Forecasts

Local GA operations are defined as operations that stay in the local airspace of an airport. This includes most flight training. The local operations out of DTS are all civil. There were not any local military operations in the base year 2017 or projected over the long-term planning horizon in the FAA TAF 2017 Forecast.

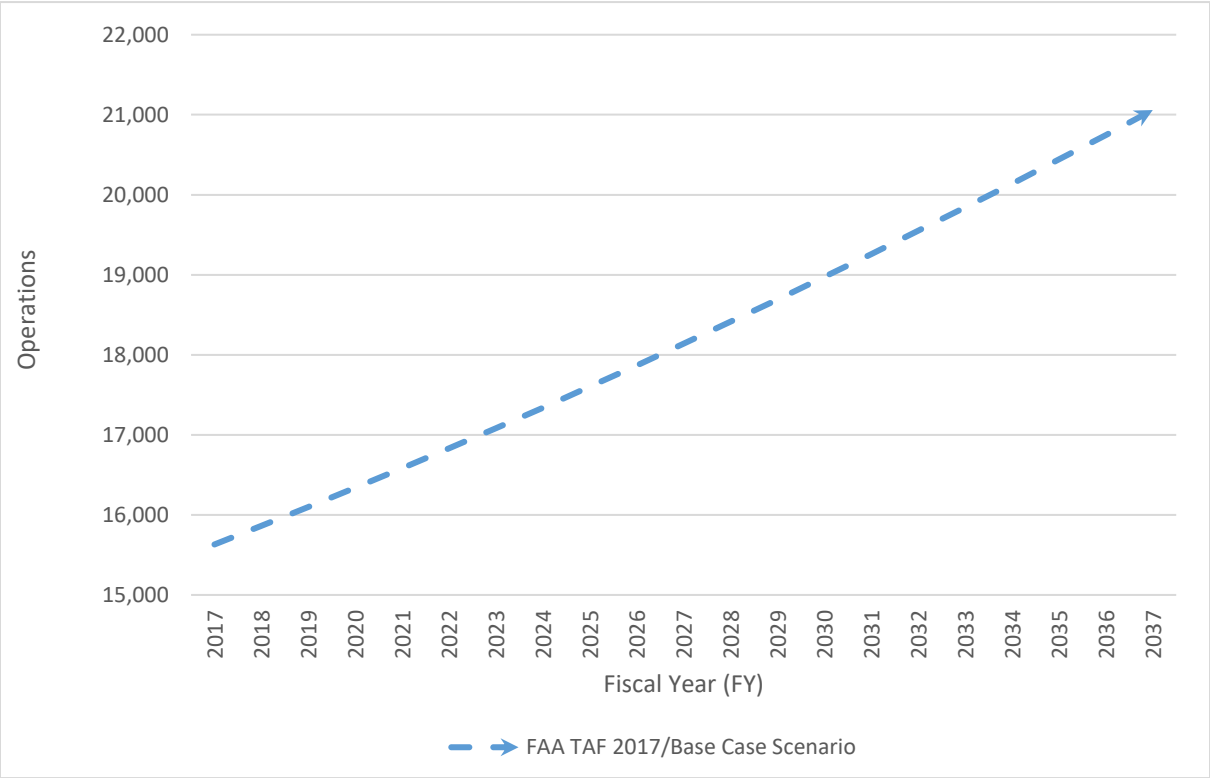
The FAA TAF 2017 projects an AAGR of 1.50% to increase the 15,631 local civil operations to 21,059 operations by 2037. This rate was also used in the Base Case Scenario. *Figure 4* shows the projected local operations for each of the planning horizons and *Table 10* shows the trend for growth over the long-term planning horizon.

TABLE 10
FORECAST OF LOCAL OPERATIONS

Year	Local Civil
2017 (Base)	15,631
2022	16,832
2027	18,140
2037	21,059
AAGR	1.50%

Source: FAA TAF, 2017

FIGURE 4
FORECAST OF LOCAL OPERATIONS



Source: RS&H, 2018; FAA TAF, 2017

3.5.3 Annual Itinerant Operations by Current and Future Critical Aircraft

The critical design aircraft for an airport, as defined in the FAA in Advisory Circular 150/5000-17, Aircraft and Regular Use Determination, is an aircraft with characteristics that determine the application of airport design standards for a specific runway, taxiway, taxilane, apron, or other facility. The critical aircraft is defined in the 2010 Master Plan as a Cessna Citation III, which is a B-II aircraft. Similar B-II aircraft that use DTS include the Cessna Citation Models 650, 680, and 700 and G-159 Gulfstream I. Therefore, B-II design group will be considered for the planning horizon. Although the exact number of operations is unavailable, the Airport estimates more than 500 annual operations for the Cessna Citation III.

3.6 BASED AIRCRAFT FORECASTS

Based aircraft forecasts are essential to planning different types of facilities at an airport. A based aircraft is defined as any aircraft that is operational, airworthy and based (or located) at a particular facility for a majority of the year[4]. There was a discrepancy in the based aircraft count listed in the FAA TAF 2017. The FAA TAF 2017 indicated that DTS had a total of 21 based aircraft in 2017 and growing at an AAGR of 0.24% over the planning horizon. However, the Airport confirmed that in 2018 it had a total of 79 based aircraft. As a result, the 79 based aircraft were used in 2018 and the 2017 total was also 79 even after decreasing at an AAGR of 0.24%. The Adjusted FAA Forecast used the 79 based aircraft of 2017 increasing at an AAGR of 0.24%, reaching a total of 83 by the end of the planning horizon.

The Base Case Scenario projects a slightly greater trend in the growth of the Airport's 79 based aircraft over the planning horizon increasing its total to 106, at an AAGR of 1.50%. This rate of growth is built off of the Airport's projected local activity in the FAA TAF 2017. These forecasts are compared in *Table 11* and *Figure 5.*

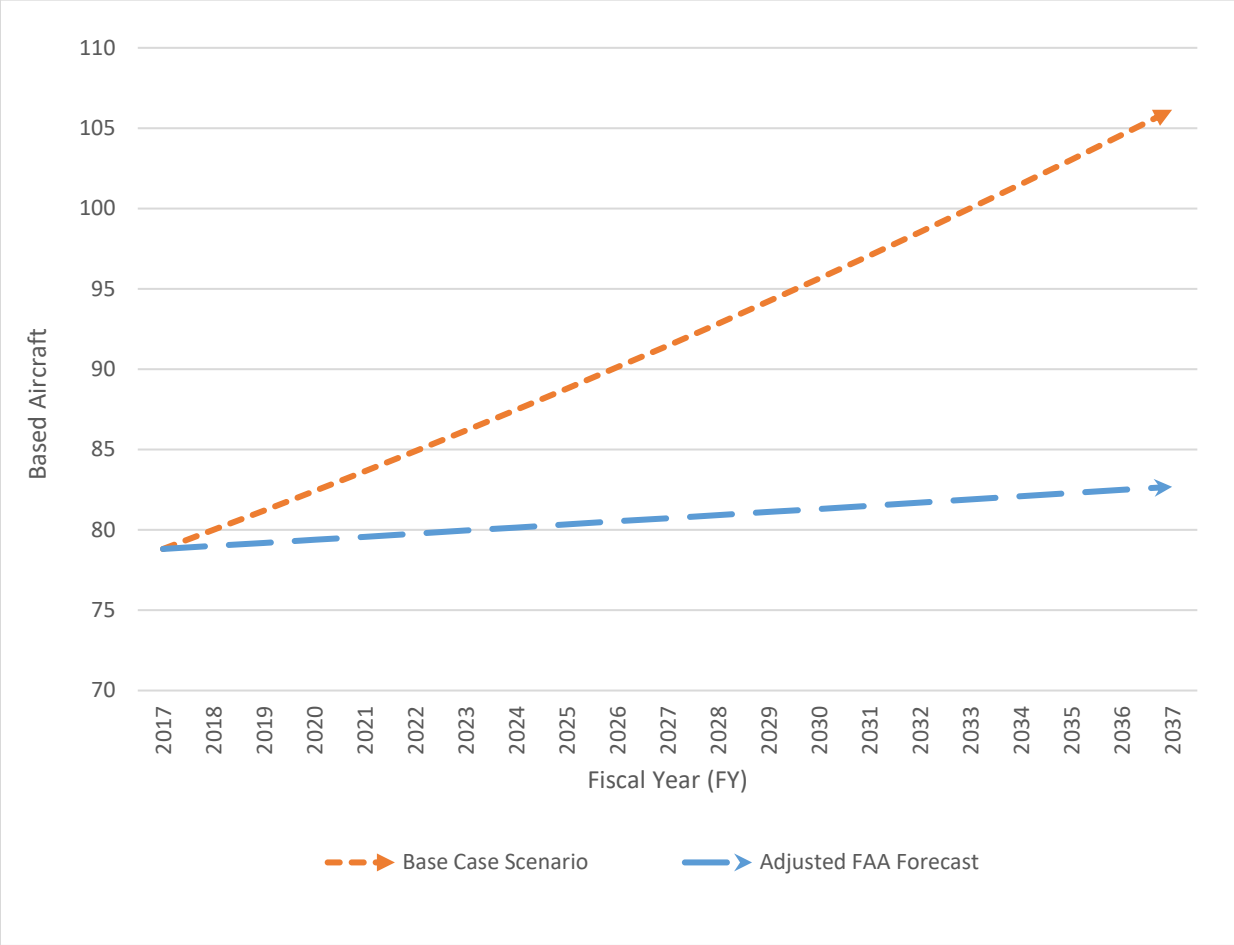
TABLE 11
BASED AIRCRAFT FORECASTS

Year	Adjusted FAA Forecast	Base Case Scenario
2017(Base)	79	79
2018	79	80
2019	79	81
2020	79	82
2021	80	84
2022	**80**	**85**
2023	80	86
2024	80	87
2025	80	89
2026	81	90
2027	**81**	**91**
2028	81	93
2029	81	94
2030	81	96
2031	82	97
2032	82	99
2033	82	100
2034	82	102
2035	82	103
2036	82	105
2037	**83**	**106**
AAGR	**0.24%**	**1.50%**

Source: RS&H, 2018; FAA TAF, 2017

[4] FAA, 2017. National Based Aircraft Inventory Program Frequently Asked Questions

FIGURE 5
BASED AIRCRAFT FORECASTS



Source: RS&H, 2018: FAA TAF, 2017

3.7 FLEET MIX FORECAST

The 2017 fleet mix of 79 based aircraft was broken down using the Airport's confirmed inventory from 2018. The 2017 breakdown is comprised of 43 single engine aircraft, 18 multi-engine aircraft, 13 jets, and five helicopters. The projected growth rates for each aircraft type are influenced by the trends in the FAA Aerospace Forecast for active GA aircraft[5], the Okaloosa County Airport System, and the 20-year forecast for DTS using the FAA TAF 2017. *Table 12* provides a projection of the Airport's fleet mix using the Base Case Scenario over the next 20 years.

[5] Trends in the nation's active GA fleet of aircraft, is derived from the FAA Aerospace Forecast FY 2017-2037. These trends are based on the General Aviation Manufacturers Association (GAMA) 2016 General Aviation Statistical Data book & 2017 Industry Outlook and the General Aviation and Part 135 Activity Survey.

TABLE 12
BASE CASE SCENARIO FLEET MIX FORECAST

	Base Year			
Aircraft Type	**2017**	**2022**	**2027**	**2037**
Single Engine	43	45	46	53
Multi-Engine	18	20	22	26
Jet	13	15	17	20
Helicopter	5	5	6	7
Total Based Aircraft	79	85	91	106

Source: RS&H, 2018; Destin Executive Airport, 2018

3.8 ANNUAL INSTRUMENT APPROACHES

The FAA TRACON (Terminal Radar Approach Control) facilities collect data on annual instrument approaches (AIA) for airports that are generally within a 30 to 50 mile radius up to 10,000 feet. The TRACON data is the same information typically listed in the TAF and the FAA Operations Network (OPSNET) database. Aircraft performing instrument approaches into Destin Executive Airport are controlled by the Eglin Air Force Base/ Destin- Fort Walton Beach Airport (VPS) TRACON. However, this TRACON facility does not have counts of AIA for each airport individually.

3.9 ENPLANEMENTS FORECASTS

The FAA TAF 2017 marked the first enplanements out of DTS. In 2016, there were 28 air carrier enplanements and 67 commuter enplanements resulting in a total of 95 enplaned passengers. The 2017 enplanement counts increased to 103 for air carrier and 1,044 for commuter, resulting in a total of 1,147 enplaned passengers. The passenger enplanement counts are projected to remain constant over the course of the planning horizon in the FAA TAF 2017.

However, if the enplanements take on a growth trend similar to that of the air taxi and commuter itinerant operations (AAGR of 3.25%), the number of enplanements based on the Base Case Scenario Forecast would increase to 2,175 in 2037. The Base Case Scenario assumes that all passenger enplanements are accommodated by air taxi and commuter operations; no air carrier operations. *Table 13* shows the projected total enplanement Forecasts over the long-term planning horizon.

TABLE 13
TOTAL ENPLANEMENTS FORECASTS

Year	FAA TAF 2017	Base Case Scenario
2017 (Base)	1,147	1,147
2022	1,147	1,346
2027	1,147	1,579
2037	1,147	2,175
AAGR	0.00%	3.25%

Source: RS&H, 2018; FAA TAF, 2017

3.10 CRITICAL AIRCRAFT

The critical aircraft is the most demanding aircraft that performs or is projected to perform at least 250 annual departures (or 500 annual operations) at the Airport. The critical aircraft is used in establishing an airport's the Airport's Reference Code (ARC). The critical aircraft characteristics define the airport's Aircraft Approach Category (AAC) based on an aircraft's approach speed, and the Airplane Design Group (ADG) which is based on the tail height and wingspan.

Based on a variety of corporate aircraft, the current critical aircraft for DTS is a B-II. *Table 14* shows the FAA's AAC table and *Table 15* shows the FAA's ADG *Table 16* shows the specifications of the Citation III which is both the current and future critical aircraft for DTS.

TABLE 14
FAA AIRCRAFT APPROACH CATEGORIES (AAC)

AAC	V_{REF}/ Approach Speed
A	Approach speed < 91 knots
B	Approach speed ≥91 knots < 121 knots
C	Approach speed ≥121 knots < 141 knots
D	Approach speed ≥141 knots < 166 knots
E	Approach speed ≥ 166 knots

Source: FAA, AC 15/5300-13A, Table 1-1. Aircraft Approach Category (AAC), 2014

TABLE 15
FAA AIRPLANE DESIGN GROUPS (ADG)

Group #	Tail height (ft. [m])	Wingspan (ft. [m])
I	<20′ (< 6m)	<49′ (< 15m)
II	≥20′< 30′ (≥6m< 9m)	≥49′< 79′ (≥ 15m< 24m)
III	≥30′< 45′ (≥9m< 13.5m)	≥79′< 118′ (≥ 24m< 36m)
IV	≥45′< 60′ (≥13.5m< 18.5m)	≥118′< 171′ (≥36m< 52m)
V	≥60′< 66′ (≥18.5m< 20m)	≥171′< 214′ (≥52m< 65m)
VI	≥66′< 80′ (≥20m< 24.5m)	≥214′< 262′ (≥65m< 80m)

Source: FAA, AC 15/5300-13A, Table 1-2. Airplane Design Group (ADG), 2014

TABLE 16
CURRENT AND FUTURE CRITICAL AIRCRAFT SPECIFICATIONS

Aircraft	MTOW[1]	AAC	Wingspan	Tail Height	ADG
Cessna Citation II (Model 550)	14,800 lbs.	B	52.17 ft.	15 ft.	II
Cessna Citation III (Model 650)	22,000 lbs.	B	53.5 ft.	17.25 ft.	II
Cessna Citation Sovereign (Model 680)	30,300 lbs.	B	63.33 ft.	20.33 ft.	II
Cessna Citation Excel (Model 650XL)	20,000 lbs.	B	55.71 ft.	17.21 ft.	II

[1] MTOW= Maximum Takeoff Weight

Source: FAA, AC 150/5300-13A, Appendix 1. Aircraft Characteristics, last revised January 16, 2018

Forecasting the future critical aircraft will assist in identifying triggering events that would cause specific development to be required. The recently added ATCT has the potential to stimulate itinerant activity at DTS, and to provide accurate and detailed data on operations. Having better insight into the fleet mix at DTS will allow the Airport to review aircraft activity and determine if airfield modifications will be necessary to accommodate larger business aircraft.

While the existing facilities are compliant with separation standards established for B-II airports, a change in critical aircraft such as those listed in *Table 17* would trigger an increase in ARC C-II operations. Therefore, it is recommended to carefully evaluate aircraft activity and consider the possibility of upgrading the ARC classification to C-II should aircraft activity include larger business jets such as the aircraft listed below, should any combination of these aircraft reach 500 annual operations.

TABLE 17
AIRCRAFT CHARACTERISTICS

Aircraft Manufacturer	Model	AAC	ADG
Cessna	Citation III (Model 650)	B	II
Cessna	Citation VII (Model 650)	C	II
Cessna	Citation X+ (Model 750)	C	II
Gulfstream	Gulfstream IV, IV-SP, G300, G400	C	II
Gulfstream	Gulfstream II (Model G-1159)	C	II
Gulfstream	Gulfstream IIB	C	II
Gulfstream	Gulfstream III (Model G-1159A)	C	II
Gulfstream	Gulfstream II-SP	C	II
Gulfstream	Gulfstream IITT (Model G-1159)	C	II
Gulfstream	G200	C	II
Gulfstream	G280	C	II
Gulfstream	G100	C	II
Gulfstream	G150	C	II

Source: Appendix 1 of AC 150/5300-13A

3.10.1 Airport Reference Code

Airports are required by the FAA to designate an airport reference code (ARC) which relates airport design criteria to the operational and physical characteristics of the aircraft that operate at the airport. The ARC signifies an airport's AAC and ADG to which the airport is designed. Therefore, the ARC of DTS is B-II. Even though a specific ARC is used in aviation planning and design, it does not put a limitation on the size of aircraft that are permitted to safely operate at the Airport.

