

Destin Executive Airport Tenant-Manager Meeting



AGENDA

- Introductions & Meeting Rules
- Capital Improvement Projects
- Rules & Regulations
- Minimum Standards
- Hangar Leasing & Agreements
- Q&A / General Discussion



Introductions

- Tracy Stage, A.A.E. – Airports Director
- Chad Rogers, A.A.E. – Airports Deputy Director
- Nick Wisnoski, C.M. – General Aviation Manager
- Mike Stubblefield – Air Traffic Manager
- Kyle Van Atta – Atlantic FBO Manager



Capital Improvement Projects (CIP)

- Front Entrance Clean-up
- Stormwater Analysis
- Taxiways Rehabilitation
 - Taxiway A
 - GA Hangar Taxilanes
 - Stormwater Improvements



Stormwater Analysis (CIP)

- Analysis of Existing/Proposed Conditions for Multiple Storms



- Recommended Improvements



Taxiways Rehabilitation (CIP)

- Base Bid – Full Depth Rehabilitation of Taxiway A & Connectors (including Drainage & Geometric Improvements)
- Bid Alt 1 – Realignment of Hangar Taxilane & Rehab of Hangar Pavements (including Drainage Improvements)



Rules Regulations & Minimum Standards

County Revision Ord No. 2024-11 - Approved June 18, 2024

- Rules and Regulations
 - Authority & Enforcement
 - Airport Approval Items
 - Airport Use & Operations
- Minimum Standards for Commercial Aeronautical Activities
 - Authority & Compliance
 - Covered, Non-Covered, & Prohibited Activities
 - Variances & Waivers
 - Insurance Requirements



Non-Compliant Examples



Rules Regulations & Minimum Standards



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Hangar Leasing & Operating Agreements

Guide Overview

- Hangar Lease vs Ground Lease
- Commercial Operating Agreements
- Specialty Leases (SASO)
- Lease Assignments
- Lease Renewals and Expirations
- Subleases
- Construction, Modifications, and Maintenance Requests
- Insurance & FAQs



Hangar Leasing & Operating Agreements



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Phone: (850) 651-7160



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Q & A General Discussion

QUESTIONS / COMMENTS

<https://flydts.com/information/>
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Airport Operations Center: (850)-651-7166

Airport Administration: (850)-651-7160 ext. 4

General Aviation Airports Manager: (850) 333-7730





Destin Executive Airport Tenant-Manager Meeting Minutes

Date: September 22 (meeting) September 30, 2025 (minutes)

Next Meeting: April 13, 2026

Time: 10am

Location: Destin City Hall-Annex, Council Chambers, 4200 Indian Bayou Trail, Destin, FL 32541

Agenda:

- Introduction & Meeting Rules
- Capital Improvement Projects
- Rules & Regulations & Minimum Standards
- Hangar Leasing & Agreements Guide
- Q&A / General Discussion

1. Introduction & Meeting Rules:

Deputy Director Chad Rogers, A.A.E. opened the meeting on behalf of Director Tracy Stage, A.A.E. by introducing Okaloosa County Airports staff, Robinson Aviation Air Traffic Manager, Atlantic Aviation FBO Manager, and RS&H representatives in attendance.

The meeting was recorded by Zoom and meeting rules were established using “Three P Methodology” of keeping interactions productive, professional and positive.

2. Capital Improvement Projects:

Deputy Director Rogers briefed a high-level overview of upcoming Capital Improvement Projects (CIP):

- Contracted support to clean up the front entrance to the airport to include demo of the damaged gate areas, resodding and landscaping efforts
- Stormwater Analysis
- Taxiway Rehabilitation
 - Taxiway A
 - Hangar Taxilanes
 - Stormwater Improvements

The meeting was then turned over to Matt Thomason with RS&H to brief a more in-depth breakdown of the Stormwater Analysis (report published) May 2025. The Stormwater Analysis can be found at <https://flydts.com/master-plan/> and identifies a tailwater condition caused by the airfield’s elevation that affects current stormwater drainage. Through this analysis, the engineers were able to identify improvements that can be incorporated into the Taxiway Rehabilitation project that does not provide a 100% solution but will address specific issues through enhanced design & construction efforts to increase stormwater drainage on the airfield.

