PERRY-FOLEY AIRPORT

Taylor County, Florida

AIRPORT MASTER PLAN UPDATE

DRAFT FINAL REPORT

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1. INTRODUCTION

This Airport Master Plan Update has been prepared for the Board of County Commissioners of Taylor County, Florida to provide long-range airport improvement strategies that respond to the projected future demand for aviation and aviation related services at Perry-Foley Airport (Airport). Funding for this project has been received from the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP), the Florida Department of Transportation (FDOT) Aviation and Spaceports Office.

The FAA requires airports receiving AIP funding to conduct periodic updates of their planning document. The last Master Plan for the Perry Foley Airport was completed in 2005 and since then a number of changes have taken place on the Airport.

This study considers future airport improvements for a 20-year period of 2014 to 2033. This period will be broken into three phases over which airport improvement projects will be undertaken. Short-term (2014-2018), Mid-term (2019-2023), and Long-term (2024-2033). This project provides an update to the previous Master Plan completed in 2005. The previous Master Plan study provided a basis for some information in this study. Use of the current versions of FAA Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*, AC 150/5300-13A, *Airport Design*, FDOT regulations, and local laws provided guidance in decision making during this study. Local, state, and federal agencies have been coordinated with throughout this Master Plan Process.

The Master Plan Process identifies the existing facilities and their condition. Current and future aviation activity demands are also identified. Facility requirements are developed to meet the aviation activity demands. This Master Plan Update provides guidance for future development over the planning period that will satisfy the demand in an efficient, safe, and financially feasible manner, as well as serving as a guide for the County, the Airport Advisory Committee, and the funding agencies. This Master Plan addresses the following:

- Updates the 2005 Master Plan
- Identifies the location and types of facility improvements needed
- Provides a capital improvement plan that addresses project phasing and financial needs
- Develops an Airport Layout Plan (ALP) that graphically depicts existing and future developments

The steps in the typical master planning process are shown in Figure 1-1 and are briefly described below:

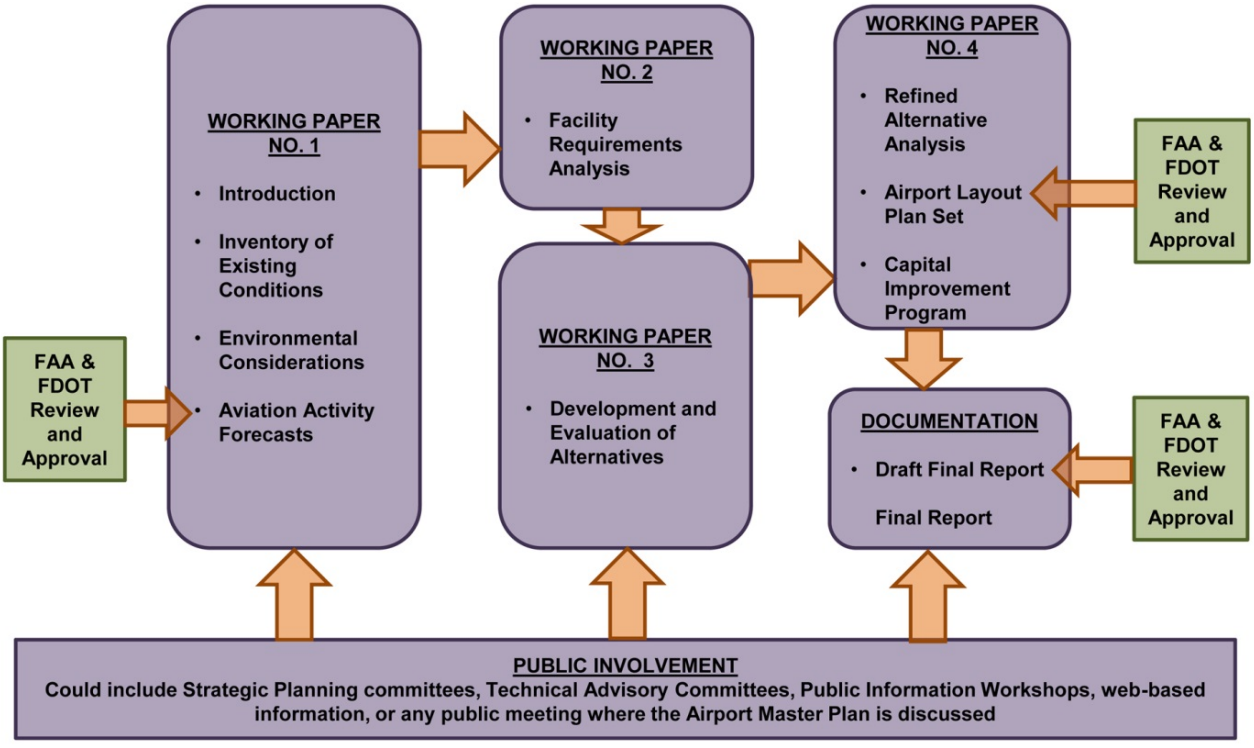
- **Inventory of Existing Conditions:** The existing Airport facilities are catalogued and an evaluation is made as to their condition. State of Florida Statutes and the Taylor County

Comprehensive Plan are searched for Airport related information. Additionally, information related to the area demographics is also collected.