3.10.2 Runway Design Code

The Runway Design Code (RDC) signifies the FAA design standards to which an existing runway has been or a new runway is to be built. The RDC is used to determine the standards that apply to a specific runway and parallel taxiway to allow unrestricted operations by the design aircraft. The RDC is based on planned development and has no operational application. The design standards that apply to a runway based on

RDC and consists of the critical aircraft's AAC, ADG, and the Airport's instrument approach visibility minimums. Destin Executive Airport is served by one runway, Runway 14-32, that is 5,001 feet long and 100 feet wide. Runway 14-32 is asphalt and in good condition according to the Florida Department of Transportation 2017 Airport Evaluation Pavement Report. When a Runway Visibility Range (RVR) is not available, the visibility minimums are converted using the FAA's RVR equivalents. Since the visibility minimums for both runway ends are one mile, the RVR equivalent is 5000 ft. Therefore, the current RDC is B-II 5000.

3.10.3 Runway Approach and Departure Reference Codes

Advisory Circular 150/5300-13A, *Airport Design,* defines the Approach Reference Code and Departure Reference Code (APRC and DPRC) as the operational capabilities for a runway's approaches and departures based on separation between taxiways and a runway and the instrument approach visibility minimums. The APRC and DPRC reflect the existing conditions and may change over time as improvements are made to the runway, taxiways, and NAVAIDs.

3.10.3.1 Approach Reference Code

The APRC is composed of three components that include AAC, ADG, and visibility minimums. It is determined by taking the visibility minimum of a runway along with the measured distance between the runway centerline and an adjacent taxiway. Essentially, it identifies the approach details for a runway end where no mitigation to operational procedures would be necessary.

There is approximately 250 feet measured between the Runway 14-32 centerline and the centerline of the parallel taxiway. Runway 14 has a visibility of 1 mile (5000 feet RVR), so the current APRC of Runway 14 is B-II-5000. The visibility minimum for Runway 32 is also 1 mile (5000 feet RVR), so the ARPC of Runway 32 is B-II-5000.

3.10.3.2 Departure Reference Code

Similar to the APRC, the DPRC characterizes an airport's ability to accommodate aircraft based on the separation distances between a runway centerline and adjacent taxiway. The DPRC distinguishes an AAC and ADG for a runway based on its runway to parallel taxiway separation. The separation distance is approximately 250 feet at both runway ends therefore, the DPRC is B-II.

3.11 SUMMARY OF FORECASTS

This Forecast analyzed multiple scenarios and related growth rates. A modified growth scenario was selected as the Base Case Scenario. It was concluded that this scenario best portrays the Airport and its anticipated growth. *Table 18* shows a summary of the Base Case Scenario's projections for DTS.

TABLE 18
DTS BASE CASE SCENARIO FORECAST SUMMARY

	Base Year				
	2017	**2022**	**2027**	**2032**	**2037**
Total Enplanements	1,147	1,346	1,579	1,853	2,175
Total Itinerant Operations	48,311	56,637	66,406	77,870	91,321
Air Carrier Operations	0	0	0	0	0
Air Taxi & Commuter Operations	610	716	840	986	1,156
GA Operations	47,401	55,621	65,266	76,584	89,865
Military Operations	300	300	300	300	300
Total Local Operations	15,631	16,832	18,140	19,550	21,059
Local Civil Operations	15,631	16,832	18,140	19,550	21,059
Local Military Operations	0	0	0	0	0
Total Operations	63,942	73,469	84,546	97,420	112,380
Critical Aircraft	Citation III (Model 650)	Citation III (Model 650	Citation III (Model 650	Citation III (Model 650	Citation III (Model 650)
Itinerant Operations by Critical Aircraft	500	500	500	500	500
Total Based Aircraft	79	85	91	99	106
Annual Instrument Approaches	N/A	N/A	N/A	N/A	N/A

Source: RS&H, 2018; FAA TAF, 2017

3.11.1 FAA TAF Comparison

FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing instructions for Airport Actions*, paragraph 706.b (3), states "[The] FAA uses the following guidelines to determine the acceptability of a sponsor's forecasts.

- A 5-year forecast should be within 10 percent of the TAF; and
- A 10-year forecast should be within 15 percent of the TAF[6].

Table 19 shows the comparison of the FAA TAF 2017[7] and the Base Case Scenario Forecast. The Base Case Scenario meets the FAA criteria for approving forecasts.

[6] December 23, 2004, memorandum from the Director, Airport Planning and Programming, entitled Revision to Guidance on Review and Approval of Aviation Forecasts.

[7] The FAA Adjusted Forecast was used in place of the FAA TAF 2017 due to updated Airport based aircraft counts

TABLE 19
FAA TAF-BASE CASE SCENARIO FORECAST COMPARISON

	Base Year							
	2017		2022		2027		2037	
Category	**Base Case**	**TAF 2017**	**Base Case**	**TAF 2017**	**Base Case**	**TAF 2017**	**Base Case**	**TAF 2017**
Enplanements	1,147	1,147	1,346	1,147	1,579	1,147	2,175	1,147
Air Carrier Operations	0	0	0	0	0	0	0	0
GA Based Aircraft*	79	79	85	80	91	81	106	83
GA Operations	63,642	63,642	73,169	68,558	84,246	73,866	112,080	85,724
Military Operations	300	300	300	300	300	300	300	300
Total Operations	63,942	63,942	73,469	68,858	84,856	74,166	112,380	86,024
Comparison with FAA TAF 2017 (Percent Different)								
Enplanements	0.00%		+17.35%		+37.66%		+89.63%	
Air Carrier Operations	N/A		N/A		N/A		N/A	
GA Based Aircraft*	0.00%		+6.25%		+12.3%		+27.7%	
GA Operations	0.00%		+6.73%		+14.05%		+30.75%	
Military Operations	0.00%		0.00%		0.00%		0.00%	
Total Operations	0.00%		+6.70%		+14.41%		+30.64%	

Source: RS&H, 2018; FAA TAF, 2017
Note:*The FAA Adjusted Forecast was used in place of the FAA TAF 2017 due to updated Airport based aircraft counts

4 AIRPORT DEVELOPMENT SUMMARY

4.1 Projects Since Last ALP

The Airport has had several projects completed since the last ALP in 2010. This section describes those development projects.

Airport Traffic Control Tower

The Lt. Gen. Leroy J. Manor ATCT was completed at DTS on November 15, 2016. The tower is an FAA Contract Tower, owned and operated by the County. Air traffic control for DTS was previously handled by the Eglin Radar Control Facility.

The 102.5-foot tower is designed as a low-activity, visual flight rules (VFR) tower. It accommodates a local control position, ground control position, and supervisor work station. It also has space to accommodate an additional control position as aviation activity increases. The justification for the DTS ATCT was to improve safety for pilots using DTS and VPS. Restricted airspace and military operation areas cover a large swath of northwest Florida to the north, east, and west of DTS. This, in effect, funnels commercial and general aviation traffic south along Florida's Gulf Coast. The DTS ATCT is anticipated to offload small aircraft traffic from airport hubs in the region and increase the viability of DTS as a destination airport for corporate aircraft.

The location of the tower required filling 1.21 acres of wetlands and the removal of 3.79 acres of forested wetlands. To offset the impacts to the wetlands, the County opted to mitigate on-site in an area adjacent to the ATCT. The total mitigation area consists of the preservation of 44.83 acres of forested and scrub/shrub wetlands adjacent to the ATCT and an upland buffer adjacent to the preserved wetlands. The upland buffer area, which adjoins the wetland system, is 3.81 acres in size and over 25 feet in width. This area includes a portion of the eastern edge of the on-site wetland area, away from the airport operating area. In addition, the wetlands preserved are an unnamed system which discharges by the sheet flow and ditches into Choctawhatchee Bay.

The County negotiated the mitigation area of 44.83 acres with the United States Army Corps of Engineers (USACE) and Northwest Florida Water Management District (NWFWMD) to be recorded as a conservation easement. The conservation easement was included in the Deed of Conservation that was also approved by both the USACE and NWFWMD. The mitigation area is located within the restricted access boundary of the Airport.

Prior to finalizing the conservation easement, a Focused Environmental Assessment (EA) for the DTS ATCT was submitted to the FAA in July 2013. A public workshop was held on April 4, 2013 with regard to the Focused EA for the DTS ATCT. There did not appear to be any conflict among the 16 attendees over the proposed ATCT project. One question was asked about the closing of Contract Towers and its potential financial impact on the proposed ATCT. The County could not comment on the issue. On July 29, 2013, the FAA issued a Finding of No Significant Impact and determined that the project would not significantly impact the human environment.

Sound Wall

Construction of a sound wall was completed in 2017 on the northwest end of the Airport behind the fixed base operator (FBO) parking lot and the backs of the homes on Misty Way. The wall had been recommended by an advisory committee after the completion of a two-year study. The 15–foot-high and 300-foot-long sound wall replaced a wood structure sound wall.

Additional Improvements

Additional improvements include decorative concrete security barriers that were installed along the interior of the perimeter security fence on the eastside of Airport Road in order to prevent oncoming traffic from crashing into the airside. In addition, a small taxilane connector in the GA hangar area was constructed to provide smaller aircraft an additional option for exiting the GA hangar area. The Airport also recently replaced the perimeter security fencing in the same area to address those oncoming traffic issues.

4.2 Proposed Airport Development

Table 1 describes the projects proposed for implementation throughout the 20-year planning period. This section summarizes the project elements, the triggering event (if available), and the planned funding sources for the proposed projects. Short-term and some intermediate-term planning horizon projects also reference planned fiscal year implementation, as documented in the Airport Capital Improvement Program. Funding availability will be a major factor in the progression of these projects and the schedules at which they begin. GA development will also continue to be phased based on the demand of the Airport's tenants and funding availability.

4.2.1 Short-Term Proposed Projects 0-5 years

Security Fence Improvements (2019)

The Airport has planned improvements to the security fencing around the Airport's perimeter. The perimeter fencing replacement project will replace substandard sections of the fence and secure the area while continuing to provide the necessary separation for mowing and from nuisance wildlife. The project has a total estimated cost of $700,000. The project would be State and locally funded.

Taxiway A Rehabilitation Project (2019)

Taxiway A provides access to the existing apron west of Runway 14-32. This project consists of rehabilitating the entire length of parallel Taxiway A as well as its connectors. The project has a total estimated cost of $3,000,000. The project would be FAA, State and locally funded.

Aircraft Parking Apron Expansion Project (2020)

An apron expansion is identified for the short-term planning horizon to accommodate existing and forecast demand. The apron expansion project will provide additional tie-down area for overflow peak period aircraft parking and transient aircraft. During peak season, aircraft currently park in a grassy area if there is no capacity. The project has a total estimated cost of $3,000,000. The project would be FAA, State, and locally funded.

Runway, Taxiway, and Signage Repaint/Restripe Project (2020)

This project consists of renovating the entire runway and taxiway markings by repainting and restriping. New signage is also proposed. The project has a total estimated cost of $625,000. The project would be State and locally funded.

South Apron Rehabilitation Project, Phase I (2020)

The current south apron will need to be improved in two phases to accommodate aircraft operations while rehabilitating the south apron. The Airport plans to repair the aircraft parking apron, re-stripe the

apron, revise tie-down anchors and improve aircraft parking. The project has a total estimated cost of $1,500,000. The project would be State and locally funded.

Hangar and Vehicle Parking Expansions

Analysis was performed to determine the amount of hangar, apron, and vehicular parking space available at the Airport. Currently, there is a need for an additional 5,000 square feet of both vehicle parking space and hangar space to accommodate existing demand.

Vehicle parking areas are mostly located near the FBO north and south terminals and along Airport Road near the entrance of DTS. There is need for an additional 10,000 square feet of parking area by the end of the short-term planning horizon. The vehicle parking project has a total estimated cost of $100,000. The project would be FAA, State, and locally funded.

Most of the GA hangars are clustered to the south of the FBO. An additional 15,000 square feet of hangar space will be needed to accommodate projected growth in based aircraft by the end of the short-term planning horizon. The hangar project has a total estimated cost of $1,294,000. The project would be State and locally funded.

4.2.2 Intermediate-Term Proposed Projects 6-10 years

South Apron Rehabilitation Project, Phase II (2023)

This project is the second phase in rehabilitating the south apron in an effort to maintain certain areas of the Airport. The Airport is committed to increasing its safety and security of aircraft and will address the outstanding items from Phase I. The project has a total estimated cost of $600,000. The project would be State and locally funded.

Rehabilitate Taxiways Project (2023)

This project consists of rehabilitating the existing parallel Taxiway A and demolishing/reconstructing connector taxiways. The non-conforming segments of Taxiway A3, A4, and A5 are addressed as part of the connector taxiways. The project has a total estimated cost of $500,000.This project would be FAA, State, and locally funded.

Rehab North Apron (2025)

The north apron is estimated for a rehabilitation of 6 acres. The apron project has a total estimated cost of $2,000,000. The apron project would be FAA, State and locally funded.

Hangar and Vehicle Parking Expansions

As indicated in other projects, the anticipated growth of DTS will trigger the need for additional hangar space and vehicular parking space. An increase of 15,000 square feet of hangar space will be needed to accommodate future demand of based aircraft by the end of the intermediate-term. The hangar project has a total estimated cost of $1,295,000. The hangar project would be State and locally funded.

An additional 10,000 square feet of vehicle parking is recommended by the end of the intermediate-term planning horizon. The vehicle parking project has a total estimated cost of $100,000. The vehicle parking project would be FAA, State, and locally funded.

4.2.3 Long-Term Proposed Projects 11-20 years

Apron, Hangar, and Vehicle Parking Expansions

To accommodate the demand in long-term planning horizon, an increase of apron areas, hangar space, and vehicular parking is needed. The apron project has a total estimated cost of $300,000. The project would be FAA, State, and locally funded.

As the Airport develops there will be a need for 40,000 square feet additional hangar space. In addition, the Airport has indicated a waitlist for hangars. Additional hangar space will be necessary within the long-term planning horizon. The hangar project has a total estimated cost of $3,450,000. The project would be State and locally funded.

Vehicle parking at DTS is generally located adjacent to the terminal building, tenant facilities, and hangar areas. Additional vehicle parking space of 25,000 square feet is required to accommodate additional demand within the long-term planning horizon. The vehicle parking project has a total estimated cost of $250,000. The project would be FAA, State, and locally funded.

5 NAVAIDS AND APPROACH PROCEDURES

Navigational aids (NAVAIDs) at DTS include: non-directional beacon (NDB), an airport beacon, a segmented circle with wind cone and an Automated Surface Observing System (ASOS). Each runway is also equipped with a 4-light PAPI system on the left side of each runway end. The taxiway edge lighting system at DTS is made up of high intensity taxiway lighting (HITL).

Currently, the Airport has two instrument approach procedures for the runway, described as follows:

- Runway 14 RNAV (GPS) (1 mi and 272 feet)
- Runway 32 RNAV (GPS) (1 mi and 440 feet)

6 WIND COVERAGE AND RUNWAY ORIENTATION

The FAA defines wind coverage as the percent of time crosswind components are below an acceptable velocity. Using collected wind observations at the Airport, a wind rose can be generated for each runway indicating wind coverage. The analysis then determines what cross-wind velocity that cannot be exceeded based on the Airport Reference Code (ARC) and the critical design aircraft. Runway orientation is primarily determined by the direction of the prevailing wind. Currently, the ARC for DTS is B-II, which requires 95% wind coverage of 13 knots. DTS has a 98.77% wind coverage for instrument flight rules (IFR) at 13 knots, and 99.12% wind coverage for all weather indicating that runway is properly oriented with adequate wind coverage as shown in *Table 20*.

TABLE 20
RUNWAY 14-32 WIND COVERAGE

Crosswind Component	All Weather Wind Coverage	IFR Wind Coverage
10.5 knots	98.0 %	97.35 %
13 knots	99.12 %	98.77%
16 knots	99.9 %	99.8%
20 knots	99.9 %	99.98%

Source: RS&H, 2018; NDC Station 722069

Runways are designated by their orientation with respect to magnetic north. The need for crosswind runways is determined by wind analysis. There are fluctuations associated to the earth's magnetic field and therefore the magnetic heading may change on a regular basis. The National Geophysical Data Center magnetic declination tool to determine the appropriate runway number designation for DTS. The magnetic declination is 3° 20'. The magnetic declination analysis indicates that Runway 14-32 is appropriately designated.

7 NON-STANDARD CONDITIONS AND MODIFICATION TO STANDARDS

7.1 Non-Standard Conditions

Table 21 summarizes non-standard conditions associated with runway and taxiway design. This table also introduces proposed projects for implementation throughout the 20-year planning period. Advisory Circular 150/5300-13A, *Airport Design,* indicates that taxiways should not lead directly from an apron to a runway without a turn. Such configurations can lead to confusion as pilots typically expect to encounter a parallel taxiway but instead accidently enters a runway. Taxiway A3, Taxiway A4, and Taxiway A5 all provide a direct connection between aircraft parking aprons and Runway 14-32. Reconfiguration or elimination of these apron to runway direct access points should be completed to enhance runway safety.

TABLE 21
EXISTING NON-STANDARD CONDITIONS

Description	Existing Condition	FAA Standard	Disposition
Taxiway A3	Direct Access	Design taxiways that do not lead directly from an apron to a runway without a turn	Reconstruct or eliminate taxiway
Taxiway A4	Direct Access	Design taxiways that do not lead directly from an apron to a runway without a turn	Reconstruct or eliminate taxiway
Taxiway A5	Direct Access	Design taxiways that do not lead directly from an apron to a runway without a turn	Reconstruct or eliminate taxiway

Source: RS&H Analysis, 2018

The existing runway design standards at DTS are based on Aircraft Approach Category (AAC) B and ADG II aircraft. The analysis results indicate the existing Runway 14-32 is compliant with FAA standards for ADG II

aircraft. Based on the Forecast, aircraft operations are projected to increase throughout the planning horizon and should be carefully monitored in order to determine if there will be change in critical aircraft.

7.2 Modification to Standards

There are no existing modifications to FAA Standards for the Airport and a request for a new modification to standards is not anticipated.

8 OBSTRUCTION SURFACES

8.1 14 CFR Part 77

Under Title 14 of the Code of Federal Regulations, Federal Aviation Regulation (FAR) Part 77, *Safe and Efficient Use, and Preservation of Navigable Airspace*, the FAA has created 3-dimensional imaginary surfaces within airport airspace to visually guide Airport's in compatible land use development, as well as the removal of objects that pose a hazard to airspace.

Within the ALP set developed for this ALP Update, an airport airspace sheet will illustrate the carious obstructions and objects within the Part 77 areas. *Table 22* lists the surfaces and their specific slopes for each existing runway and future runway end.

