

Destin Executive Airport Tenant-Manager Meeting



AGENDA

- Introductions
- Capital Improvement Projects
- Hangar Assignment of Lease
- 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



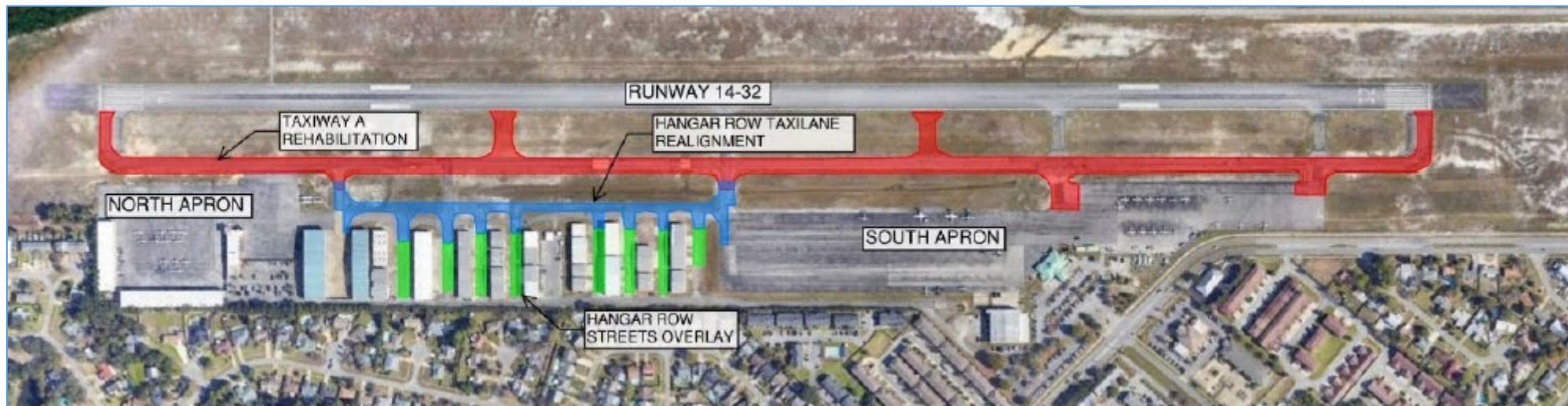
Capital Improvement Projects (CIP)

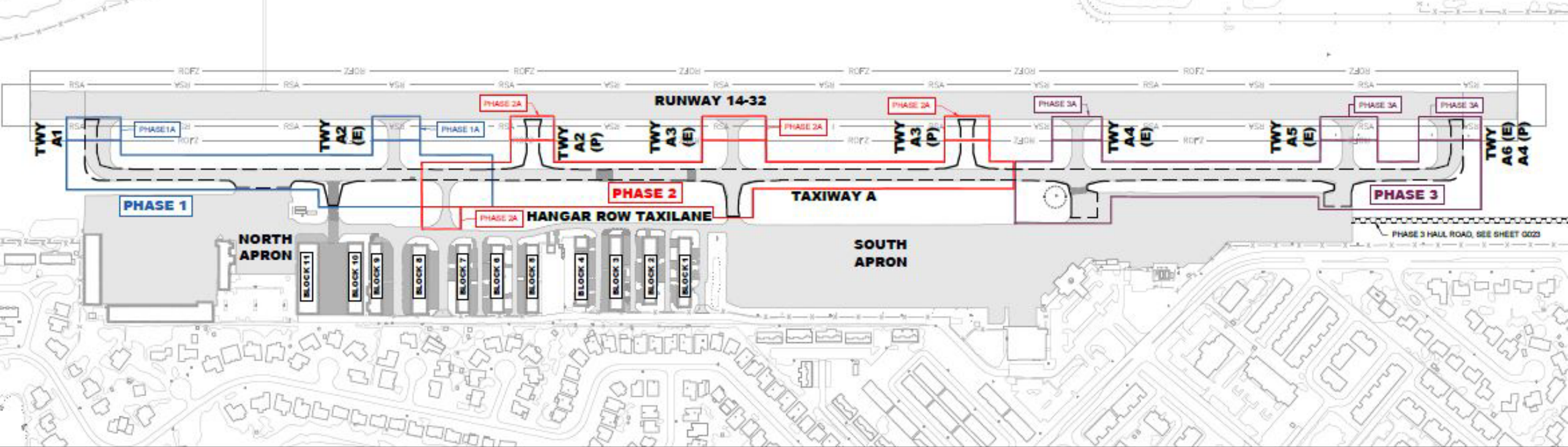
- Taxiways Rehabilitation
 - Taxiway A
 - GA Hangar Taxilanes
 - Stormwater Analysis & Improvements



Taxiways Rehabilitation (CIP)