Matt handed off to Colin Brinkman with RS&H to discuss the Taxiway Rehabilitation Project scheduled for fall 2026 pending bids and funding. The project scope involves the realignment of the existing taxilane and the rehabilitation of Taxiway A and its connectors. The existing taxilane does not meet current FAA geometrics in all areas and exhibits pavement deterioration due to underlying drainage failures. Additionally, Taxiway A and its connectors have reached the end of their service life, exhibiting cracking, rutting, and other distresses that justify the need to rehabilitate/reconstruct. The project objectives are to realign the taxilane to meet ADG II / TDG 2 standards, reconstruct Taxiway A and its connectors, replace affected airfield lighting and signage, improve drainage, apply erosion control measures, and install permanent pavement markings.

3. Rules, Regulations, and Minimum Standards:

The General Aviation Airports Manager Nick Wisnoski, C.M. briefed a high-level overview of the Rules and Regulations including Authority and Enforcement, Airport Approval Items, and Airport Use and Operations. Additionally, the Minimum Standards for Commercial Aeronautical Activities covered the following topics of Authority and Compliance, Covered, Non-Covered, and Prohibited Activities, Variances and Waivers and Insurance Requirements. In conclusion, a slide with multiple photos was discussed by Deputy Director Chad Rogers covering multiple non-compliant examples that occurred over the last year on the airfield.

4. Hangar Leasing & Agreements Guide:

Nick Wisnoski then provided an overview of the newly developed Hangar Leasing & Agreements Guide. The guide was derived from County Ordinance 2024-11 as a source document and designed to assist tenants in navigating processes therein. This includes the differences between a Hangar Lease and a Ground Lease, Commercial Operating Agreements, Specialty Leases (SASO), Lease Assignments, Lease Renewals and Expirations, Subleases, Construction, Modifications, and Maintenance Requests, and Insurance and FAQs. The guide has multiple County-approved forms to assist tenants with these processes as well. Further, the guide can be found on the <https://flydts.com/> website on the Information page in the bottom right of the home page next to the Rules, Regulations, and Minimum Standards.

5. Q & A / General Discussion:

Mike Stubblefield, Air Traffic Manager, opened the conversation with general comments on airfield safety highlighting taxiway and runway incursions during emergency response actions. He also discussed a recent TSA anti-drone detection analysis conducted at Destin Executive and stressed the importance of remaining vigilant during critical phases of flight where drone activities are the highest.

Deputy Director Rogers then opened the floor for questions and general comments and encouraged all participants to send topics for the next meeting that will be held on April 13, 2026.

Q1. What are the possibilities of having a self-fueling facility at DTS?

A1. It is not unattainable but currently not in any CIP design plans due to higher priority items currently needed at Destin Executive. At the meeting there was a comment made about DTS fuel prices being significantly higher than at surrounding airports. A check on 9/26/2025 showed very consistent prices at comparable airports/FBOs in the region.

Airport	100LL	Jet-A
DTS	\$6.99	\$7.46
ECP	\$7.34	\$7.14
PNS	\$7.15	\$7.25
CEW	\$6.49	\$6.34

Q2. It is extremely difficult to have my aircraft serviced and inspected at DTS through the FBO. Is it possible to have a list of maintenance and inspection actions available broken down by aircraft type?

A2. The question has been sent to Atlantic FBO Manager, Kyle VanAtta for a response on September 26, 2025. These minutes will be updated upon receipt of the response.

Q3. Will any or all of the pavement and driveways located in the taxilanes between the hangars be affected by the Taxiway Rehab project?

A3. The design will utilize the areas in the most efficient manner to enhance stormwater drainage and storage on the airfield. Some hangar rows will be affected more than others dependent on final design plans and realignment needed to maximize space between hangar rows. If the budget allows, the Airport will assess potential improvement areas if at all possible or the possibility of demolishing unnecessary pavements not shown on the plans to meet pavement geometric or stormwater requirements. Impervious surfaces that detract from the stormwater drainage improvements are subject to be removed, especially if never correctly permitted or otherwise approved by the Airport or City of Destin.

Q4. Are you permitted to let someone else use your gate access card to allow someone else access through the gates?

A4. No, gate card access is tracked by individual issue and is not permitted to be transferred without Airport approval. Gate access cards are only approved/issued after a tenant completes the required Airfield Familiarization and Drivers training. When an authorized user grants access to an individual to the airfield without escort, it becomes a security and safety concern. These violations require retraining. Repeat offenders may lose the privilege of having unescorted access to the AOA utilizing a County issued gate and access card.

Meeting concluded at 11am. Attendee list on file.

Please contact the General Aviation Airports Manager with any questions:

Nicholas Wisnoski – nwisnoski@myokaloosa.com – 850-333-7730