The surfaces identified on the approach surface and profile sheets are:

- Departure Surface
- PAPI Obstacle Clearance Surface
- Part 77 Approach Surface
- Threshold Siting Surface

Approach surfaces are designed to protect the use of the runway in both visual and instrument meteorological conditions near the airport. Part 77 imaginary surfaces use criteria to identify airport obstacles to those surfaces. Part 77 approach surfaces at DTS are 34:1 and are longitudinally centered on the extended runway centerline and extend outward and upward from each end of the primary surface.

Departure surfaces allow pilots to follow standard departure procedures and typically have a trapezoidal shape that begins at the departure end runway (DER) and extends along the extended runway center line. All runway ends have a departure surface slope of 1 foot vertically for every 40 feet horizontally (40:1).

The obstructions can be found in the ALP Update on Sheet 7.

TABLE 22
OBSTRUCTION SURFACES AT DTS

Runway	Departure Surface	PAPI Obstacle Clearance Surface	Part 77 Approach Surface	Threshold Siting Surface
Runway 14-32	N/A	N/A	N/A	N/A
Runway 14 End	40:1	3-Degrees	34:1	20:1
Runway 32 End	40:1	3-Degrees	34:1	20:1

Source: RS&H, 2018

9 RUNWAY PROTECTION ZONES

A Runway Protection Zone (RPZ) is a trapezoidal space extending outward from the runway end, starting 200 feet[8] from a runway end on the surface, and it is designated to be generally free of all above ground objects. Runway 14-32 has visibility minimums of not less than 1 mile on both ends, so its approach RPZs have an inner width of 500 feet, an outer width of 700 feet, and lengths of 1,000 feet. The departure RPZs and the approach RPZs have identical dimensions for both runway ends. The FAA indicates that the RPZ should be clear of all facilities supporting incompatible land uses. In general, incompatible land uses are those that attract a congregation of people, transportation facilities, or large scale infrastructure. There are no incompatible land uses within the RPZ. Therefore, no changes are required.

10 TOWER LINE-OF-SIGHT STUDY

An ATCT siting study was developed and filed in January 2007 for the ATCT at DTS. However, in accordance to FAA Order 6480.4A, Airport Traffic Control Siting Process, the 2007 study did not address all criteria required to complete the report. Therefore, an addendum to the siting study was completed in March 2011 prior to the Airport's entry into the Contract Tower Program. The study concluded that the three alternative sites did not present any impacts to the line-of-sight. In addition, Alternative Site Z was preferred due to the best combined line-of-sight and object discrimination to all operational areas of the airfield. As a result, the preferred Alternative Site Z was selected for construction and the ATCT became operational in 2017.

11 LETTERS OF COORDINATION

Aside from the FAA, letters of coordination for recommended projects are required to be reviewed and approved by the Okaloosa County Board of Commissioners and the County of Okaloosa, Florida. In addition, the Eglin Radar Control Facility, Eglin Air Traffic Control Tower, and Destin Air Traffic Control Tower established coordination control procedures for instrument flight rules/visual flight rules/special visual flight rules aircraft arriving and departing DTS. See Appendix A for a copy of the draft Letter of Agreement and Air Tower Operations Agreement.

12 PRELIMINARY IDENTIFICATION OF ENVIRONMENTAL FEATURES

The purpose of considering environmental factors in airport planning is to assist Okaloosa County in evaluating current environmental conditions and future airport development, as well as provide information that will help expedite subsequent environmental processes. FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, are the FAA's environmental guidance for aviation projects/actions to comply with NEPA. It is important to note that the environmental analysis included in this ALP update narrative is not in and of itself a NEPA document. The following description of environmental features follows those outlined on ARP SOP No. 2.00, Appendix A, ALP Review Checklist. The statutes, regulations, and Executive Orders that apply to each resource category can be found in the FAA Order 1050.1F Desk Reference.

[8] The RPZ may begin at a location other than 200 ft. beyond a runway end, but two RPZs are required—an approach RPZ and departure RPZ. (FAA, 2014)

12.1 Major Airport Drainage Ditches

Stormwater management on the Airport property is accommodated through several individual dry detention areas associated with various facilities. The dry retention ponds comprise very sandy soil, and the infiltration rates throughout the Airport are generally high. The most significant dry detention pond is located west of Taxiway A. As more development occurs at DTS, a Stormwater Master Plan is recommended to identify structural and non-structural best management practices for collecting runoff water on the west and north sides of the Airport.

12.2 Wetlands

According to the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory, there are freshwater emergent and forested/shrub wetlands in the areas directly east to the Airport. [9] (See *Figure 6*).

12.3 Flood Zones

According to the Federal Emergency Management Agency (FEMA), the Airport intersects floodplain insurance rate map 12091C0488H.[10] There are no floodplains on Airport property.

12.4 Historic or Cultural Features

There are no historic resources on the National Register of Historic Places (NRHP) within the Airport property.[11]

12.5 Section 4(f) Features

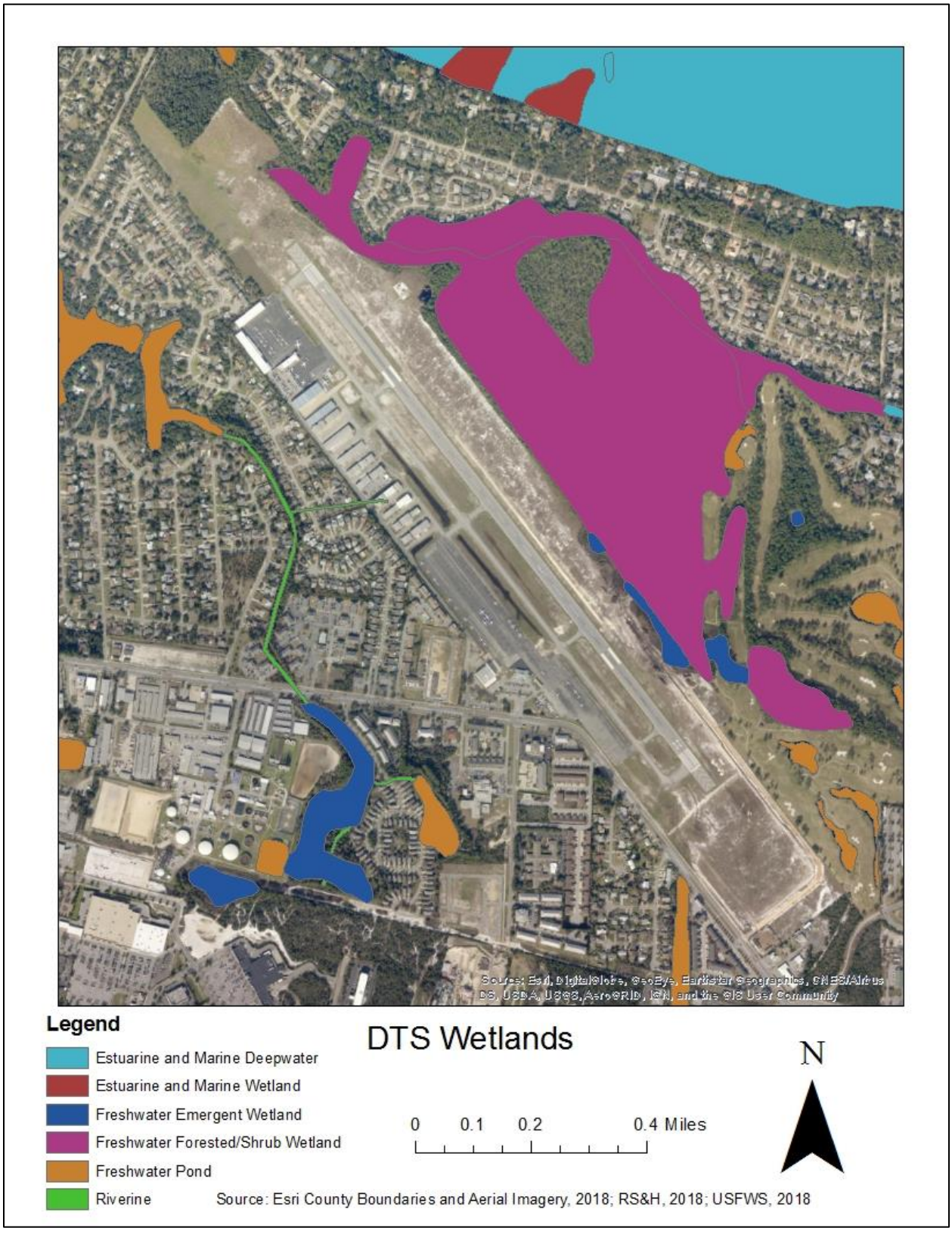
There are no Section 4(f) properties in or around the Airport.

[9] USFWS, (2018, January). Wetland Mapper Retrieved February 2018, from National Wetlands Inventory: https://www.fws.gov/wetlands/data/mapper.HTML

[10] FEMA. (2005, November 3). *Panel 12091C0488H.* Retrieved February 2018, from FEMA Flood Map Service Center: Search by Address – Destin Executive Airport: https://msc.fema.gov/portal/search?AddressQuery#searchresultsanchor

[11] NPS. *National Register of Historic Places.* Retrieved on January 2018 from https://npgallery.nps.gov/NRHP/SearchResults/

FIGURE 6
DTS WETLANDS



12.6 Flora/Fauna

The majority of the Airport property has been heavily disturbed (e.g., graded, sodded, mowed and maintained, developed). Biotic resources within in the Airport property include grass, primarily Bermuda grass. According to the USFWS, there is the potential for federally listed species to occur in Okaloosa County (see *Table 23).* There is no critical habitat within the Airport area.[12]

TABLE 23
FEDERALLY LISTED SPECIES WITH THE POTENTIAL TO OCCUR IN OKALOOSA COUNTY

Group	Common Name	Scientific Name	Status
Amphibians	Reticulated flatwoods salamander	Ambystoma bishopi	Endangered
Birds	Bald eagle	Haliaeetus leucocephalus	Recovery
	Red-cockaded woodpecker	Picoides borealis	Endangered
	Wood stork	Mycteria americana	Threatened
	Piping Plover	Charadrius melodus	Threatened
	Red knot	Calidris canutus rufa	Threatened
Clams	Choctaw bean	Villosa choctawensis	Endangered
	Narrow pigtoe	Fusconaia escambia	Threatened
	Southern sandshell	Hamiota australis	Threatened
	Fuzzy pigtoe	Pleurobema strodeanum	Threatened
Fishes	Okaloosa darter	Etheostoma okaloosae	Threatened
	Atlantic sturgeon (Gulf subspecies)	Acipenser oxyrinchus (=oxyrhynchus) desotoi	Threatened
	Saltmarsh topminnow	Fundulus jenkinsi	Under Review
Flowering Plants	Panhandle lily	Lilium iridollae	Under Review
	West's flax	Linum westii	Under Review
	White meadowbeauty	Rhexia parviflora	Under Review
	Panhandle meadowbeauty	Rhexia salicifolia	Under Review
	Karst pond xyris	Xyris longisepala	Under Review
	Boykin's lobelia	Lobelia boykinii	Under Review
	Gulf Sweet pitcherplant	Sarracenia rubra ssp. gulfensis	Under Review
Insects	Westfall's clubtail	Gomphus westfalli	Under Review
	Yellow-sided clubtail	Stylurus potulentus	Under Review
Lichens	Florida perforate cladonia	Cladonia perforata	Endangered

[12] USEPA. (2018) *NEPAAssist*. Retrieved January 2018 from https://nepassisttool.epa.gov/nepassist/analysis.aspx

Group	Common Name	Scientific Name	Status
Mammals	West Indian Manatee	Trichechus manatus	Threatened
	Choctawhatchee beach mouse	Peromyscus polionotus allophrys	Endangered
Reptiles	Hawksbill sea turtle	Eretmochelys imbricata	Endangered
	Leatherback sea turtle	Dermochelys coriacea	Endangered
	Kemp's ridley sea turtle	Lepidochelys kempii	Endangered
	Green sea turtle	Chelonia mydas	Threatened
	Loggerhead sea turtle	Caretta caretta	Threatened
	Eastern indigo snake	Drymarchon corais couperi	Threatened
	Florida pine snake	Pituophis melanoleucus mugitus	Under Review
	Gopher tortoise	Gopherus polyphemus	Candidate
	Alligator snapping turtle	Macroclemys temmincki	Under Review
	Eastern diamondback rattlesnake	Crotalus adamanteus	Under Review
	Escambia Map turtle	Graptemys ernsti	Under Review

Source: USFWS. (2016). *Species by County Report, County: Okaloosa, Florida* Retrieved January 2018, from USFWS Environmental Conservation Online System: https://ecos.fws.gov/ecp0/reports/species-by-current-range-county?fips=12091

12.7 Natural Resources

Natural resources include water, aggregate, wood, and other similar resources. Water is the primary natural resource used at the Airport on a daily basis. Airport contractors regularly use consumable materials to maintain various airside and landside facilities and services. Those materials may include asphalt, concrete, aggregate for sub-base materials, and various metals associated with maintenance.

12.8 Other Environmental Features

Air Quality: The U.S. Environmental Protection Agency (USEPA) does not classify Okaloosa County as an attainment area for criteria pollutants.[13]

Soils: According to the Natural Resource Conservation Service (NRCS) Web Soil Survey, a majority of the soil at the Airport is Kureb sand (zero to 8 percent slopes) and Resota sand (zero to five percent slopes).[14]

Hazardous Sites/Materials: The USEPA does not recognize the Airport as a hazardous waste generator.

Visual Environment: With regards to the surrounding visual environment, most of the Airport is developed for aviation related uses (e.g., runway, hangars, terminal). The area surrounding the Airport to the east is heavily vegetated areas (e.g., trees, shrubs). Conversely, the, area to the west of the Airport is heavily developed with residential development. The Airport is illuminated by various types of lighting on the

[13] USEPA, (2018, January31) Florida Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants. Retrieved February 2018, from USEPA Green Book: https://www3.epa.gov/airquality/greenbook/anayo_fl.html
[14] NCRS Soil Data Explorer. Retrieved February 2018, from Web Soil Survey: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

airfield and for landside facilities. Lighting for the airfield includes hi-mast lighting, taxiway signage and taxiway edge lights. Lights for landside facilities include buildings, roadways, and parking facilities.

Noise: In 2007, a Federal Aviation Regulation Part 150 Noise Compatibility Study was conducted to address the concerns expressed by communities surrounding the Airport about noise disturbances created by aircraft operations. Noise at the Airport is primarily associated with aircraft operations (e.g., taxi, takeoff, and landing).

Socioeconomics, Environmental Justice, and Children's Health and Environmental Safety Risks: According to U.S. Census Bureau data via the USEPA NEPAssist tool, about 10 percent of the population in this census tract are minorities. About 77 percent of the population in this census tract are adults 18 years and older.

Water Quality: There are no surface water features at the Airport.

Climate: Research has shown there is a direct correlation between fuel combustion and greenhouse gas (GHG) emissions. In terms of U.S. contributions, the U.S. Government Accountability Office (GAO) reports that "domestic aviation contributes about three percent of total CO2 emissions, according to EPA data," compared with other industrial sources, including the remainder of the transportation sector (20%) and power generation (41%). The International Civil Aviation Organization (ICAO) estimates that GHG emissions from aircraft account for roughly three percent of all anthropogenic GHG emissions globally.

13 RUNWAY SAFETY ACTION ITEMS

The Airport has not received any action items from the Runway Safety Program Office or Runway Safety Action Team.

14 DECLARED DISTANCES

Declared Distances include the extent of the runway that is functional. It is identified by Takeoff Run Available (TORA), Takeoff Distance Available (TODA), Accelerate Stop Distance Available (ASDA), and Landing Distance Available (LDA). *Table 24* shows the declared distances for Runway 14-32. In all cases, the Declared Distances equal the total runway length.

TABLE 24
RUNWAY 14-32 DECLARED DISTANCES

Declared Distance	Runway 14	Runway 32
TORA	5,001′	5,001′
TODA	5,001′	5,001′
ASDA	5,001′	5,001′
LDA	5,001′	5,001′

Source: Okaloosa County Airports System

APPENDIX A- LETTERS OF COORDINATION

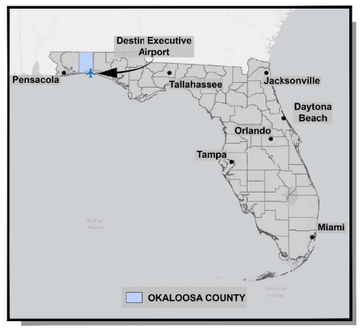
FAA CONDITIONAL APPROVAL LETTER

AIRPORT LAYOUT PLAN
FOR
DESTIN EXECUTIVE AIRPORT (DTS)

DESTIN, FLORIDA

AIP#: 3-12-0020-019-2017

DECEMBER 2019



LOCATION MAP
SCALE: NTS

VICINITY MAP
SCALE: NTS

PLANS PREPARED BY:

RS&H, Inc.
10748 Deerwood Park Blvd South
Jacksonville, Florida 32256
904-256-2500 FAX 904-256-2501
www.rsandh.com