- Base Bid – Full Depth Rehabilitation of Taxiway A & Connectors (including Drainage & Geometric Improvements)
- Bid Alt 2 – Realignment of Hangar Taxilane & Rehab of Hangar Pavements (including Drainage Improvements)





LEGEND:

- TAXIWAY A REHABILITATION LIMITS
- PHASE 1 LIMITS
- PHASE 2 LIMITS
- PHASE 3 LIMITS
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- RSA RUNWAY SAFETY AREA
- ROFZ RUNWAY OBJECT FREE ZONE
- X AIRPORT PERIMETER FENCE

GENERAL PHASING NOTES:

1. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE, IN ACCORDANCE WITH THE SPECIFICATIONS, ON HOW THE CONTRACTOR INTENDS TO ACCOMPLISH THE CONSTRUCTION WITHIN THE TIME FRAMES AVAILABLE. SCHEDULE SHOULD BE A PART OF OR ATTACHED TO THE REQUIRED SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) SUBMITTAL.
2. THE OWNER RESERVES THE RIGHT TO REVISE, WITHOUT LIMIT, THE SEQUENCE OF CONSTRUCTION ACTIVITY.
3. PRIOR TO CONSTRUCTION NTP, CONTRACTOR SHALL COMPLETE SHOP DRAWINGS SUBMITTALS/ REVIEW. THE TIME PERIOD PRIOR TO CONSTRUCTION NTP SHALL ALSO INCLUDE CONTRACTOR'S PHOTOGRAPHIC DOCUMENTATION AND PRE-CONSTRUCTION SURVEY VERIFICATION. THE CONTRACTOR'S SURVEY VERIFICATION SHALL BE COMPLETED AND SUBMITTED A MINIMUM OF 7 CALENDAR DAYS PRIOR TO BEGINNING WORK IN PHASE 1.
4. SUBSTANTIAL COMPLETION WILL NOT BE GRANTED UNTIL ALL WORK WITHIN THE PROJECT LIMITS IS COMPLETED PER THE CONTRACT DOCUMENTS AND ACCEPTED, AND THE PROJECT SITE IS FAA COMPLIANT. WHEN THE CONTRACTOR CONSIDERS THAT THE WORK IS SUBSTANTIALLY COMPLETE, THE ENGINEER, RPR, AND OWNER WILL PERFORM A SUBSTANTIAL COMPLETION INSPECTION TO ACCEPT THE PROJECT. ANY ITEM WHICH IS NOT IN ACCORDANCE WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS SHALL BE COMPLETED OR CORRECTED BY THE CONTRACTOR. ANY DELAYS ARE SUBJECT TO LIQUIDATED DAMAGES.
5. PHASE DURATIONS SHOWN ARE CONSECUTIVE. ONCE WORK HAS BEGUN IN A PHASE, TIME CHARGES WILL ACCRUE UNTIL ALL WORK IN THAT PHASE IS COMPLETED.