APPROVED _____ 12/5/2019
KEN IBOLD, AICP, CNU-A — DATE

FLORIDA DEPARTMENT OF TRANSPORTATION

APPROVED _____ _____
AIRPORT PLANNING MANAGER - NIXON HARWELL, ICMA, FCCM — DATE

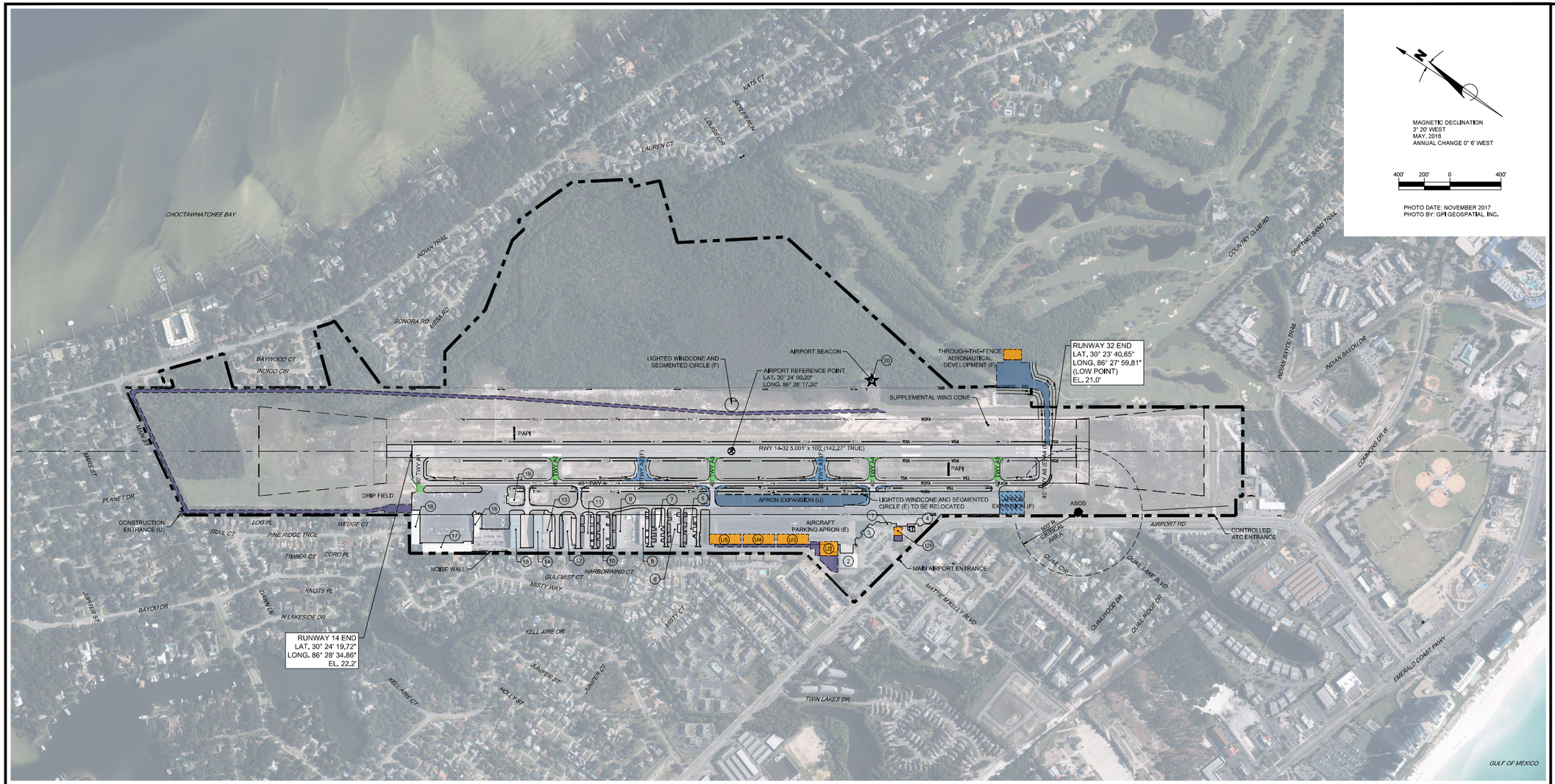
OKALOOSA COUNTY BOARD OF COUNTY COMMISSIONERS

APPROVED _____ _____
AIRPORTS DIRECTOR - TRACY STAGE, A.A.E. — DATE

REVISIONS		
NO.	DESCRIPTION	DATE

INDEX TO SHEETS	
SHEET NUMBER	DRAWING TITLE
1	COVER SHEET
2	FACILITIES LAYOUT PLAN
3	AIRPORT LAYOUT PLAN
4	TERMINAL AREA PLAN
5	INNER APPROACH/DEPARTURE PLAN AND PROFILE - RUNWAY 14
6	INNER APPROACH/DEPARTURE PLAN AND PROFILE - RUNWAY 32
7	PART 77 AIRSPACE DRAWING
8	AIRPORT LAND USE PLAN
9	EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP

Drawing: \\rsandh.com\files\Aviation\P\2010251.004 DTS ALP Update\CAD\ALP\C\DTS_01_Cvr_2019-12-05.dwg Plotted on: 12/10/2019 10:16 AM Plotted by: Merrill, Tammy



DESCRIPTION	EXISTING	FUTURE / ULTIMATE
PROPERTY LINE		N/A
RUNWAY SAFETY AREA	RSA	N/A
RUNWAY OBJECT FREE AREA	ROFA	N/A
RUNWAY PROTECTION ZONE		N/A
TAXIWAY SAFETY AREA	TSA	N/A
TAXIWAY OBJECT FREE AREA	TOFA	N/A
35' BUILDING RESTRICTION LINE	BRL	N/A
AIRPORT REFERENCE POINT		N/A
AIRPORT BEACON		N/A
ASOS		N/A
AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
BUILDING		
BUILDING TO BE REMOVED	N/A	
ROADWAY/PARKING		

1. ALL PROJECTS DEPICTED AS FUTURE ARE FORECASTED AND PROGRAMMED ON THE AIRPORT CAPITAL IMPROVEMENT PROGRAM
2. ALL PROJECTS DEPICTED AS ULTIMATE ARE ONLY FORECASTED

EXISTING BUILDING LEGEND	
BUILDING NO	BUILDING DESCRIPTION
1	STORAGE FACILITY
2	FBO/MAINTENANCE HANGAR
3	FIXED BASED OPERATOR
4	FUEL FARM
5	CONVENTIONAL HANGARS
6	CONVENTIONAL HANGARS
7	CONVENTIONAL HANGARS
8	CONVENTIONAL HANGARS
9	T-HANGARS
10	CONVENTIONAL HANGARS
11	CONVENTIONAL HANGARS
12	CONVENTIONAL HANGARS
13	CONVENTIONAL HANGARS
14	CONVENTIONAL HANGARS
15	CONVENTIONAL HANGARS
16	FIXED BASED OPERATOR
17	CONVENTIONAL HANGARS
18	CONVENTIONAL HANGARS
19	FUEL FARM
20	AIRPORT TRAFFIC CONTROL TOWER

ULTIMATE BUILDING LEGEND	
BUILDING NO	BUILDING DESCRIPTION
U1	AERONAUTICAL FACILITY
U2	HANGAR DEVELOPMENT
U3	HANGAR DEVELOPMENT
U4	HANGAR DEVELOPMENT
U5	HANGAR DEVELOPMENT

DESTIN EXECUTIVE FLY DTS AIRPORT COLEMAN KELLY FIELD

DESTIN EXECUTIVE AIRPORT

DESTIN, FLORIDA

RS&H, Inc.
10748 Deerwood Park Blvd South
Jacksonville, Florida 32256
904-256-2500 FAX 904-256-2501
www.rsandh.com

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: DECEMBER 2019
REVIEWED BY: GRH, KRI, TJM
DRAWN BY: JEM
DESIGNED BY: JEM

PROJECT NUMBER
201-0251-004

SHEET TITLE

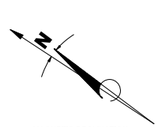
FACILITIES LAYOUT PLAN

SHEET NUMBER

2 OF 9

Drawing: \\rsandh.com\files\Aviation\P\2010251.004 DTS ALP Update\CAD\ALP\C\DTS_02_EFL.dwg Plotted on: 12/6/2019 11:49 AM Plotted by: Merrill, Tammy

AIRPORT DATA TABLE		
	EXISTING	FUTURE
AIRPORT REFERENCE CODE	B-II	SAME
MEAN MAXIMUM TEMPERATURE / HOTTEST MONTH	89.4° / JULY	
AIRPORT ELEVATION (NAVD 88)	22.5'	
AIRPORT NAVIGATIONAL AIDS (OWNERSHIP)	BEACON	
AIRPORT REFERENCE POINT (NAD 83) LAT.	30° 24' 00.20"	
LONG.	86° 28' 17.30"	
MISCELLANEOUS FACILITIES (OWNERSHIP)	SEGMENTED CIRCLE WITH LIGHTED WIND CONE, SUPPLEMENTAL WIND CONE, HIRL, ASOS	
AIRPORT REFERENCE CODE AND CRITICAL AIRCRAFT	B-II / CITATION III	
MAGNETIC VARIATION	3° 20' ± 20' MAY 2018	
NPIAS SERVICE LEVEL	GA - REGIONAL	
STATE EQUIVALENT SERVICE ROLE	GENERAL AVIATION	



SURVEY MONUMENTS					
IDENTIFIER	NGS PID	LATITUDE	LONGITUDE	ELEVATION	DESCRIPTION
DESTPORT AZ MK	BG4881	30° 24' 9.14628"N	86° 28' 27.97674"W	19.0'	ON AIRPORT PROPERTY
DNC 1	DP8206	30° 23' 43.76212"N	86° 30' 49.54266"W	28.9'	2.5 MILES W OFF AIRPORT
F1-29W	BBCG20	30° 27' 17.21080"N	86° 32' 28.98221"W	11.5'	5.6 MILES NW OFF AIRPORT
OKA 2	BG3654	30° 23' 21.27761"N	86° 28' 53.60592"W	23.4'	1.0 MILE W OFF AIRPORT
RAIN	BBDB96	30° 27' 38.31311"N	86° 25' 31.41540"W	5.6'	5 MILES NE OFF AIRPORT

SOURCE: NATIONAL GEODETIC SURVEY, NAD 83 (2011), NAVD 88

MODIFICATION TO STANDARDS			
DESCRIPTION	STANDARD TO BE MODIFIED	AIRSPACE CASE NO.	APPROVAL DATE
NONE REQUIRED			

FAA APPROVAL BLOCK

EXISTING BUILDING LEGEND	
BUILDING NO	BUILDING DESCRIPTION
1	STORAGE FACILITY
2	FBO/MAINTENANCE HANGAR
3	FIXED BASED OPERATOR
4	FUEL FARM
5	CONVENTIONAL HANGARS
6	CONVENTIONAL HANGARS
7	CONVENTIONAL HANGARS
8	CONVENTIONAL HANGARS
9	T-HANGARS
10	CONVENTIONAL HANGARS
11	CONVENTIONAL HANGARS
12	CONVENTIONAL HANGARS
13	CONVENTIONAL HANGARS
14	CONVENTIONAL HANGARS
15	CONVENTIONAL HANGARS
16	FIXED BASED OPERATOR
17	CONVENTIONAL HANGARS
18	CONVENTIONAL HANGARS
19	FUEL FARM
20	AIRPORT TRAFFIC CONTROL TOWER

ULTIMATE BUILDING LEGEND	
BUILDING NO	BUILDING DESCRIPTION
U1	AERONAUTICAL FACILITY
U2	HANGAR DEVELOPMENT
U3	HANGAR DEVELOPMENT
U4	HANGAR DEVELOPMENT
U5	HANGAR DEVELOPMENT

DESCRIPTION	EXISTING	FUTURE / ULTIMATE
PROPERTY LINE		N/A
RUNWAY SAFETY AREA	RSA	N/A
RUNWAY OBJECT FREE AREA	ROFA	N/A
RUNWAY OBSTACLE FREE ZONE	ROFZ	N/A
RUNWAY PROTECTION ZONE		N/A
TAXIWAY SAFETY AREA	TSA	N/A
TAXIWAY OBJECT FREE AREA	TOFA	N/A
35' BUILDING RESTRICTION LINE	BRL	N/A
PART 77 SURFACE	77	N/A
AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
BUILDINGS		
BUILDINGS TO BE REMOVED	N/A	
ROADWAY/PARKING		
UNPAVED ROADWAY/PARKING		N/A
AIRFIELD LIGHT		N/A
PAPI		N/A
ARP		N/A
BEACON		N/A
WINDCONE		N/A
ASOS		N/A
TREES		N/A
FENCE	— X — X — X —	— XX — XXX —
POWER POLE		N/A
LIGHT POLE		N/A
SURVEY MONUMENT	PACS/SACS	N/A
DRAINAGE DITCH		N/A
GROUND CONTOURS	100	N/A
AIRCRAFT HOLDING POSITION		N/A
THRESHOLD SITING SURFACE	TSS	N/A
DEPARTURE SURFACE	DEP	N/A
GLIDE PATH QUALIFICATION SURFACE	GQS	N/A
CONSERVATION EASEMENT		N/A

1. ALL PROJECTS DEPICTED AS FUTURE ARE FORECASTED AND PROGRAMMED ON THE AIRPORT CAPITAL IMPROVEMENT PROGRAM
2. ALL PROJECTS DEPICTED AS ULTIMATE ARE ONLY FORECASTED

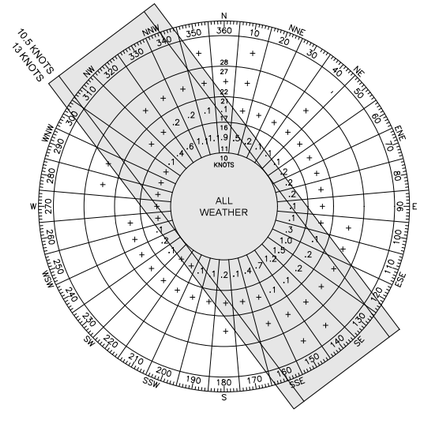
RUNWAY DATA TABLE					
		14		32	
		EXISTING	FUTURE	EXISTING	FUTURE
RUNWAY DESIGN CODE (RDC)		B-II-5000		B-II-5000	
APPROACH REFERENCE CODE (APRC)		B-II-5000		B-II-5000	
DEPARTURE REFERENCE CODE (DPRC)		B-II		B-II	
PAVEMENT SURFACE		ASPHALT		ASPHALT	
SURFACE TREATMENT		NONE		NONE	
PAVEMENT STRENGTH - WHEEL LOADING (POUNDS)	S	38,000		38,000	
	D	67,000		67,000	
	2D	113,000		113,000	
PAVEMENT STRENGTH - PCN		25 F/B/W/T		25 F/B/W/T	
RUNWAY GRADIENT		0.0%		0.0%	
PERCENT WIND COVERAGE (ALL WEATHER)	10.5 KNOTS	98.00%		98.00%	
	13 KNOTS	99.12%		99.12%	
RUNWAY LENGTH		5,001'		5,001'	
RUNWAY WIDTH		100'		100'	
RUNWAY END - COORDINATES (NAD 83)	LAT.	30° 24' 19.72"		30° 23' 40.65"	
	LONG.	86° 28' 34.86"		86° 27' 59.81"	
RUNWAY END - ELEVATION (NAVD 88)		22.2'		21.0'	
DISPLACED THRESHOLD - LENGTH		N/A		N/A	
DISPLACED THRESHOLD - COORDINATES (NAD 83)	LAT.	N/A		N/A	
	LONG.	N/A		N/A	
DISPLACED THRESHOLD - ELEVATION (NAVD 88)		N/A	SAME	N/A	SAME
RUNWAY LIGHTING		HIRL		HIRL	
RUNWAY PROTECTION ZONE (RPZ)		500'x1000'x700'		500'x1000'x700'	
RUNWAY MARKING		NON-PRECISION		NON-PRECISION	
14 CFR PART 77 APPROACH CATEGORY		34:1 C		34:1 C	
APPROACH TYPE		NON-PRECISION		NON-PRECISION	
VISIBILITY MINIMUMS		1 MILE		1 MILE	
AERONAUTICAL SURVEY		VERTICALLY GUIDED		VERTICALLY GUIDED	
RUNWAY DEPARTURE SURFACE		YES		YES	
RUNWAY SAFETY AREA (RSA)	WIDTH	150'		150'	
	LENGTH BEYOND RWY END	300'		300'	
RUNWAY OBJECT FREE AREA (ROFA)	WIDTH	500'		500'	
	LENGTH BEYOND RWY END	300'		300'	
RUNWAY OBSTACLE FREE ZONE (ROFZ)	WIDTH	400'		400'	
	LENGTH BEYOND RWY END	200'		200'	
PRECISION OBSTACLE FREE ZONE (POFZ)	WIDTH	N/A		N/A	
	LENGTH BEYOND RWY END	N/A		N/A	
THRESHOLD SITING SURFACE (TSS)		20:1 (TYPE 4)[1]		20:1 (TYPE 4)[1]	
VISUAL AND INSTRUMENT NAVAIDS		PAPI, RNAV (GPS)		PAPI, RNAV (GPS)	
TOUCHDOWN ZONE ELEVATION (NAVD 88)		22.5'		21.6'	

1. ENGINEERING BRIEF #99, CHANGES TO TABLE 3-2
2. SEE SHEETS 5 AND 6 FOR TSS PENETRATIONS
3. RUNWAY MEETS LINE OF SIGHT REQUIREMENT

GENERAL NOTES

1. ALL COORDINATES ARE IN NORTH AMERICAN DATUM OF 1983 (NAD 83).
2. ALL ELEVATIONS ARE IN NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
3. ALL ELEVATIONS EXPRESSED IN FEET ABOVE MEAN SEA LEVEL (MSL).
4. ALL TRAVERSEWAY ELEVATIONS ARE EXPRESSED IN ELEVATION PLUS RECOMMENDED AIRSPACE CLEARANCE: 17' HIGHWAY | 15' PUBLIC ROADS | 10' PRIVATE ROADS

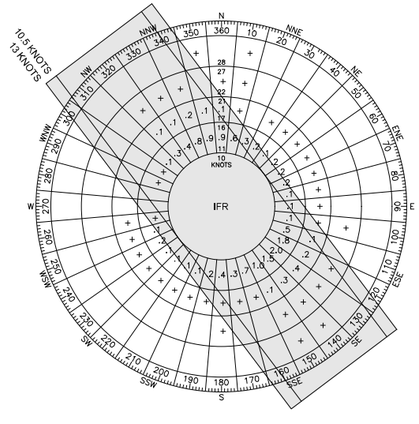
DECLARED DISTANCES					
RUNWAY END		TORA	TODA	ASDA	LDA
RUNWAY 14	EXISTING	5,001'	5,001'	5,001'	5,001'
	FUTURE	SAME			
RUNWAY 32	EXISTING	5,001'	5,001'	5,001'	5,001'
	FUTURE	SAME			