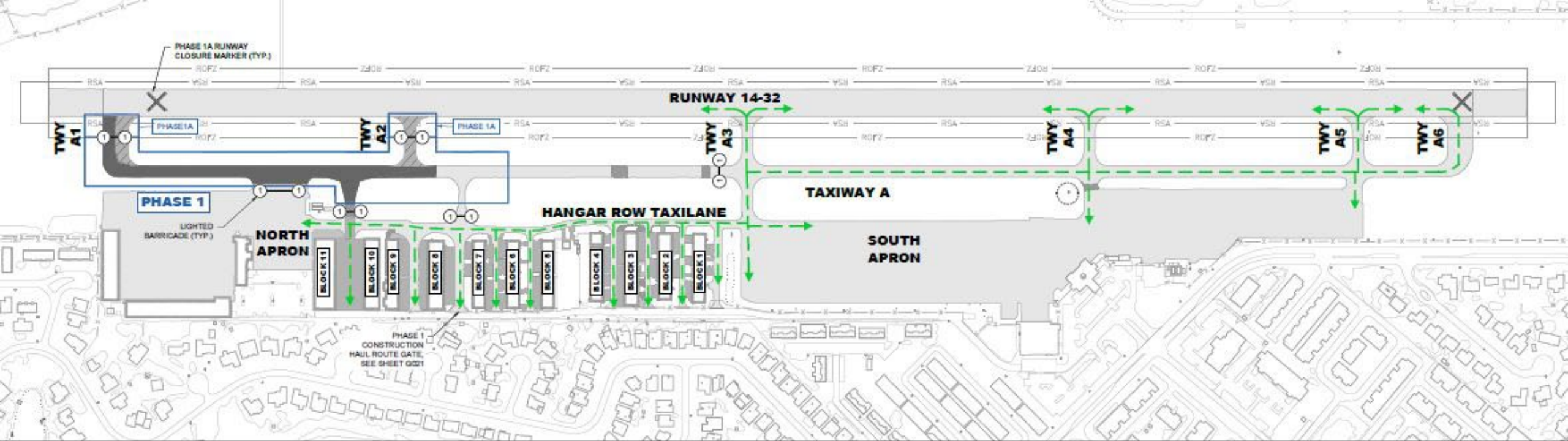
PHASING NARRATIVE

- THIS PROJECT CONTAINS THE FOLLOWING, A BASE BID AND THREE BID ALTERNATES. PHASES 1-3 INCLUDE ALL BASE BID AND BID ALTERNATE #1 WORK RELATED TO THE REHABILITATION OF TAXIWAY A AND THE ASSOCIATED TAXIWAY CONNECTORS TO RUNWAY 14-32.
 - THE BASE BID IS SPLIT INTO THREE MAIN PHASES. THIS PHASING SEQUENCE ALLOWS FOR THE LARGEST CONTINUOUS WORK AREA WHILE MINIMIZING IMPACTS TO AIRPORT OPERATIONS.
 - EACH MAIN PHASE CONTAINS AN "A" SUBPHASE, WHICH CONTAINS ALL WORK WITHIN THE RUNWAY OBSTACLE FREE ZONE (ROFZ) OF RUNWAY 14-32 OR TAXIWAY SAFETY AREA (TSA) OF A TAXIWAY. WORK IN "A" SUBPHASES IS REQUIRED TO BE COMPLETED AT NIGHT. SUBPHASES ARE INTENDED TO BE COMPLETED CONCURRENT TO THEIR CORRESPONDING MAIN PHASE.
- HANGAR ROW TAXILANE IS RESTRICTED TO AIRCRAFT UNDER POWER WITH A WINGSPAN OF 49' OR LESS (ADD I) FOR THE DURATION OF CONSTRUCTION.



SCHEMATIC CONSTRUCTION SEQUENCING





LEGEND:

-  TAXIWAY A REHABILITATION LIMITS
-  PHASE 1 LIMITS
-  PROPOSED ASPHALT PAVEMENT
-  EXISTING PAVEMENT TO BE REMOVED
-  EXISTING ASPHALT PAVEMENT
-  LIGHTED RUNWAY CLOSURE MARKER
-  LOW PROFILE BARRICADE (PHASE AS INDICATED)
-  ACTIVE AIRCRAFT ROUTE
-  TSA — TAXIWAY SAFETY AREA
-  TOFA — TAXIWAY OBJECT FREE AREA
-  RSA — RUNWAY SAFETY AREA
-  ROFZ — RUNWAY OBJECT FREE ZONE
-  X — AIRPORT PERIMETER FENCE

PHASE 1 WORK DETAILS:

- VAULT MODIFICATIONS
- CCR INSTALLATION
- CABLE INSTALLATION (IN EXISTING DUCT BANKS AND STRUCTURES)
- ALCS MODIFICATIONS
- INSTALLATION OF GUIDANCE SIGNAGE
- INSTALLATION OF TAXIWAY EDGE LIGHTING
- DEMOLITION OF EXISTING TAXIWAY A1 & A2
- CONSTRUCTION OF PROPOSED TAXIWAY A1
- REHABILITATION OF TAXIWAY A WITH FAA STANDARD GEOMETRICS
- PAVEMENT MARKING INSTALLATION
- DRAINAGE IMPROVEMENTS
- TOPSOIL AND SODDING IN DISTURBED AREAS

PHASE 1A WORK DETAILS:

- CABLE INSTALLATION (IN EXISTING DUCT BANKS AND STRUCTURES)
- INSTALLATION OF AIRFIELD GUIDANCE SIGNAGE
- INSTALLATION OF TAXIWAY EDGE LIGHTS
- DEMOLITION OF EXISTING TAXIWAY A1 & A2
- CONSTRUCTION OF PROPOSED TAXIWAY A1
- REHABILITATION OF TAXIWAY A WITH FAA STANDARD GEOMETRICS
- PAVEMENT MARKING INSTALLATION
- TAXIWAY A LEAD-IN MARKING REMOVAL
- TOPSOIL AND SODDING IN DISTURBED AREAS

PHASES 1 & 1A NOTES:

1. CONTRACTOR MUST COORDINATE WITH AIRPORT OPERATIONS REGARDING EXACT PLACEMENT OF SIGN AND EDGE LIGHT COVERS. REFER TO SHEETS G011-G012 FOR SAFETY AND SECURITY NOTES & DETAILS.
2. LIGHTED BARRICADES SHALL BE PLACED 125' OFF THE RUNWAY 14-32 CENTERLINE AND 40' OFF ALL TAXIWAY CENTERLINES DURING PHASE 1. COORDINATE DEPLOYMENT AND FINAL PLACEMENT OF BARRICADES WITH AIRPORT OPERATIONS AND THE RPR. REFER TO SHEETS G011-G012 FOR SAFETY AND SECURITY NOTES & DETAILS.
3. ALL WORK LOCATED OUTSIDE OF THE RUNWAY 14-32 ROFZ (PHASE 1) SHALL BE COMPLETED DURING NORMAL DAYTIME WORK HOURS, MONDAY THROUGH SATURDAY STARTING AT 6:00 AM.
4. ALL WORK LOCATED INSIDE THE RUNWAY 14-32 ROFZ (SUBPHASE 1A) SHALL BE COMPLETED DURING NIGHTTIME HOURS. NIGHTTIME WORK HOURS BEGIN IN THE EVENING AT 10:00 PM AND CONCLUDE IN THE MORNING AT 6:00 AM, SUNDAY NIGHT THROUGH FRIDAY MORNING.
5. DURING SUBPHASE 1A, CONTRACTOR SHALL PLACE LIGHTED RUNWAY CLOSURE MARKERS AT EACH END OF RUNWAY 14-32, TWO IN TOTAL, ON TOP OF THE PAINTED RUNWAY DESIGNATION MARKINGS. THESE LIGHTED X'S WILL BE PLACED AND REMOVED NIGHTLY FOR EACH RUNWAY CLOSURE.
6. NO EQUIPMENT OR VEHICLES MAY BE PARKED OR LEFT IDLE ON A CLOSED RUNWAY. ONLY EQUIPMENT ACTIVELY INVOLVED IN RUNWAY WORK, SUCH AS REMOVING LEAD-IN MARKINGS OR CONSTRUCTION OF THE RUNWAY/TAXIWAY JUNCTURE IS PERMITTED ON THE RUNWAY DURING NIGHTLY CLOSURES.

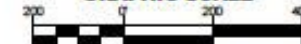
AIRFIELD CLOSURES:

- PHASE 1: TAXIWAY A1, TAXIWAY A2, NORTH APRON CONNECTOR, AND HANGAR ROW CONNECTORS NORTH OF BLOCK 7
- PHASE 1A: RUNWAY 14-32 (NIGHT CLOSURE)

NORTH

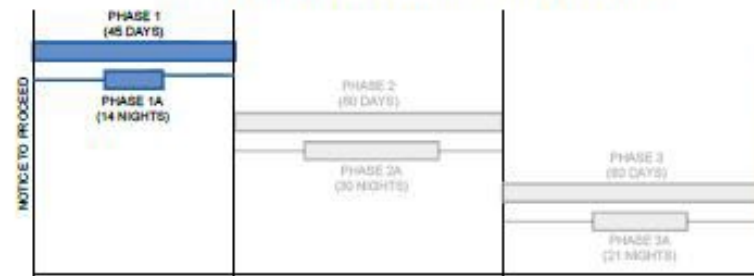


GRAPHIC SCALE



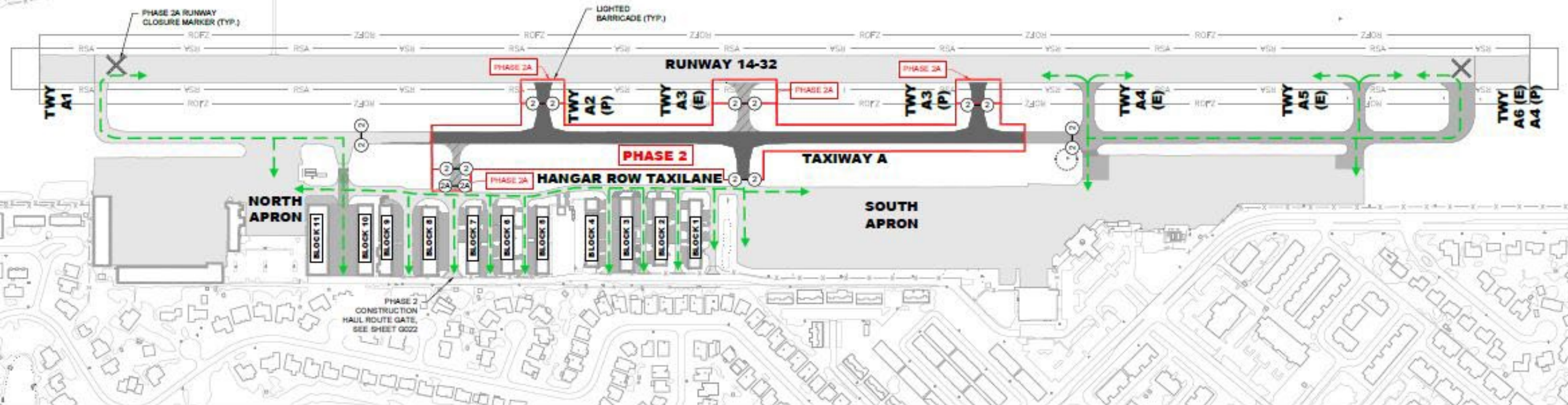
1" = 200'

SCHEMATIC CONSTRUCTION SEQUENCING














CONSTRUCTION COMPLETE





LEGEND:

-  TAXWAY A REHABILITATION LIMITS
-  PHASE 2 LIMITS
-  PROPOSED ASPHALT PAVEMENT
-  EXISTING PAVEMENT TO BE REMOVED
-  EXISTING ASPHALT PAVEMENT
-  LIGHTED RUNWAY CLOSURE MARKER
-  LOW PROFILE BARRICADE (PHASE AS INDICATED)
-  ACTIVE AIRCRAFT ROUTE
-  TSA TAXWAY SAFETY AREA
-  TOFA TAXWAY OBJECT FREE AREA
-  RSA RUNWAY SAFETY AREA
- ROFZ RUNWAY OBJECT FREE ZONE
- AIRPORT PERIMETER FENCE

PHASE 2 WORK DETAILS:

- VAULT MODIFICATIONS
- CCR INSTALLATION
- CABLE INSTALLATION (IN EXISTING DUCT BANKS AND STRUCTURES)
- ALCS MODIFICATIONS
- INSTALLATION OF GUIDANCE SIGNAGE
- INSTALLATION OF TAXWAY EDGE LIGHTING
- DEMOLITION OF EXISTING TAXWAY A3 AND HANGAR ROW TAXILANE CONNECTOR
- CONSTRUCTION OF PROPOSED TAXWAY A2 & A3
- REHABILITATION OF TAXWAY A WITH FAA STANDARD GEOMETRICS
- PAVEMENT MARKING INSTALLATION
- DRAINAGE IMPROVEMENTS
- TOPSOIL AND SODDING IN DISTURBED AREAS

PHASE 2A WORK DETAILS:

- CABLE INSTALLATION (IN EXISTING DUCT BANKS AND STRUCTURES)
- INSTALLATION OF AIRFIELD GUIDANCE SIGNAGE
- INSTALLATION OF TAXWAY EDGE LIGHTS
- DEMOLITION OF EXISTING TAXWAY A3
- CONSTRUCTION OF PROPOSED TAXWAY A2 & A3
- REHABILITATION OF TAXWAY A WITH FAA STANDARD GEOMETRICS
- PAVEMENT MARKING INSTALLATION
- TAXWAY A LEAD-IN MARKING REMOVAL
- TOPSOIL AND SODDING IN DISTURBED AREAS

PHASES 2 & 2A NOTES:

1. CONTRACTOR MUST COORDINATE WITH AIRPORT OPERATIONS REGARDING EXACT PLACEMENT OF SIGN AND EDGE LIGHT COVERS. REFER TO SHEETS G011-G012 FOR SAFETY AND SECURITY NOTES & DETAILS.
2. LIGHTED BARRICADES SHALL BE PLACED 125' OFF THE RUNWAY 14-32 CENTERLINE AND 40' OFF ALL TAXWAY CENTERLINES DURING PHASE 2. COORDINATE DEPLOYMENT AND FINAL PLACEMENT OF BARRICADES WITH AIRPORT OPERATIONS AND THE RPR. REFER TO SHEETS G011-G012 FOR SAFETY AND SECURITY NOTES & DETAILS.
3. ALL WORK LOCATED OUTSIDE OF THE RUNWAY 14-32 ROFZ (PHASE 2) SHALL BE COMPLETED DURING NORMAL DAYTIME WORK HOURS, MONDAY THROUGH SATURDAY STARTING AT 8:00 AM.
4. ALL WORK LOCATED INSIDE THE RUNWAY 14-32 ROFZ OR THE HANGAR ROW TAXILANE TSA (SUBPHASE 2A) SHALL BE COMPLETED DURING NIGHTTIME HOURS. NIGHTTIME WORK HOURS BEGIN IN THE EVENING AT 10:00 PM AND CONCLUDE IN THE MORNING AT 5:00 AM, SUNDAY NIGHT THROUGH FRIDAY MORNING.
5. DURING SUBPHASE 2A, CONTRACTOR SHALL PLACE LIGHTED RUNWAY CLOSURE MARKERS AT EACH END OF RUNWAY 14-32, TWO IN TOTAL, ON TOP OF THE PAINTED RUNWAY DESIGNATION MARKINGS. THESE LIGHTED X'S WILL BE PLACED AND REMOVED NIGHTLY FOR EACH RUNWAY CLOSURE.
6. NO EQUIPMENT OR VEHICLES MAY BE PARKED OR LEFT IDLE ON A CLOSED RUNWAY. ONLY EQUIPMENT ACTIVELY INVOLVED IN RUNWAY WORK, SUCH AS REMOVING LEAD-IN MARKINGS OR CONSTRUCTION OF THE RUNWAY/TAXWAY JUNCTURE IS PERMITTED ON THE RUNWAY DURING NIGHTLY CLOSURES.
7. CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL EXISTING EDGE LIGHTS, SIGNS, PAVEMENTS, AND OTHER ASSOCIATED AIRFIELD