ALL WEATHER WIND DATA		
RUNWAY	10.5 KNOTS	13 KNOTS
14-32	98.00%	99.12%

ALL WEATHER OBSERVATIONS: 103,976

DATA SOURCE: NOAA NATIONAL CLIMATIC DATA CENTER
STATION: DESTIN EXECUTIVE AIRPORT - ASOS
DATA RANGE: 2008 - 2017



IFR WIND DATA		
RUNWAY	10.5 KNOTS	13 KNOTS
14-32	97.35%	98.77%

IFR OBSERVATIONS: 16,403

TAXIWAY / TAXILANE DATA TABLE										
	TXWY A	TXWY A1	TXWY A2	TXWY A2 (F)	TXWY A3	TXWY A3 (F)	TXWY A4	TXWY A4 (F)	TXWY A5	TXWY A6 (E) TXWY A4 (F)
TAXIWAY / TAXILANE WIDTH	40' (TDG 2)	90' (TDG 2)	40' (TDG 2)	40' (TDG 2)	40' (TDG 2)	40' (TDG 2)	40' (TDG 2)	90' (TDG 2)	40' (TDG 2)	90' (TDG 2)
TAXIWAY EDGE SAFETY MARGIN	7.5' (TDG 2)	7.5' (TDG 2)	7.5' (TDG 2)	7.5' (TDG 2)	7.5' (TDG 2)	7.5' (TDG 2)	7.5' (TDG 2)	7.5' (TDG 2)	7.5' (TDG 2)	7.5' (TDG 2)
TAXIWAY / TAXILANE SAFETY AREA	79' (ADG II)	79' (ADG II)	79' (ADG II)	79' (ADG II)	79' (ADG II)	79' (ADG II)	79' (ADG II)	79' (ADG II)	79' (ADG II)	79' (ADG II)
TAXIWAY / TAXILANE SEPARATION (OBJECTS WITHIN TSA)	MEETS STANDARDS	MEETS STANDARDS	MEETS STANDARDS	MEETS STANDARDS	MEETS STANDARDS	MEETS STANDARDS	MEETS STANDARDS	MEETS STANDARDS	MEETS STANDARDS	MEETS STANDARDS
TAXIWAY / TAXILANE OBJECT FREE AREA	131' (ADG II)	131' (ADG II)	131' (ADG II)	131' (ADG II)	131' (ADG II)	131' (ADG II)	131' (ADG II)	131'	131' (ADG II)	131' (ADG II)
TAXIWAY / TAXILANE SEPARATION (OBJECTS WITHIN TOFA)	MEETS STANDARDS	MEETS STANDARDS	MEETS STANDARDS	MEETS STANDARDS	MEETS STANDARDS	MEETS STANDARDS	MEETS STANDARDS	MEETS STANDARDS	MEETS STANDARDS	MEETS STANDARDS
RUNWAY HOLDING POSITION	200'	200'	200'	200'	200'	200'	200'	200'	200'	200'
TAXIWAY / TAXILANE LIGHTING	HITL	HITL	HITL	HITL	HITL	HITL	HITL	HITL	HITL	HITL

STANDARD TAXIWAY / TAXILANE WIDTH FOR TAXIWAY DESIGN GROUP 2 (TDG 2) IS 35'

TAXIWAY / TAXILANE TO BE REMOVED | FUTURE TAXIWAY / TAXILANE

ABBREVIATIONS:

AGL	ABOVE GROUND LEVEL
ARP	AIRPORT REFERENCE POINT
ASDA	ACCELERATE STOP DISTANCE AVAILABLE
ASOS	AUTOMATED SURFACE OBSERVING SYSTEM
DEP	DEPARTURE
2D	DUAL-TANDEM WHEEL GEAR AIRCRAFT
D	DUAL WHEEL GEAR AIRCRAFT
E	EXISTING CONDITIONS
EST	ESTIMATED
F	FUTURE CONDITIONS (1-20 YEARS)
GPS	GLOBAL POSITIONING SYSTEM
HIRL	HIGH INTENSITY RUNWAY LIGHTS
HITL	HIGH INTENSITY TAXIWAY LIGHTS
IFR	INSTRUMENT FLIGHT RULES
LDA	LANDING DISTANCE AVAILABLE
MSL	MEAN SEA LEVEL
NDB	NONDIRECTIONAL BEACON
NGS	NATIONAL GEODETIC SURVEY
NPI	NON-PRECISION INSTRUMENT
PAPI	PRECISION APPROACH PATH INDICATOR
RNAV	AREA NAVIGATION
S	SINGLE WHEEL GEAR AIRCRAFT
TODA	TAKEOFF DISTANCE AVAILABLE
TORA	TAKEOFF RUN AVAILABLE
TSS	THRESHOLD SITING SURFACE
U	ULTIMATE CONDITIONS (20+ YEARS)

DESTIN EXECUTIVE AIRPORT

DESTIN, FLORIDA

RS&H, Inc.
10748 Deerwood Park Blvd South
Jacksonville, Florida 32256
904-256-2500 FAX 904-256-2501
www.rsandh.com

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: DECEMBER 2019
REVIEWED BY: GRH, KRI, TJM
DRAWN BY: JEM
DESIGNED BY: JEM

PROJECT NUMBER
201-0251-004

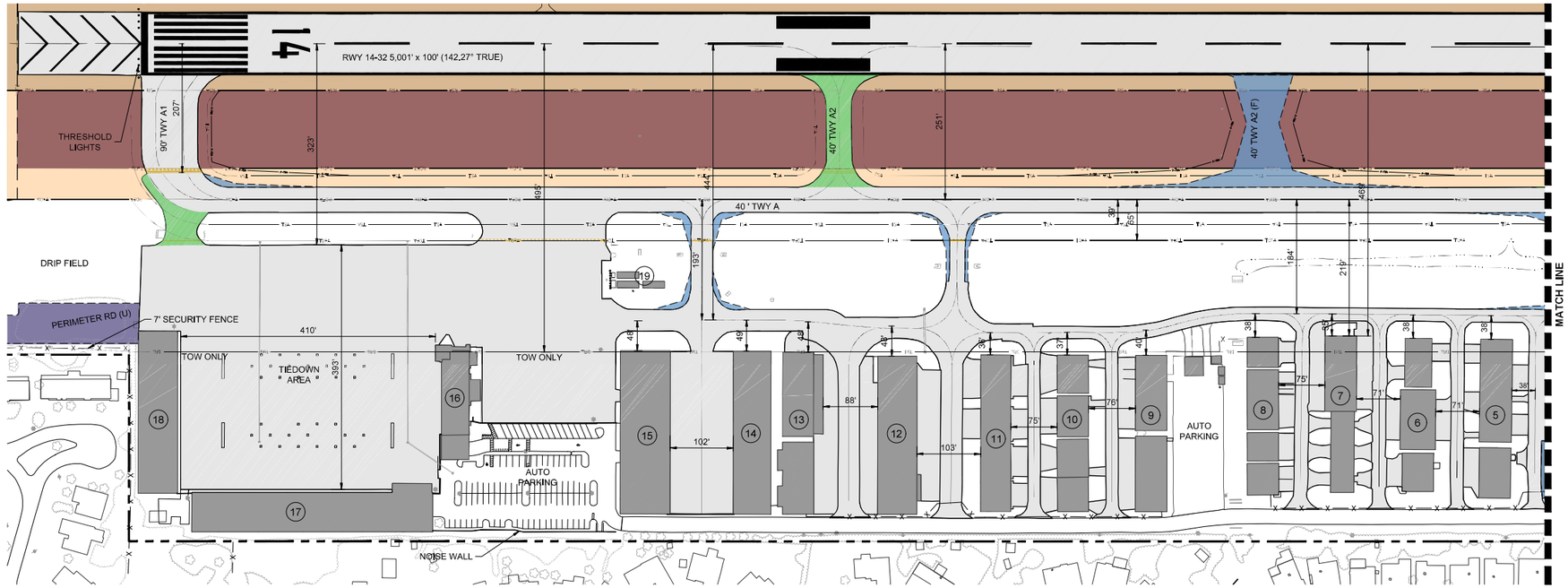
SHEET TITLE

AIRPORT LAYOUT PLAN

SHEET NUMBER

3 OF 9

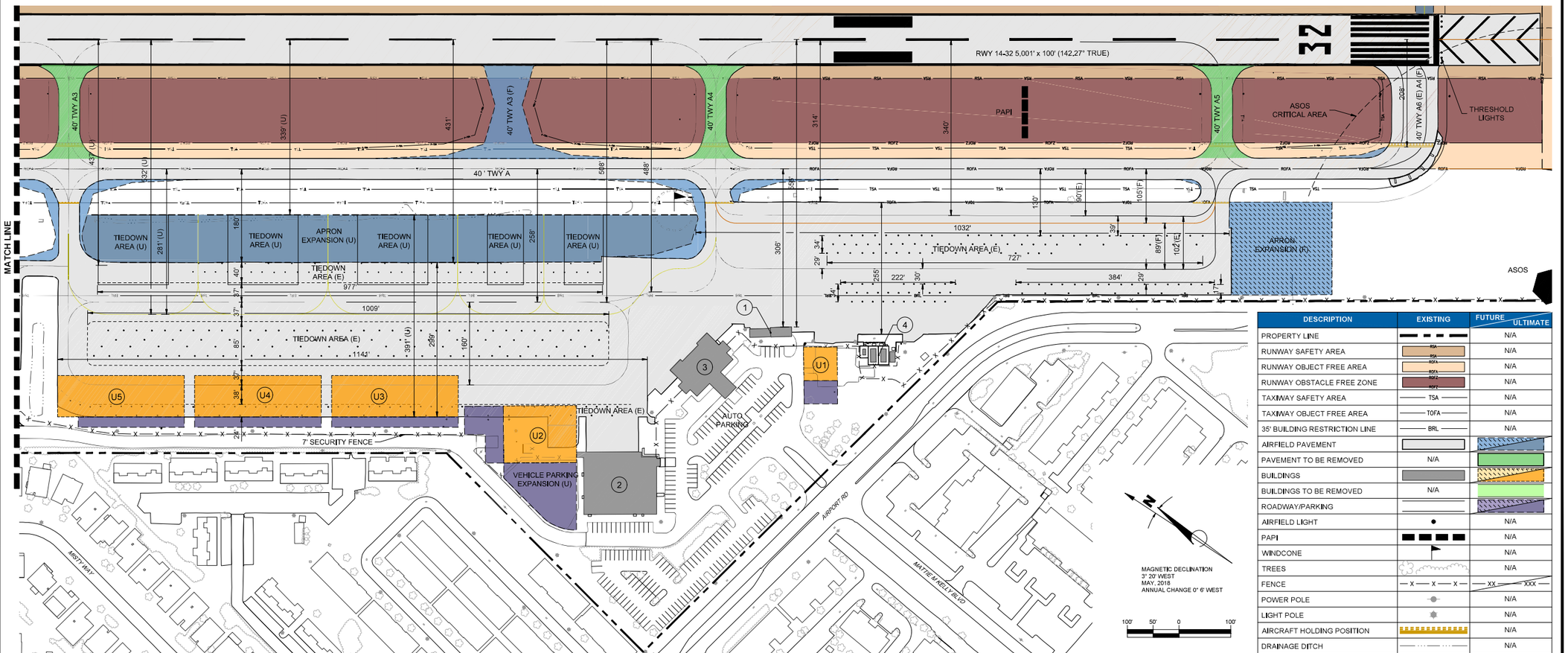
Drawing: \\rsandh.com\files\Aviation\P\2010251.004 DTS ALP Update\CAD\ALP\C\DTS_03_ALP.dwg Plotted on: 12/6/2019 11:56 AM Plotted by: Merrill, Tammy



EXISTING BUILDING LEGEND		
BUILDING NO	BUILDING DESCRIPTION	ELEVATION HIGHEST POINT
1	STORAGE FACILITY	35.7'
2	FBO/MAINTENANCE HANGAR	56.8'
3	FIXED BASED OPERATOR	37.8'
4	FUEL FARM	30.5'
5	CONVENTIONAL HANGARS	36.3'
6	CONVENTIONAL HANGARS	38.2'
7	CONVENTIONAL HANGARS	30.0'
8	CONVENTIONAL HANGARS	37.8'
9	T-HANGARS	30.0'
10	CONVENTIONAL HANGARS	41.3'
11	CONVENTIONAL HANGARS	36.4'
12	CONVENTIONAL HANGARS	39.4'
13	CONVENTIONAL HANGARS	20.2'
14	CONVENTIONAL HANGARS	51.1'
15	CONVENTIONAL HANGARS	54.9'
16	FIXED BASED OPERATOR	41.3'
17	CONVENTIONAL HANGARS	46.7'
18	CONVENTIONAL HANGARS	46.6'
19	FUEL FARM	31.0' EST

ULTIMATE BUILDING LEGEND		
BUILDING NO	BUILDING DESCRIPTION	ELEVATION HIGHEST POINT
U1	AERONAUTICAL FACILITY	40.0' EST
U2	HANGAR DEVELOPMENT	39.0' EST
U3	HANGAR DEVELOPMENT	39.0' EST
U4	HANGAR DEVELOPMENT	39.0' EST
U5	HANGAR DEVELOPMENT	39.0' EST

1. FUTURE BUILDING ELEVATIONS ARE ESTIMATED.
2. ALL ELEVATIONS ARE EXPRESSED IN FEET ABOVE MEAN SEA LEVEL (MSL).



DESCRIPTION	EXISTING	FUTURE / ULTIMATE
PROPERTY LINE		N/A
RUNWAY SAFETY AREA	RSA	N/A
RUNWAY OBJECT FREE AREA	ROFA	N/A
RUNWAY OBSTACLE FREE ZONE	ROFZ	N/A
TAXIWAY SAFETY AREA	TSA	N/A
TAXIWAY OBJECT FREE AREA	TOFA	N/A
35' BUILDING RESTRICTION LINE	BRL	N/A
AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
BUILDINGS		
BUILDINGS TO BE REMOVED	N/A	
ROADWAY/PARKING		
AIRFIELD LIGHT		N/A
PAPI		N/A
WINDCONE		N/A
TREES		N/A
FENCE	— X — X — X —	— XX — XXX —
POWER POLE		N/A
LIGHT POLE		N/A
AIRCRAFT HOLDING POSITION		N/A
DRAINAGE DITCH		N/A

DESTIN EXECUTIVE FLY DTS AIRPORT COLEMAN KELLY FIELD A SERVICE OF OKALOOSA COUNTY

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CONSULTANTS

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NO.	DESCRIPTION	DATE

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DESIGNED BY: JEM

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201-0251-004

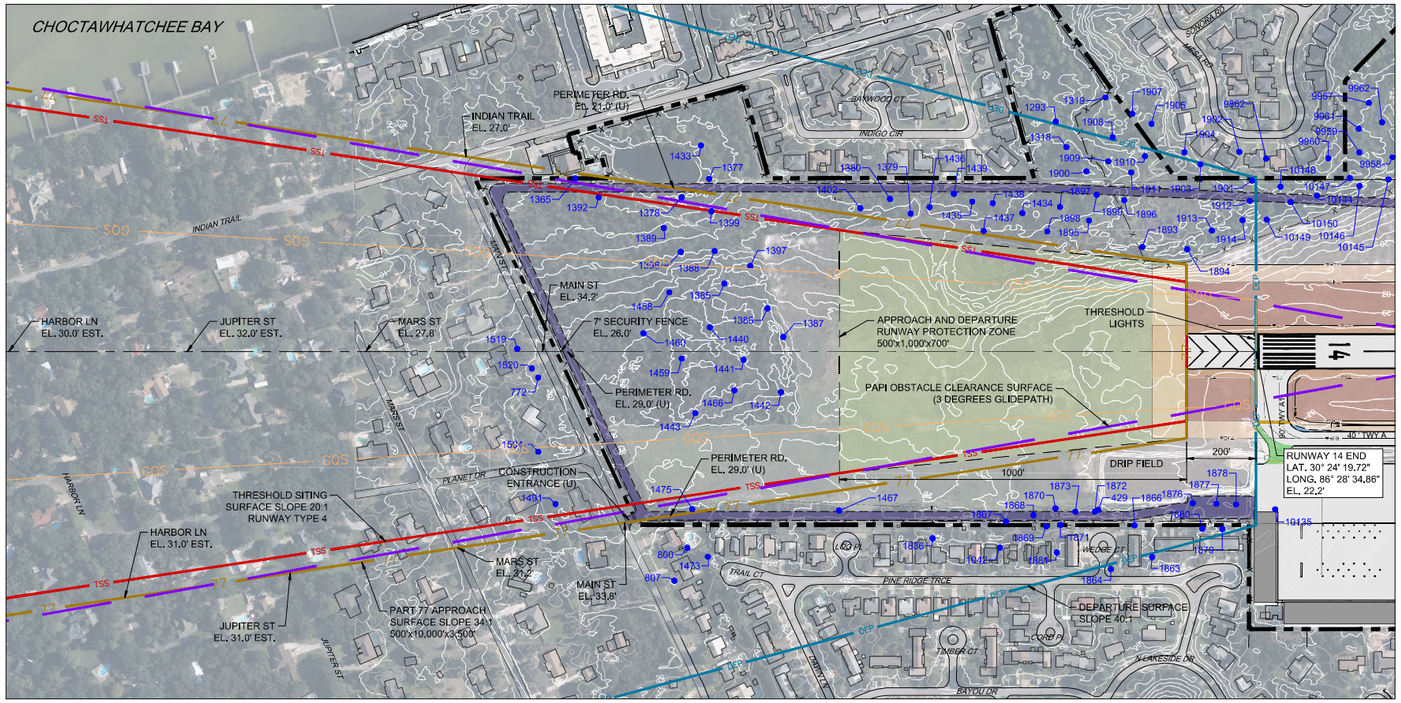
SHEET TITLE

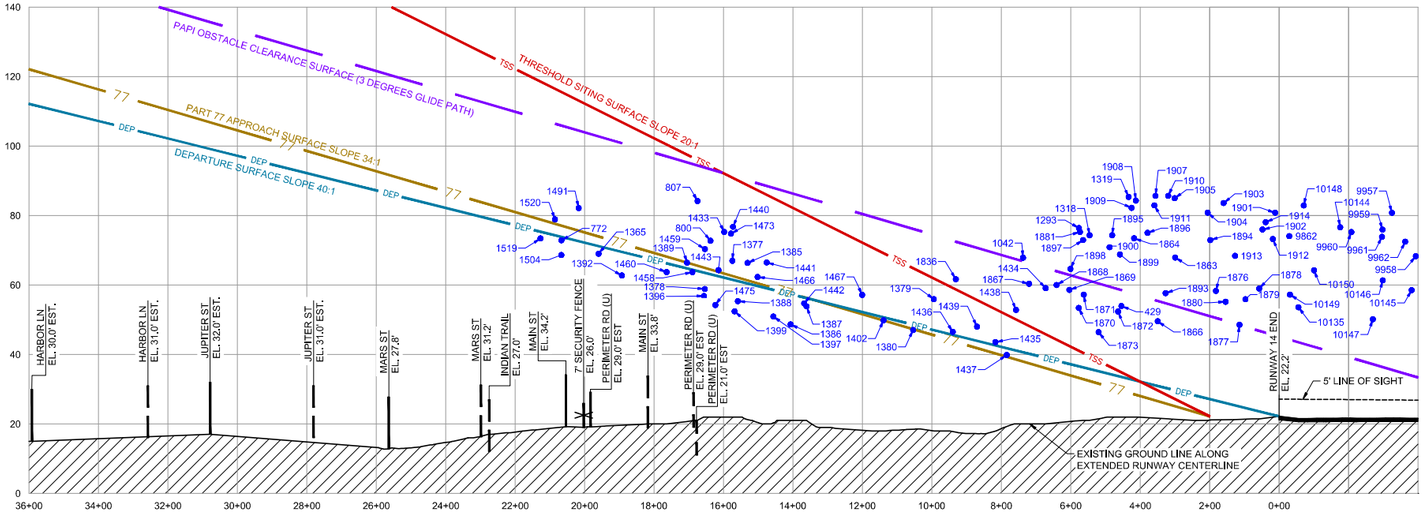
TERMINAL AREA PLAN

SHEET NUMBER

4 OF 9

Drawing: \\rsandh.com\files\Aviation\P\2010251.004 DTS ALP Update\CAD\ALP\C\DTS_04_TRML-PLAN.dwg Plotted on: 12/6/2019 12:00 PM Plotted by: Merrill, Tammy