AIRFIELD CLOSURES:

- PHASE 2: TAXWAY A2 PROPOSED, TAXWAY A3 EXISTING, TAXWAY A3 PROPOSED, AND HANGAR ROW CONNECTORS SOUTH OF BLOCK 9
- PHASE 2A: RUNWAY 14-32 (NIGHT CLOSURE)

NORTH

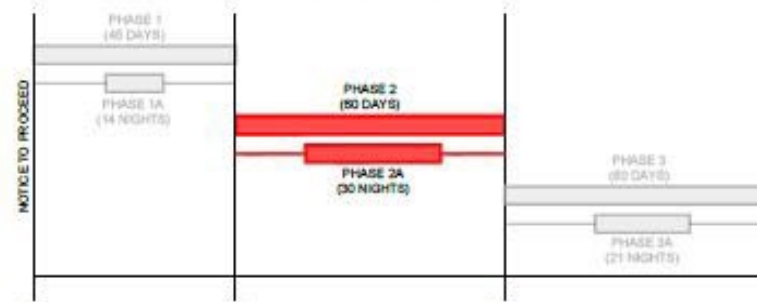


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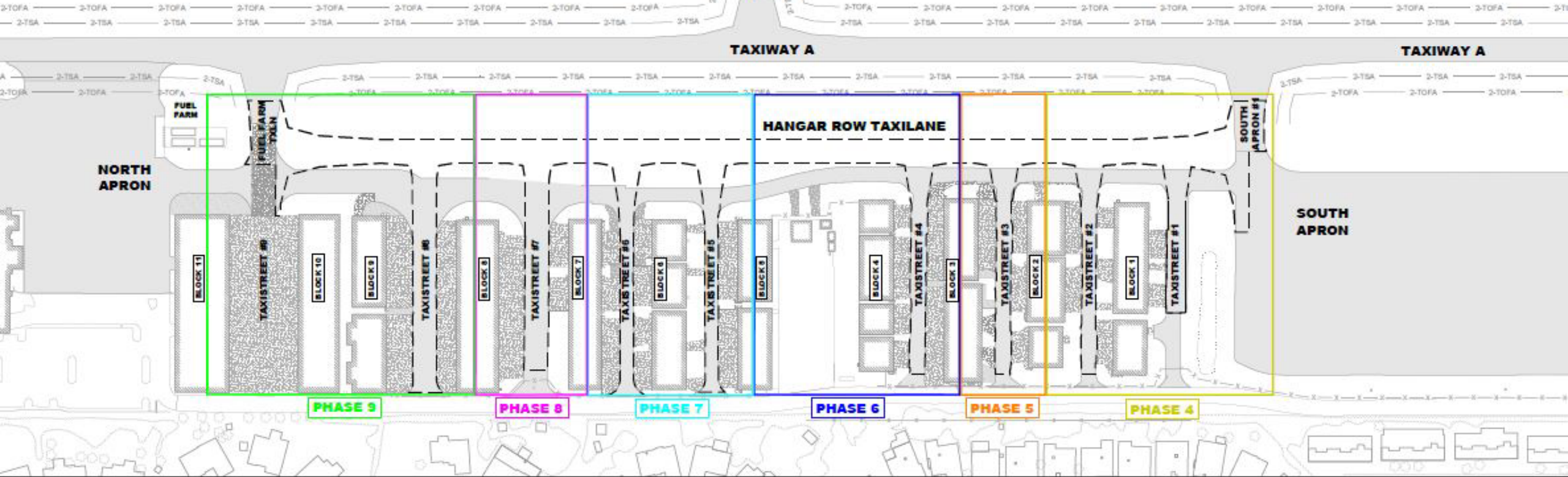
1" = 200'

SCHEMATIC CONSTRUCTION SEQUENCING



CONSTRUCTION COMPLETE





LEGEND:

-  TAXILANE REALIGNMENT LIMITS
-  PHASE 4 LIMITS
-  PHASE 5 LIMITS
-  PHASE 6 LIMITS
-  PHASE 7 LIMITS
-  PHASE 8 LIMITS
-  PHASE 9 LIMITS
-  TSA TAXIWAY SAFETY AREA
-  TOFA TAXIWAY OBJECT FREE AREA
-  RSA RUNWAY SAFETY FREE AREA
-  X AIRPORT PERIMETER FENCE

GENERAL PHASING NOTES:

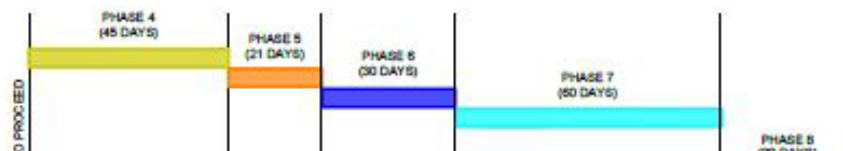
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PHASING NARRATIVE

- THIS PROJECT CONTAINS THE FOLLOWING, A BASE BID AND THREE BID ALTERNATES. PHASES 4-9 INCLUDE ALL BID ALTERNATE #2 AND #3 WORK RELATED TO THE REALIGNMENT OF THE HANGAR ROW TAXILANE AND REHABILITATION OF THE ASSOCIATED TAXISTREETS.
 - THE BID ALTERNATE IS SPLIT INTO 6 PHASES. THIS PHASING SEQUENCE MINIMIZES IMPACTS TO HANGAR TENANTS AND THE DURATION THEY ARE RESTRICTED FROM THEIR UTILIZING THEIR HANGARS WHILE MAXIMIZING THE AMOUNT OF WORK THAT CAN BE COMPLETED IN EACH PHASE.
 - PHASES 4-9 HAVE NO CONCURRENT SUBPHASES AND ALL WORK SHALL BE COMPLETED DURING DAYTIME HOURS.
- HANGAR ROW TAXILANE IS RESTRICTED TO AIRCRAFT UNDER POWER WITH A WINGSPAN OF 49' OR LESS (ADD 1) FOR THE DURATION OF CONSTRUCTION.



SCHEMATIC CONSTRUCTION SEQUENCING



Hangar Assignment of Lease (AOL)

- Download lease application from www.flydts.com
 - Information tab - Leasing and Operating Agreement Guide
- Submit completed document to Airports Finance at Airportfinance@myokaloosa.com
- Airports Finance will prepare a Consent to Sublease Agreement that requires signatures between both parties and must be notarized
- Submit AOL transfer fee of \$1,000 to Airports Finance
- Finance will prepare a BOCC agenda item for approval consideration
- Executed documents returned to tenants to complete the process



Hangar Leasing & Operating Agreements



SERVICES

INFORMATION

DISCOVER DTS



1. Go to Website



<https://flydts.com>

2. Click Information

Information:

Airfield Access & Safety

Airfield Driving

Airport Data

Leasing and Operating Agreement Guide

Local Ordinances

Minimum Standards

Monthly Operations Data

Rules and Regulations

Security

Transportation

3. Click Tab



Contact Us



SERVICES

INFORMATION

DISCOVER DTS

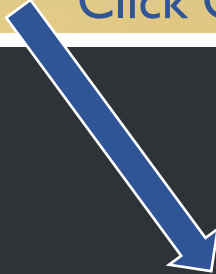


1. Go to Website



<https://flydts.com>

2. Scroll to Bottom
Click Contact Us



Destin Executive Airport

1001 Airport Road • Destin, FL 32541

Okaloosa County Airport Administration
1701 State Road 85 N • Eglin AFB, FL 32542-1498

Phone: (850) 651-7160



Work Order Requests

Contact Us

Airport Careers



Q & A General Discussion

QUESTIONS / COMMENTS

<https://flydts.com/information/>

<https://flydts.com/contact-us/>

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: June 2, 2026

Next Meeting: (TBD) December 2026

Time: 10am

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

Agenda:

- Introductions
- Capital Improvement Projects
- Hangar Assignment of Lease
- Q&A / General Discussion

1. Introductions:

The General Aviation Airports Manager, Nick Wisnoski, C.M. opened the meeting on behalf of Director Tracy Stage, A.A.E. and then introduced Deputy Director Chad Rogers, A.A.E., Robinson Aviation Air Traffic Manager, Mike Stubblefield and Atlantic Aviation FBO Manager, Kyle Van Atta in attendance. The meeting was recorded by Zoom.

2. Capital Improvement Projects:

Deputy Director Rogers provided an update on the Taxiway A Rehabilitation Project, beginning with the project's procurement and contracting status. Five competitive bids were received from eligible contractors. Following evaluation, the lowest responsive bidder was selected and placed on the Intent to Award (ITA) list. The selected contractor has previously completed several successful projects for the Airports Department and is considered a reliable and proven paving contractor.

The airport has also received estimates from its architectural and engineering consultants for construction administration services and the project will have a Resident Project Representative (RPR) onsite daily during construction for inspection services related to quality control, safety and project phasing. The project is currently awaiting FAA grant funding; once funding is received, the agreements will be presented to the Board of County Commissioners for contract approvals. Construction is currently projected to begin in August or early September 2026.