MAGNETIC DECLINATION
3° 20' WEST
MAY. 2018
ANNUAL CHANGE 0° 6' WEST

200' 100' 0 200'
HORIZONTAL SCALE

20' 10' 0 20'
VERTICAL SCALE

DESCRIPTION	EXISTING	FUTURE / ULTIMATE
PROPERTY LINE		N/A
RUNWAY SAFETY AREA	RSA	N/A
RUNWAY OBJECT FREE AREA	ROFA	N/A
RUNWAY OBSTACLE FREE ZONE	ROFZ	N/A
RUNWAY PROTECTION ZONE		N/A
TAXIWAY SAFETY AREA	TSA	N/A
TAXIWAY OBJECT FREE AREA	TOFA	N/A
35' BUILDING RESTRICTION LINE	BRL	N/A
PART 77 SURFACE	77	N/A
THRESHOLD SITING SURFACE	TSS	N/A
DEPARTURE SURFACE	DEP	N/A
PAPI OBSTACLE CLEARANCE SURFACE		N/A
AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	

DESCRIPTION	EXISTING	FUTURE / ULTIMATE
BUILDINGS		
BUILDINGS TO BE REMOVED	N/A	
ROADWAY/PARKING		
UNPAVED ROADWAY/PARKING		N/A
AIRFIELD LIGHT		N/A
PAPI		N/A
TREES		N/A
FENCE	— X — X — X —	— XX — XXX —
POWER POLE		N/A
LIGHT POLE		N/A
GROUND CONTOURS	100	N/A
AIRCRAFT HOLDING POSITION		N/A
OBSTRUCTION	●1000	N/A

GENERAL NOTES

1. OBSTRUCTION SURVEY COMPLETED BY GPI GEOSPATIAL INC., DECEMBER,2017.
2. NO PENETRATION TO THE PAPI OBSTACLE CLEARANCE SURFACE.
3. ALL TRAVERSEWAY ELEVATIONS INCLUDE RECOMMENDED AIRSPACE CLEARANCE. 17' HIGHWAY | 15' PUBLIC ROADS | 10' PRIVATE ROADS.
4. OBJECTS WITH A PROPOSED DISPOSITION OF "TRIM/REMOVE" ARE LOCATED ON AIRPORT PROPERTY. OTHERS LISTED AS "TRIM" ARE OFF AIRPORT PROPERTY

RUNWAY 14 OBSTRUCTION TABLE

OBJECT NO.	OBJECT DESCRIPTION	GROUND SURFACE ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+ PENETRATE) (- CLEAR) PART 77 SURFACE (FT.)	DEPARTURE SURFACE (FT.)	THRESHOLD SITING SURFACE (FT.)	PROPOSED DISPOSITION	PART 77 SURFACE VIOLATION	TRIGGERING EVENT
429	POWER POLE	20.4	54.0	0.4	20.4	N/A	LIGHTING	TRANSITIONAL	0-5 YEARS
772	TREE	19.5	72.9	-4.2	-1.0	-42.7	TRIM	APPROACH	0-5 YEARS
800	TREE	21.3	72.7	-5.9	9.6	N/A	TRIM	TRANSITIONAL	0-5 YEARS
807	TREE	21.6	84.2	-8.3	20.1	N/A	TRIM	TRANSITIONAL	0-5 YEARS
1042	TREE	21.3	67.9	-3.5	27.2	N/A	TRIM	TRANSITIONAL	0-5 YEARS
1293	TREE CANOPY	11.7	76.4	-7.7	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1318	TREE CANOPY	12.9	74.3	1.0	38.5	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1319	TREE CANOPY	10.2	85.4	-7.5	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1365	TREE CANOPY	13.7	69.0	-4.9	-2.2	N/A	TRIM/REMOVE	APPROACH	0-5 YEARS
1377	TREE CANOPY	11.8	67.0	-1.5	5.4	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1378	TREE CANOPY	12.7	58.9	-6.1	-4.7	N/A	TRIM/REMOVE	APPROACH	0-5 YEARS
1379	TREE CANOPY	14.4	55.9	6.3	8.8	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1380	TREE CANOPY	13.6	47.1	-9.0	-1.5	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1385	TREE CANOPY	18.3	66.4	5.0	5.9	-22.4	TRIM/REMOVE	APPROACH	0-5 YEARS
1386	TREE CANOPY	20.5	48.7	-9.0	-8.7	-33.9	TRIM/REMOVE	APPROACH	0-5 YEARS
1387	TREE CANOPY	19.9	53.9	-2.5	-2.4	-26.4	TRIM/REMOVE	APPROACH	0-5 YEARS
1388	TREE CANOPY	16.1	55.4	-6.8	-5.8	-34.8	TRIM/REMOVE	APPROACH	0-5 YEARS
1389	TREE CANOPY	14.8	66.4	0.0	1.6	-31.1	TRIM/REMOVE	APPROACH	0-5 YEARS
1392	TREE CANOPY	13.9	62.7	-9.2	-6.8	-44.1	TRIM/REMOVE	APPROACH	0-5 YEARS
1396	TREE CANOPY	15.8	56.9	-8.2	-6.8	-38.2	TRIM/REMOVE	APPROACH	0-5 YEARS
1397	TREE CANOPY	18.2	50.9	-8.2	-7.7	-34.1	TRIM/REMOVE	APPROACH	0-5 YEARS
1399	TREE CANOPY	14.2	52.4	-10.0	-9.0	-38.2	TRIM/REMOVE	APPROACH	0-5 YEARS
1402	TREE CANOPY	14.0	49.8	-3.1	-0.9	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1433	TREE CANOPY	12.1	75.3	-7.1	13.1	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1434	TREE CANOPY	13.4	59.1	11.9	20.1	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1435	TREE CANOPY	13.8	43.6	-9.5	0.9	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1436	TREE CANOPY	14.4	46.5	-5.2	0.8	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1437	TREE CANOPY	12.1	39.9	-0.9	-2.0	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1438	TREE CANOPY	13.4	52.8	0.9	11.7	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1439	TREE CANOPY	13.7	48.0	-8.7	4.0	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1440	TREE CANOPY	20.8	76.8	14.2	15.2	-14.1	TRIM/REMOVE	APPROACH	0-5 YEARS
1441	TREE CANOPY	20.9	66.5	6.8	7.4	-19.5	TRIM/REMOVE	APPROACH	0-5 YEARS
1442	TREE CANOPY	20.5	54.7	-1.8	-1.7	-25.9	TRIM/REMOVE	APPROACH	0-5 YEARS
1443	TREE CANOPY	20.9	64.3	0.5	1.7	-28.7	TRIM/REMOVE	APPROACH	0-5 YEARS
1458	TREE CANOPY	19.4	63.7	-2.3	-0.8	-33.0	TRIM/REMOVE	APPROACH	0-5 YEARS
1459	TREE CANOPY	22.2	70.3	5.4	6.8	-24.6	TRIM/REMOVE	APPROACH	0-5 YEARS
1460	TREE CANOPY	20.1	63.7	-4.5	-2.6	-36.7	TRIM/REMOVE	APPROACH	0-5 YEARS
1466	TREE CANOPY	21.2	62.3	1.8	2.5	-25.0	TRIM/REMOVE	APPROACH	0-5 YEARS
1467	TREE CANOPY	20.4	57.2	-2.7	4.9	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1473	TREE CANOPY	20.7	74.6	-7.1	10.1	N/A	TRIM	TRANSITIONAL	0-5 YEARS
1475	TREE CANOPY	19.4	54.3	-9.8	-8.5	N/A	TRIM/REMOVE	APPROACH	0-5 YEARS
1491	TREE CANOPY	18.3	82.2	6.5	9.5	-30.9	TRIM	APPROACH	0-5 YEARS
1504	TREE CANOPY	20.0	68.6	-8.5	-5.3	-47.0	TRIM	APPROACH	0-5 YEARS
1519	TREE CANOPY	18.6	73.4	-5.4	-2.0	-45.2	TRIM	APPROACH	0-5 YEARS
1520	TREE CANOPY	19.2	78.9	1.3	4.6	-37.6	TRIM	APPROACH	0-5 YEARS
1836	TREE CANOPY	19.6	61.7	-7.5	16.2	N/A	TRIM	TRANSITIONAL	0-5 YEARS
1863	TREE CANOPY	21.9	67.9	-3.9	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
1864	TREE CANOPY	20.2	73.5	-4.2	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
1866	TREE CANOPY	21.5	49.6	-9.6	18.6	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1867	TREE CANOPY	20.0	60.4	-0.1	20.1	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1868	TREE CANOPY	21.0	60.0	2.8	21.8	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1869	TREE CANOPY	20.7	58.6	-3.0	21.3	N/A	TRIM	TRANSITIONAL	0-5 YEARS
1870	TREE CANOPY	20.8	53.4	-0.6	16.8	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1871	TREE CANOPY	21.0	57.2	-3.4	21.0	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1872	TREE CANOPY	21.3	52.4	-2.1	18.6	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1873	TREE CANOPY	21.0	46.4	-8.4	11.2	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1876	TREE CANOPY	22.1	58.3	9.5	31.5	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1877	TREE CANOPY	21.1	48.6	-0.5	23.5	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1878	TREE CANOPY	21.1	59.0	9.6	35.4	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1879	TREE CANOPY	21.2	55.9	-3.5	31.3	N/A	TRIM	TRANSITIONAL	0-5 YEARS
1880	TREE CANOPY	21.0	55.2	-4.1	29.1	N/A	TRIM	TRANSITIONAL	0-5 YEARS
1881	TREE CANOPY	22.2	75.3	3.2	38.7	N/A	TRIM	TRANSITIONAL	0-5 YEARS
1893	TREE CANOPY	11.5	57.7	27.1	27.3	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1894	TREE CANOPY	11.3	72.9	44.4	45.8	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1895	TREE CANOPY	11.6	74.3	31.7	40.1	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1896	TREE CANOPY	12.2	75.0	24.9	43.3	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1897	TREE CANOPY	13.4	73.0	24.1	36.6	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1898	TREE CANOPY	11.7	64.6	25.6	27.4	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1899	TREE CANOPY	13.9	68.8	15.7	35.1	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1900	TREE CANOPY	14.5	70.9	8.0	36.5	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1901	TREE CANOPY	12.6	80.8	24.0	58.3	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1902	TREE CANOPY	13.4	76.0	7.4	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
1903	TREE CANOPY	11.9	83.6	20.1	57.4	N/A	TRIM	TRANSITIONAL	0-5 YEARS
1904	TREE CANOPY	11.4	80.8	12.4	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
1905	TREE CANOPY	10.1	85.0	4.0	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
1907	TREE CANOPY	9.5	85.7	0.1	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
1908	TREE CANOPY	10.2	84.3	8.0	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1909	TREE CANOPY	12.4	82.2	15.7	49.4	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1910	TREE CANOPY	11.0	85.7	17.9	55.5	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1911	TREE CANOPY	12.3	82.9	21.5	51.7	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1912	TREE CANOPY	11.5	73.2	24.8	50.6	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1913	TREE CANOPY	11.8	68.4	32.1	43.0	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
1914	TREE CANOPY	11.1	78.1	37.6	54.9	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
9862	TREE	13.6	74.1	8.2	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
9957	TREE CANOPY	14.8	80.8	-7.9	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
9958	TREE CANOPY	14.2	68.3	2.0	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
9959	TREE CANOPY	12.4	75.9	7.6	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
9960	TREE CANOPY	13.9	75.2	9.3	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
9961	TREE CANOPY	12.8	73.9	-4.2	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
9962	TREE CANOPY	14.0	72.5	-8.2	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
10135	LIGHT POLE	20.2	53.6	2.3	N/A	N/A	LIGHTING	TRANSITIONAL	0-5 YEARS
10144	TREE CANOPY	12.1	76.6	26.1	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
10145	TREE CANOPY	13.9	58.5	1.4	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
10146	TREE CANOPY	14.6	61.3	6.9	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
10147	TREE CANOPY	11.5	50.2	-7.6	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
10148	TREE CANOPY	12.9	82.9	28.7	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
10149	TREE CANOPY	12.0	57.2	16.5	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS
10150	TREE CANOPY	13.2	64.2	16.3	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	0-5 YEARS

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COLEMAN KELLY FIELD
A SERVICE OF OKALOOSA COUNTY

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DESTIN, FLORIDA

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REVISIONS

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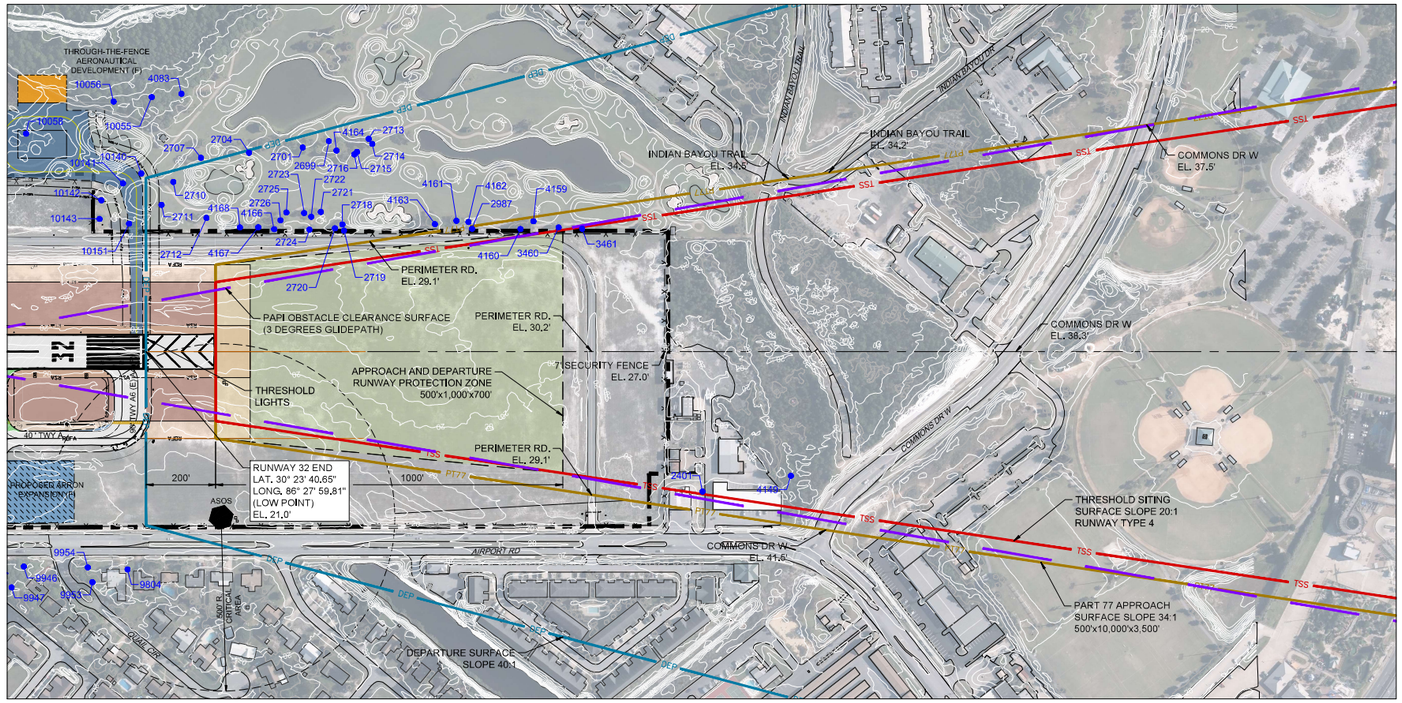
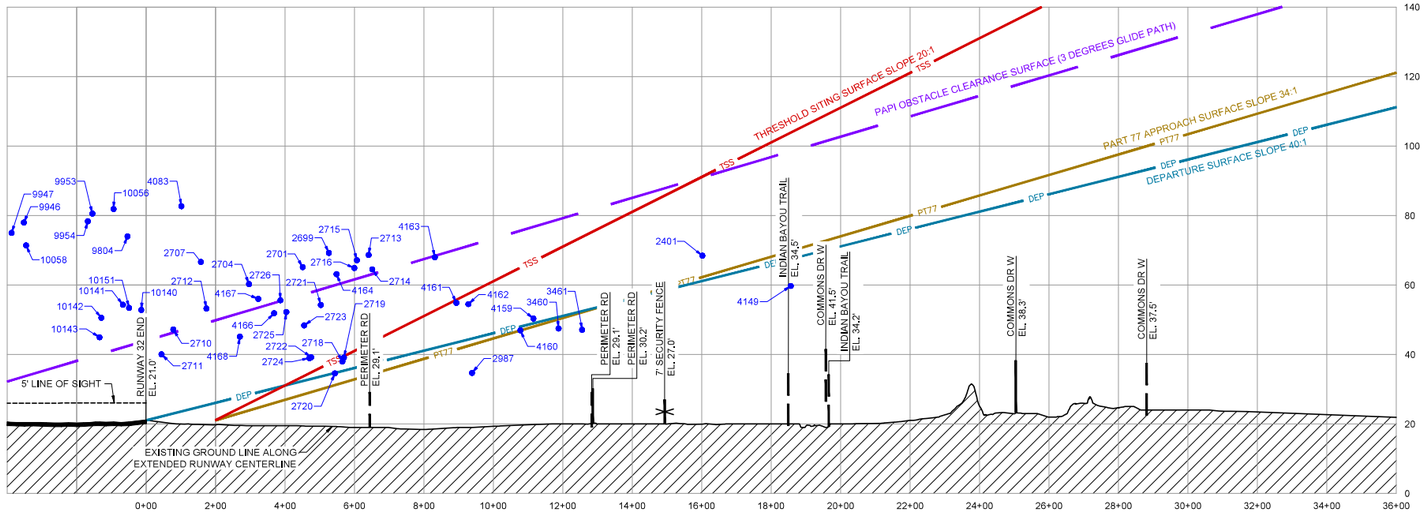
201-0251-004

SHEET TITLE
INNER APPROACH/ DEPARTURE PLAN AND PROFILE RUNWAY 14

SHEET NUMBER
5 OF 9

Drawing: \\rsandh.com\files\Aviation\F\2010251.004 DTS ALP Update\CAD\ALP\C\DTS_05_App14.dwg Plotted on: 12/6/2019 12:16 PM Plotted by: Merrill, Tammy





MAGNETIC DECLINATION
3° 20' WEST
MAY, 2018
ANNUAL CHANGE 0° 6' WEST

200' 100' 0 200'
HORIZONTAL SCALE

20' 10' 0 20'
VERTICAL SCALE

DESCRIPTION	EXISTING	FUTURE / ULTIMATE
PROPERTY LINE		N/A
RUNWAY SAFETY AREA	RSA	N/A
RUNWAY OBJECT FREE AREA	ROFA	N/A
RUNWAY OBSTACLE FREE ZONE	ROFZ	N/A
RUNWAY PROTECTION ZONE		N/A
TAXIWAY SAFETY AREA	TSA	N/A
TAXIWAY OBJECT FREE AREA	TOFA	N/A
35' BUILDING RESTRICTION LINE	BRL	N/A
PART 77 SURFACE	77	N/A
THRESHOLD SITING SURFACE	TSS	N/A
DEPARTURE SURFACE	DEP	N/A
PAPI OBSTACLE CLEARANCE SURFACE		N/A
AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	

DESCRIPTION	EXISTING	FUTURE / ULTIMATE
BUILDINGS		
BUILDINGS TO BE REMOVED	N/A	
ROADWAY/PARKING		
UNPAVED ROADWAY/PARKING		N/A
AIRFIELD LIGHT		N/A
PAPI		N/A
TREES		N/A
FENCE	— X — X — X —	XX XXX
POWER POLE		N/A
LIGHT POLE		N/A
GROUND CONTOURS	100	N/A
AIRCRAFT HOLDING POSITION		N/A
OBSTRUCTION	●1000	N/A

GENERAL NOTES

1. OBSTRUCTION SURVEY COMPLETED BY GPI GEOSPATIAL INC., DECEMBER,2017.
2. NO PENETRATION TO THE PAPI OBSTACLE CLEARANCE SURFACE.
3. ALL TRAVERSEWAY ELEVATIONS INCLUDE RECOMMENDED AIRSPACE CLEARANCE. 17' HIGHWAY | 15' PUBLIC ROADS | 10' PRIVATE ROADS.