Deputy Director Rogers reviewed the project scope, which includes the full-depth rehabilitation and reconstruction of Taxiway A, its connecting taxiways, and the realignment of the existing taxilane. The existing pavement has reached the end of its service life and exhibits cracking, weathering, rutting, and other pavement distresses that warrant full-depth reconstruction.

Project objectives include:

- Reconstruct Taxiway A and its connectors to meet ADG II / TDG 2A design standards.
- Reducing the number of ladder taxiways from six (6) to four (4), which will eliminate several direct access paths from aprons to the runway requiring pilots to make multiple turns to enter the runway (an FAA effort to minimize runway incursions).

- Realigning the taxiway to meet ADG I / TDG 1B design standards including turn fillets.
- Reconstructing hangar row taxi streets and centering them between hangars.
- Removing excess pavement and pavers to improve stormwater conveyance and drainage.
- Additional drainage enhancements and erosion control measures.
- Replacement of affected airfield lighting and signage.
- Installation of permanent pavement markings.

Deputy Director Rogers briefly discussed findings from the airport's stormwater analysis, available on the FlyDTS website. The analysis identified a tailwater condition caused by the airfield's elevation that impacts stormwater drainage. While the Taxiway A Rehabilitation Project will not fully resolve all drainage concerns, several targeted improvements have been incorporated into the design to address specific problem areas and improve overall drainage performance.

Construction phasing was also discussed. Taxiway A reconstruction is currently planned in three (3) primary phases, along with multiple subphases requiring nighttime runway closures for work within the Runway Safety Area (RSA). Reconstruction of the taxiway and hangar taxi streets is expected to occur over six (6) phases to minimize impacts to private hangar tenants.

Following the project's pre-construction meeting and finalization of the phasing schedule, airport staff intends to conduct an additional tenant meeting focused specifically on project impacts and construction activities. A dedicated project webpage on the FlyDTS website will provide phasing information and weekly project updates throughout construction.

3. Hangar Assignment of Lease:

Mr. Wisnoski provided an overview of the Hangar Assignment of Lease (AOL) process for tenants seeking to transfer leasehold interests. The process consists of the following steps:

1. Obtain the lease application from the FlyDTS website at www.flydts.com by selecting the **Information** tab and accessing the **Leasing and Operating Agreement Guide**.
2. Submit the completed application to Airports Finance via email at AirportFinance@myokaloosa.com.
3. Upon receipt, Airports Finance will prepare a **Consent to Sublease Agreement** for execution by both parties. The agreement requires signatures from all applicable parties and must be notarized.
4. Submit the required **Assignment of Lease transfer fee of \$1,000** to Airports Finance.
5. Airports Finance will prepare a Board of County Commissioners (BOCC) agenda item for approval consideration.
6. Following BOCC approval and execution of all required documents, finalized documents will be returned to the tenant, completing the assignment process.

Mr. Wisnoski emphasized the importance of following each step in sequence to ensure timely processing and approval of lease assignments. Director Stage also highlighted that the Leasing Guide on the DTS website includes information regarding what happens with leaseholds at their end of term.

4. Q & A / General Discussion:

Mr. Wisnoski then opened the floor for questions and general comments and encouraged all participants to send topics for the next meeting that will be held in December 2026.

Q1. Several of the taxiway connectors have different widths, will these be modified or standardized? FBOs concern is Taxiway A3 is measured at 40' and it is desired to keep that width for larger aircraft.

A1. All taxiways and connectors will be reconstructed to meet ADG II / TDG 2A design standards of 35' width and associated geometry. A copy of the conformed construction plans will be placed on the website for review of any area and the FBO will be invited to the pre-construction meeting to ask specific questions of the engineering team.

Q2. Is there any chance to add specific aircraft runup pads to the Taxiway Rehabilitation project?

A2. No, all requirements were identified in the design phase of the project, and it is too late in the process for additional changes of that scope.

Q3. I have a question about hangars. Are there any plans for new hangars? Also where can I find hangars for sale?

A3. Unfortunately, Destin Executive does not have usable land for private hangar development or designated expansion areas. Bob Sikes Airport (CEW) in Crestview is working towards a development order for up to nine (9) leased parcels for private owners to build ADG I&II hangars coming this fall.

Hangars are available for sale between private hangar owners and are advertised with banners and/or active real estate listings.

General Discussion Item #1.

Deputy Director Rogers brought up the fact that both of Okaloosa County General Aviation Airports recently received an update to their Ground Rent Appraisal data. Destin Executive Airport ground rent will increase from \$2.00 to \$2.50 per Sq Ft later this year at a time to be announced.

Meeting concluded at 1030am. Attendee list on file.

Please contact the General Aviation Airports Manager with any questions:

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