RUNWAY 32 OBSTRUCTION TABLE

OBJECT NO.	OBJECT DESCRIPTION	GROUND SURFACE ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+ PENETRATE) (- CLEAR) PART 77 SURFACE (FT.)	DEPARTURE SURFACE (FT.)	THRESHOLD SITING SURFACE (FT.)	PROPOSED DISPOSITION	PART 77 SURFACE VIOLATION	TRIGGERING EVENT
2401	LIGHT POLE	21.2	68.4	6.2	7.4	-42.7	LIGHTING	APPROACH	0-5 YEARS
2699	TREE	18.2	69.2	-5.2	35.1	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2701	TREE	18.8	65.2	6.1	32.9	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2704	TREE	18.7	60.3	-7.5	31.9	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2707	TREE	10.0	66.7	1.7	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2710	TREE	18.6	47.2	-7.9	24.2	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2711	TREE	19.2	40.1	-5.5	17.9	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2712	TREE	19.5	53.2	13.0	27.9	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2713	TREE	18.3	68.6	-7.6	31.6	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2714	TREE	18.3	64.5	-9.8	27.2	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2715	TREE	18.1	67.1	-3.5	30.9	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2716	TREE	18.4	64.0	-4.7	28.0	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2718	TREE	18.8	38.0	-2.5	2.8	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2719	TREE	19.0	39.1	1.1	3.0	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2720	TREE	18.9	34.6	-4.2	0.0	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2721	TREE	19.4	54.3	9.2	20.7	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2722	TREE	19.4	39.2	-3.7	6.3	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2723	TREE	19.6	48.4	4.1	16.0	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2724	TREE	19.2	39.0	1.4	6.2	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2725	TREE	19.6	52.2	8.1	21.1	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2726	TREE	19.5	55.6	14.0	24.9	N/A	TRIM	TRANSITIONAL	0-5 YEARS
2987	TREE	18.7	34.7	-8.0	-9.8	N/A	TRIM	APPROACH	0-5 YEARS
3400	TREE	19.5	47.5	-2.0	-3.2	N/A	TRIM	APPROACH	0-5 YEARS
3461	TREE	19.8	47.1	-4.9	-5.3	-48.7	TRIM	APPROACH	0-5 YEARS
4083	TREE CANOPY	17.6	82.7	-8.6	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
4149	TREE CANOPY	20.0	59.7	-10.0	-7.7	-64.1	TRIM	APPROACH	0-5 YEARS
4159	TREE CANOPY	19.8	50.4	2.4	1.5	N/A	TRIM	APPROACH	0-5 YEARS
4160	TREE CANOPY	19.5	47.0	0.1	-1.0	N/A	TRIM	APPROACH	0-5 YEARS
4161	TREE CANOPY	19.4	54.9	10.3	11.5	N/A	TRIM	TRANSITIONAL	0-5 YEARS
4162	TREE CANOPY	19.3	54.5	10.1	10.3	N/A	TRIM	TRANSITIONAL	0-5 YEARS
4163	TREE CANOPY	19.3	68.0	25.3	26.2	N/A	TRIM	TRANSITIONAL	0-5 YEARS
4164	TREE CANOPY	17.9	63.1	-7.6	28.4	N/A	TRIM	TRANSITIONAL	0-5 YEARS
4166	TREE CANOPY	19.9	51.9	14.9	21.7	N/A	TRIM	TRANSITIONAL	0-5 YEARS
4167	TREE CANOPY	19.7	56.0	18.7	26.9	N/A	TRIM	TRANSITIONAL	0-5 YEARS
4168	TREE CANOPY	19.3	45.1	8.2	17.4	N/A	TRIM	TRANSITIONAL	0-5 YEARS
9804	TREE	18.1	74.0	-0.9	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
9946	TREE CANOPY	17.0	78.0	4.2	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
9947	TREE CANOPY	18.6	75.0	-7.4	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
9953	TREE CANOPY	17.8	80.6	0.4	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
9954	TREE CANOPY	18.0	78.4	4.2	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
10055	TREE CANOPY	17.3	89.8	-0.1	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
10056	TREE CANOPY	17.0	81.9	-6.3	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
10058	TREE CANOPY	17.8	71.4	-3.6	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
10140	TREE	18.8	52.8	-5.7	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
10141	TREE	19.0	54.3	-0.2	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
10142	TREE	19.7	50.6	3.1	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
10143	TREE	19.2	45.0	5.1	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS
10151	TREE CANOPY	19.9	53.4	15.5	N/A	N/A	TRIM	TRANSITIONAL	0-5 YEARS

DESTIN EXECUTIVE AIRPORT
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COLEMAN KELLY FIELD
A SERVICE OF OKALOOSA COUNTY

DESTIN EXECUTIVE AIRPORT

DESTIN, FLORIDA

RS&H, Inc.
10748 Deerwood Park Blvd South
Jacksonville, Florida 32256
904-256-2500 FAX 904-256-2501
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AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

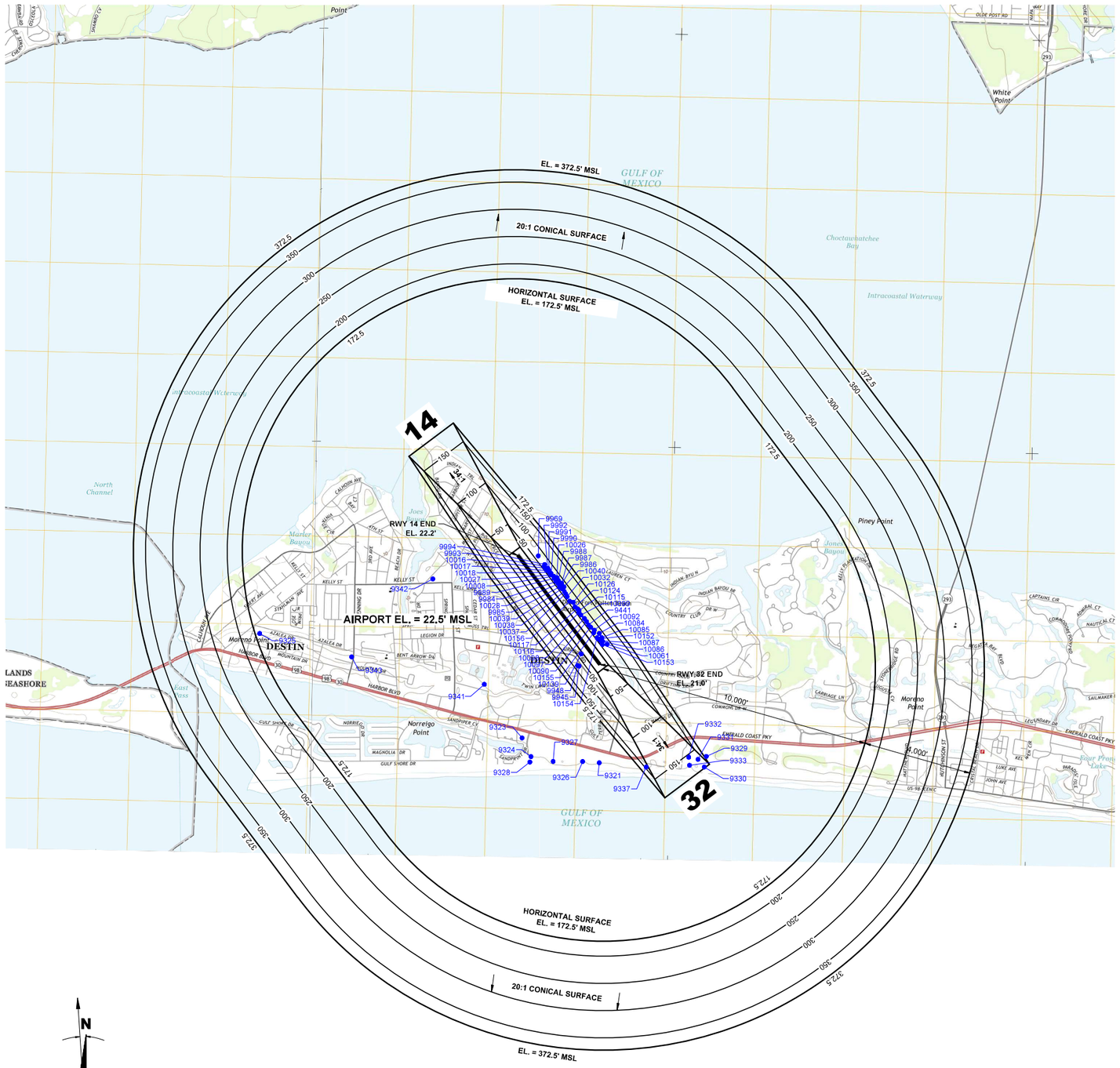
DATE ISSUED: DECEMBER 2019
REVIEWED BY: GRH, KRI, TJM
DRAWN BY: JEM
DESIGNED BY: JEM

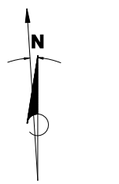
PROJECT NUMBER
201-0251-004

SHEET TITLE
INNER APPROACH/ DEPARTURE PLAN AND PROFILE RUNWAY 32

SHEET NUMBER
6 OF 9

Drawing: \\rsandh.com\files\Aviation\P\2010251.004 DTS ALP Update\CAD\ALP\C\DTS_06_App32.dwg Plotted on: 12/6/2019 12:24 PM Plotted by: Merrill, Tammy





MAGNETIC DECLINATION
3° 20' WEST
MAY, 2018
ANNUAL CHANGE 0° 6' WEST

2000' 1000' 0 2000'

OBSTRUCTION TABLE							
OBJECT NO.	OBJECT DESCRIPTION	GROUND SURFACE ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	PART 77 SURFACE ELEVATION (FT.)	PART 77 CLEARANCE (+ PENETRATE) (- CLEAR)	PART 77 SURFACE VIOLATION	PROPOSED DISPOSITION
9321	ANTENNA	13.7	221.7	172.5	49.2	HORIZONTAL	LIGHTING
9323	ANTENNA	13.6	187.1	172.5	14.6	HORIZONTAL	LIGHTING
9324	ANTENNA	14.8	202.4	172.5	29.9	HORIZONTAL	LIGHTING
9325	ANTENNA	17.5	201.9	172.5	29.4	HORIZONTAL	LIGHTING
9326	BUILDING	11.3	173.9	172.5	1.4	HORIZONTAL	LIGHTING
9327	BUILDING	12.9	206.8	172.5	34.3	HORIZONTAL	LIGHTING
9328	BUILDING	14.6	186.9	172.5	26.4	HORIZONTAL	LIGHTING
9329	BUILDING	23.4	180.7	172.5	8.2	HORIZONTAL	LIGHTING
9330	BUILDING	20.5	184.0	172.5	11.5	HORIZONTAL	LIGHTING
9331	BUILDING	20.3	171.5	160.7	10.8	APPROACH	LIGHTING
9332	BUILDING	16.8	162.7	152.9	9.8	APPROACH	LIGHTING
9333	BUILDING	17.7	175.0	160.3	14.7	APPROACH	LIGHTING
9337	BUILDING	12.1	143.8	143.7	0.1	TRANSITIONAL	LIGHTING
9341	WATER_TOWER	18.1	179.1	172.5	6.6	HORIZONTAL	LIGHTING
9342	WATER_TOWER	17.5	178.5	172.5	6.0	HORIZONTAL	LIGHTING
9343	WATER_TOWER	41.0	175.0	172.5	2.5	HORIZONTAL	LIGHTING
9441	BUILDING	10.7	99.5	62.8	36.7	TRANSITIONAL	LIGHTING
9945	TREE CANOPY	18.5	82.8	76.5	6.3	TRANSITIONAL	TRIM/REMOVE
9948	TREE CANOPY	18.8	72.4	81.4	-9.0	TRANSITIONAL	TRIM/REMOVE
9969	TREE CANOPY	15.4	65.0	70.1	-5.1	TRANSITIONAL	TRIM/REMOVE
9984	TREE CANOPY	17.0	89.4	63.5	25.9	TRANSITIONAL	TRIM/REMOVE
9985	TREE CANOPY	18.1	73.4	60.5	12.9	TRANSITIONAL	TRIM/REMOVE
9986	TREE CANOPY	17.3	77.6	71.8	5.8	TRANSITIONAL	TRIM/REMOVE
9987	TREE CANOPY	16.6	75.5	81.9	-6.4	TRANSITIONAL	TRIM/REMOVE
9988	TREE CANOPY	14.8	79.0	76.9	2.1	TRANSITIONAL	TRIM/REMOVE
9989	TREE CANOPY	16.3	86.6	64.9	21.7	TRANSITIONAL	TRIM/REMOVE
9990	TREE CANOPY	17.0	81.1	68.6	12.5	TRANSITIONAL	TRIM/REMOVE
9991	TREE CANOPY	16.8	76.2	69.2	7.0	TRANSITIONAL	TRIM/REMOVE
9992	TREE CANOPY	16.9	74.1	71.4	2.7	TRANSITIONAL	TRIM/REMOVE
9993	TREE CANOPY	17.6	63.7	62.5	1.1	TRANSITIONAL	TRIM/REMOVE
9994	TREE CANOPY	17.6	69.3	69.6	-0.3	TRANSITIONAL	TRIM/REMOVE
10008	TREE CANOPY	16.3	83.9	70.7	13.2	TRANSITIONAL	TRIM/REMOVE
10016	TREE CANOPY	17.8	61.6	61.4	0.2	TRANSITIONAL	TRIM/REMOVE
10017	TREE CANOPY	18.8	66.5	59.7	6.9	TRANSITIONAL	TRIM/REMOVE
10018	TREE CANOPY	17.0	70.7	64.6	6.1	TRANSITIONAL	TRIM/REMOVE
10026	TREE CANOPY	15.1	77.7	79.4	-1.7	TRANSITIONAL	TRIM/REMOVE
10027	TREE CANOPY	18.1	77.7	63.4	14.3	TRANSITIONAL	TRIM/REMOVE
10028	TREE CANOPY	17.1	77.7	66.0	11.7	TRANSITIONAL	TRIM/REMOVE
10032	TREE CANOPY	18.0	90.5	61.8	28.7	TRANSITIONAL	TRIM/REMOVE
10037	TREE CANOPY	17.0	79.5	65.4	14.1	TRANSITIONAL	TRIM/REMOVE
10038	TREE CANOPY	17.4	85.0	67.5	17.5	TRANSITIONAL	TRIM/REMOVE
10039	TREE CANOPY	17.2	75.3	65.9	9.4	TRANSITIONAL	TRIM/REMOVE
10040	TREE CANOPY	16.8	75.3	79.9	-4.6	TRANSITIONAL	TRIM/REMOVE
10061	TREE CANOPY	16.3	72.8	80.2	-7.4	TRANSITIONAL	TRIM
10084	TREE CANOPY	16.1	74.9	82.0	-7.1	TRANSITIONAL	TRIM
10085	TREE CANOPY	15.5	69.3	78.4	-9.1	TRANSITIONAL	TRIM
10086	TREE CANOPY	16.0	78.4	70.4	8.0	TRANSITIONAL	TRIM
10087	TREE CANOPY	15.7	64.4	64.1	0.3	TRANSITIONAL	TRIM
10090	TREE CANOPY	16.2	65.6	65.0	0.6	TRANSITIONAL	TRIM/REMOVE
10092	TREE CANOPY	16.0	70.5	71.0	-0.5	TRANSITIONAL	TRIM/REMOVE
10097	TREE CANOPY	15.5	71.9	65.5	6.4	TRANSITIONAL	TRIM/REMOVE
10008	TREE CANOPY	15.3	73.3	66.0	7.4	TRANSITIONAL	TRIM/REMOVE
10099	TREE CANOPY	16.6	75.4	62.7	12.8	TRANSITIONAL	TRIM/REMOVE
10115	TREE CANOPY	16.0	63.5	69.0	-5.5	TRANSITIONAL	TRIM/REMOVE
10116	TREE CANOPY	15.8	67.8	60.9	6.8	TRANSITIONAL	TRIM/REMOVE
10117	TREE CANOPY	15.5	67.8	67.7	0.0	TRANSITIONAL	TRIM/REMOVE
10124	TREE CANOPY	16.8	77.1	62.9	14.3	TRANSITIONAL	TRIM/REMOVE
10126	TREE CANOPY	15.5	67.3	70.2	-2.9	TRANSITIONAL	TRIM/REMOVE
10139	TREE	18.5	23.1	29.7	-6.6	TRANSITIONAL	TRIM/REMOVE
10152	TREE CANOPY	14.8	69.3	59.7	9.7	TRANSITIONAL	TRIM
10153	TREE CANOPY	17.3	77.7	58.9	18.8	TRANSITIONAL	TRIM
10154	TREE CANOPY	15.2	64.9	58.1	6.8	TRANSITIONAL	TRIM/REMOVE
10155	TREE CANOPY	15.3	61.4	59.6	1.7	TRANSITIONAL	TRIM/REMOVE
10156	TREE CANOPY	18.3	81.3	58.7	22.6	TRANSITIONAL	TRIM/REMOVE

1. OBSTRUCTION SURVEY COMPLETED BY GPI GEOSPATIAL INC., DECEMBER, 2017
2. USGS QUADRANGLE BASE MAPS OBTAINED 2018
3. SEE INNER APPROACH PLAN AND PROFILE SHEETS FOR CLOSE-IN OBSTRUCTIONS. (SHOWN AS SYMBOL ONLY)
4. OBJECTS WITH A PROPOSED DISPOSITION OF "TRIM/REMOVE" ARE LOCATED ON AIRPORT PROPERTY.
OTHERS LISTED AS "TRIM" ARE OFF AIRPORT PROPERTY

ZONING RESTRICTIONS
LAND DEVELOPMENT CODE - CITY OF DESTIN, FLORIDA, ARTICLE 7 - LAND USE, TYPE, DENSITY, INTENSITY, ZONING AND REGULATORY CONTROLS - 7.15.00 AIRPORT AND AIRCRAFT ZONING REGULATIONS

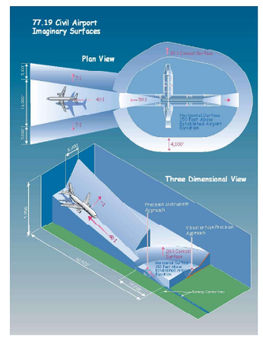
SOURCE: DESTIN, FLORIDA - LAND DEVELOPMENT CODE, VERSION: SEPTEMBER 14, 2017

NOTES

1. MAPPING LIMITS SHOWN ARE THE FULL EXTENTS OF THE USGS MAPS

DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A - UTILITY RUNWAYS
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



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A SERVICE OF OKALOOSA COUNTY

DESTIN EXECUTIVE AIRPORT

DESTIN, FLORIDA

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Jacksonville, Florida 32256
904-256-2500 FAX 904-256-2501
www.rsandh.com

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: DECEMBER 2019
REVIEWED BY: GRH, KRI, TJM
DRAWN BY: JEM
DESIGNED BY: JEM

PROJECT NUMBER
201-0251-004

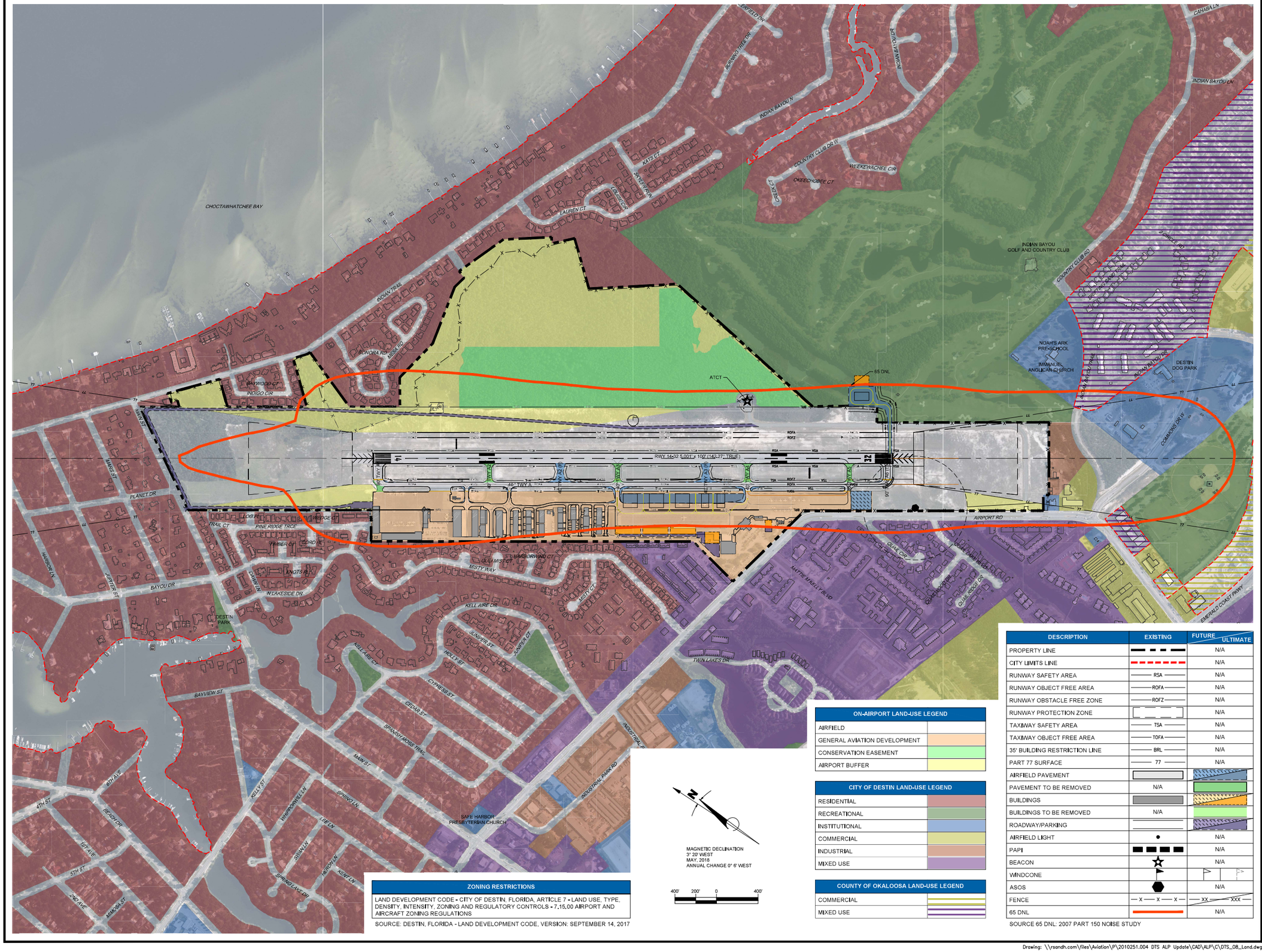
SHEET TITLE

PART 77 AIRSPACE DRAWING

SHEET NUMBER

7 OF 9

Drawing: \\rsandh.com\files\Aviation\P\2010251.004 DTS ALP Update\CAD\ALP\C\DTS_07_PT77.dwg Plotted on: 12/6/2019 12:34 PM Plotted by: Merrill, Tammy



ZONING RESTRICTIONS
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SOURCE: DESTIN, FLORIDA - LAND DEVELOPMENT CODE, VERSION: SEPTEMBER 14, 2017

ON-AIRPORT LAND-USE LEGEND	
AIRFIELD	
GENERAL AVIATION DEVELOPMENT	
CONSERVATION EASEMENT	
AIRPORT BUFFER	

CITY OF DESTIN LAND-USE LEGEND	
RESIDENTIAL	
RECREATIONAL	
INSTITUTIONAL	
COMMERCIAL	
INDUSTRIAL	
MIXED USE	

COUNTY OF OKALOOSA LAND-USE LEGEND	
COMMERCIAL	
MIXED USE	

DESCRIPTION	EXISTING	FUTURE / ULTIMATE
PROPERTY LINE		N/A
CITY LIMITS LINE		N/A
RUNWAY SAFETY AREA	RSA	N/A
RUNWAY OBJECT FREE AREA	ROFA	N/A
RUNWAY OBSTACLE FREE ZONE	ROFZ	N/A
RUNWAY PROTECTION ZONE		N/A
TAXIWAY SAFETY AREA	TSA	N/A
TAXIWAY OBJECT FREE AREA	TOFA	N/A
35' BUILDING RESTRICTION LINE	BRL	N/A
PART 77 SURFACE	77	N/A
AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
BUILDINGS		
BUILDINGS TO BE REMOVED	N/A	
ROADWAY/PARKING		
AIRFIELD LIGHT		N/A
PAPI		N/A
BEACON		N/A
WINDCONE		
ASOS		N/A
FENCE	X X X	XX XXX
65 DNL		N/A

SOURCE 65 DNL: 2007 PART 150 NOISE STUDY

DESTIN EXECUTIVE FLY DTS AIRPORT COLEMAN KELLY FIELD

DESTIN EXECUTIVE AIRPORT

DESTIN, FLORIDA

RS&H

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AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: DECEMBER 2019
REVIEWED BY: GRH, KRI, TJM
DRAWN BY: JEM
DESIGNED BY: JEM

PROJECT NUMBER
201-0251-004

SHEET TITLE

AIRPORT LAND USE PLAN

SHEET NUMBER

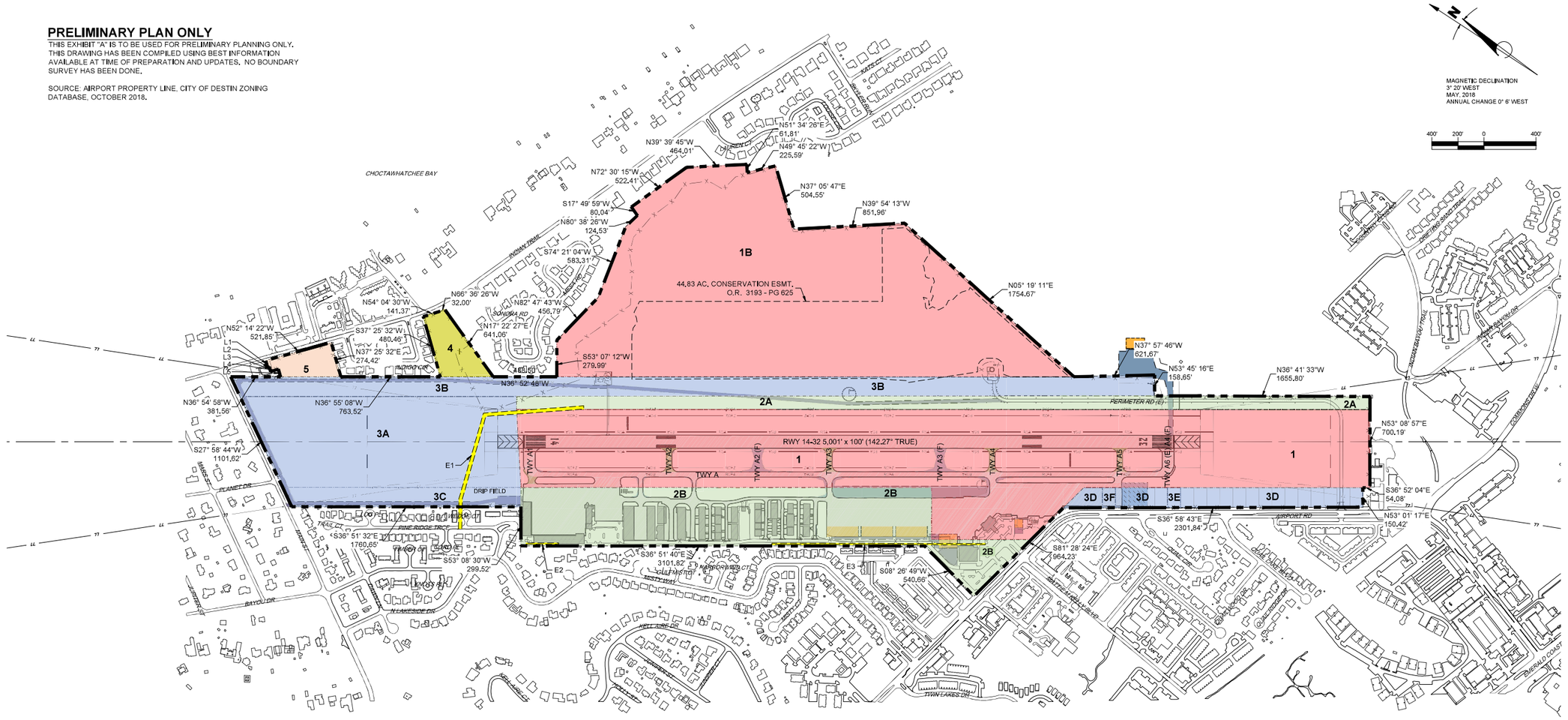
8 OF 9

Drawing: \\rsandh.com\files\Aviation\P\2010251.004 DTS ALP Update\CAD\ALP\C\DTS_08_Land.dwg Plotted on: 12/6/2019 12:47 PM Plotted by: Merrill, Tammy

PRELIMINARY PLAN ONLY

THIS EXHIBIT "A" IS TO BE USED FOR PRELIMINARY PLANNING ONLY. THIS DRAWING HAS BEEN COMPILED USING BEST INFORMATION AVAILABLE AT TIME OF PREPARATION AND UPDATES. NO BOUNDARY SURVEY HAS BEEN DONE.

SOURCE: AIRPORT PROPERTY LINE, CITY OF DESTIN ZONING DATABASE, OCTOBER 2018.



DESCRIPTION	EXISTING	FUTURE / ULTIMATE
PROPERTY LINE		N/A
PARCEL LINE		N/A
EASEMENT LINE		N/A
RUNWAY SAFETY AREA	RSA	N/A
RUNWAY OBJECT FREE AREA	ROFA	N/A
RUNWAY OBJECT FREE ZONE	ROFZ	N/A
RUNWAY PROTECTION ZONE		N/A
PART 77 SURFACE	77	N/A
AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
BUILDINGS		
BUILDINGS TO BE REMOVED	N/A	
ROADWAY/PARKING		
FENCE	X X X	XX XXX

PROPERTY LEGEND
PARCEL 1 & 1B
PARCEL 2A & 2B
PARCEL 3A, 3B, 3C, 3D, 3E, & 3F
PARCEL 4
PARCEL 5
EASEMENTS

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S37° 26' 13"W	56.07'
L2	S52° 33' 47"E	13.55'
L3	S37° 26' 12"W	35.90'
L4	S53° 33' 47"E	61.30'
L5	S37° 26' 13"W	60.19'

PROPERTY DATA

PARCEL	GRANTOR	TYPE OF INTEREST ACQUIRED	ACREAGE (+/-)	CONVEYANCE INSTRUMENT	RECORDING DATE	OR BOOK - PAGE	FED AGREEMENT	PURPOSE OF ACQUISITION
1	COLEMAN L. KELLY AND MATTIE M. KELLY		101.00		1/22/1694	297 - 395		
1B	COLEMAN L. KELLY AND MATTIE M. KELLY		92.63		1/9/1996	1973 - 445		
2A	MATTIE KELLY SIMS, M.W. LUCAS AND A.L. NABORS		15.20		4/15/1975	796 - 731	ADAP 7-12-0020-01	
2B	MATTIE KELLY SIMS, M.W. LUCAS AND A.L. NABORS		37.20		4/15/1975	796 - 731	ADAP 7-12-0020-01	
3A	MATTIE KELLY SIMS, M.W. LUCAS AND A.L. NABORS		32.00		4/15/1975	788 - 756	ADAP 7-12-0020-02	
3B	COLEMAN L. KELLY AND MATTIE M. KELLY		24.60		2/21/1975		ADAP 7-12-0020-02	
3C	COLEMAN L. KELLY AND MATTIE M. KELLY		6.00		2/21/1975		ADAP 7-12-0020-02	
3D	MATTIE KELLY SIMS, M.W. LUCAS AND A.L. NABORS		7.02		4/15/1975	788 - 756	ADAP 7-12-0020-02	
3E	ALFRED J. AND PATRICIA A. PAGE		0.35		5/31/1979	822 - 133	ADAP 7-12-0020-02	
3F	GEORGE L. AND MILDRED M. DEWRELL		0.35		5/21/1979	1037 - 116	ADAP 7-12-0020-02	
4	LOWELL G. BECKENS		3.37		1/11/1993	1722 - 1016	AIP 3-12-0020-0692	
5	KARL R. AND SANDRA K. TRAMMELL		2.31		5/22/1998	2158 - 372	AIP 3-12-0020-1098	

SOURCES
1. PROPERTY LINE, CITY OF DESTIN ZONING DATABASE, OCTOBER 2018
2. BASE MAPPING, GPI GEOSPATIAL, INC., JUNE 2018

PROPERTY DATA

EASEMENT	GRANTEE	WIDTH	ACREAGE (+/-)	TYPE OF UTILITY	OR BOOK - PAGE	DATE
E1	GULF POWER CORPORATION	25'	0.95	ELECTRIC	2113 - 1769	12/3/1997
E2	GULF POWER CORPORATION	10'	0.06	ELECTRIC	1135 - 599	10/13/1981
E3	GULF POWER CORPORATION	10'	0.30	ELECTRIC	1006 - 960	9/10/1970

OKALOOSA COUNTY BOARD OF COUNTY COMMISSIONERS

APPROVED _____ AIRPORTS DIRECTOR - TRACY STAGE, A.A.E. _____ DATE

PREPARED BY:

RS&H, Inc.
10748 Deerwood Park Blvd South
Jacksonville, Florida 32256
904-256-2500 FAX 904-256-2501
www.rsandh.com

APPROVED _____ KEN IBOLD, AICP, CNU-A 12/5/2019 DATE

DESTIN EXECUTIVE AIRPORT
FLY DTS
COLEMAN KELLY FIELD
A SERVICE OF OKALOOSA COUNTY

DESTIN EXECUTIVE AIRPORT

DESTIN, FLORIDA

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AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: DECEMBER 2019

REVIEWED BY: GRH, KRI, TJM

DRAWN BY: JEM

DESIGNED BY: JEM

PROJECT NUMBER
201-0251-004

SHEET TITLE
EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP

SHEET NUMBER
9 OF 9