- **Environmental Considerations:** Environmental factors are assessed to provide enough information to evaluate airport development alternatives and to provide information that will assist in the expediting of any subsequent environmental process. Typically this results in an overview of the Airport's environmental setting and the identification of environmentally related permits that may be required for the recommended development projects.

- **Aviation Activities Forecasts:** Current and future levels of based aircraft and aircraft annual operations are determined in this study phase. These forecasts are further broken out into various categories, such as aircraft type and local versus itinerant operations. Forecasts are generally developed for the Short-term, Mid-term, and Long-term periods as described above for the planning period. The aviation activity forecasts are the basis and the justification for the Master Plan Update. As such, both the FAA and FDOT require that the aviation activity forecasts be reviewed and approved by them before developing the remainder of the Master Plan Update. If the forecasts are not approved by the FAA and FDOT, projects identified as a result are not eligible for funding by these agencies.

Figure 1-1
PERRY-FOLEY MASTER PLANNING PROCESS



- **Facility Requirements Forecast:** An assessment of the airfield operational capacity is conducted to determine if unacceptable operational delays would be expected over the planning period. Various analyses are conducted to project future demand for facilities based on the aviation activity forecasts, including airfield infrastructure, hangars, aprons, terminal space, and vehicle parking spaces. These future facility demands are then compared to the existing facilities to identify any shortfalls. Additionally, a review is conducted to identify any existing facilities that do not meet federal, state, or local regulations, codes, or standards.

- **Development and Evaluation of Alternatives:** Alternatives are developed to meet the shortfalls in facilities identified in the previous task. These alternatives are then evaluated using a number of criteria including the ability to meet the demand, cost, environmental impacts, and other relevant criteria. These alternatives could consider airside and landside facilities and any needed access improvements. From the evaluation, a preferred development plan will result.

- **Refined Alternative Analysis:** As the alternatives are being evaluated during the previous phase, the pros and cons of the various alternatives are evaluated. It is rare that the preferred alternative would be considered perfect. This phase attempts to correct or mitigate some of the perceived flaws in the preferred alternative. In addition, more detail or refinement is put into the plan. This refinement will allow a better preliminary cost estimate to be accomplished in a later phase of the project.

- **Airport Layout Plan Production:** A set of engineering-type drawings, referred to as the Airport Layout Plan (ALP), is created showing existing facilities and the selected preferred alternative. The ALP also includes airspace and runway approach drawings, a terminal area map, a land use map, and a property map showing the existing and proposed boundaries. These maps and drawings will assist the County in the planning and maintenance of Airport boundaries and airspace.

- **Capital Improvement Program:** Cost estimates and a development timeline are determined for the preferred alternative. This information makes up the Capital Improvement Program (CIP), which is utilized by FAA, FDOT, and the County in determining funding and development priorities.

- **Documentation:** All of the analyses will be documented and consolidated into Working Papers as shown in Figure 1-1. Each working paper will be submitted to the County as it is completed. At the completion of the four working papers, they will be consolidated into one draft document and submitted to the County, FAA, and FDOT for review. The aviation activity forecasts and the Airport Layout Plan Set are the only portions of the Master Plan Update that the FAA approves, although they review the entire document. Comments from the County, FDOT, and the FAA will be addressed and the final document will be submitted to the County.

These steps build one upon another to identify a clear action plan that can be used by the County to guide financial and development decisions. This process leads to the production of two key documents –the ALP and the Master Plan Update report. The development of an approved ALP is a requirement for public use airports that receive federal AIP funding and FDOT aviation development funds. The Master Plan Update report describes and justifies the proposed improvement concepts included in the ALP.

2. INVENTORY OF EXISTING CONDITIONS

2.1 INTRODUCTION

This chapter presents a description of the existing conditions and facilities at Perry-Foley Airport (Airport). The description of these facilities will help assess the overall condition of the Airport, including the non-conformance of any infrastructure to FAA standards. This information will be the basis of comparison for the facility requirements analysis to be developed later in this Master Plan Update. The assessment of the existing facilities includes the description of the existing airside facilities including the runways, taxiways, apron, and navigational aids. Landside facilities including T-hangars, a fueling facility, the Airport terminal, and the vehicular facilities are also discussed. A field visit was conducted on January 7, 2015 and included a visual assessment of each facility's condition

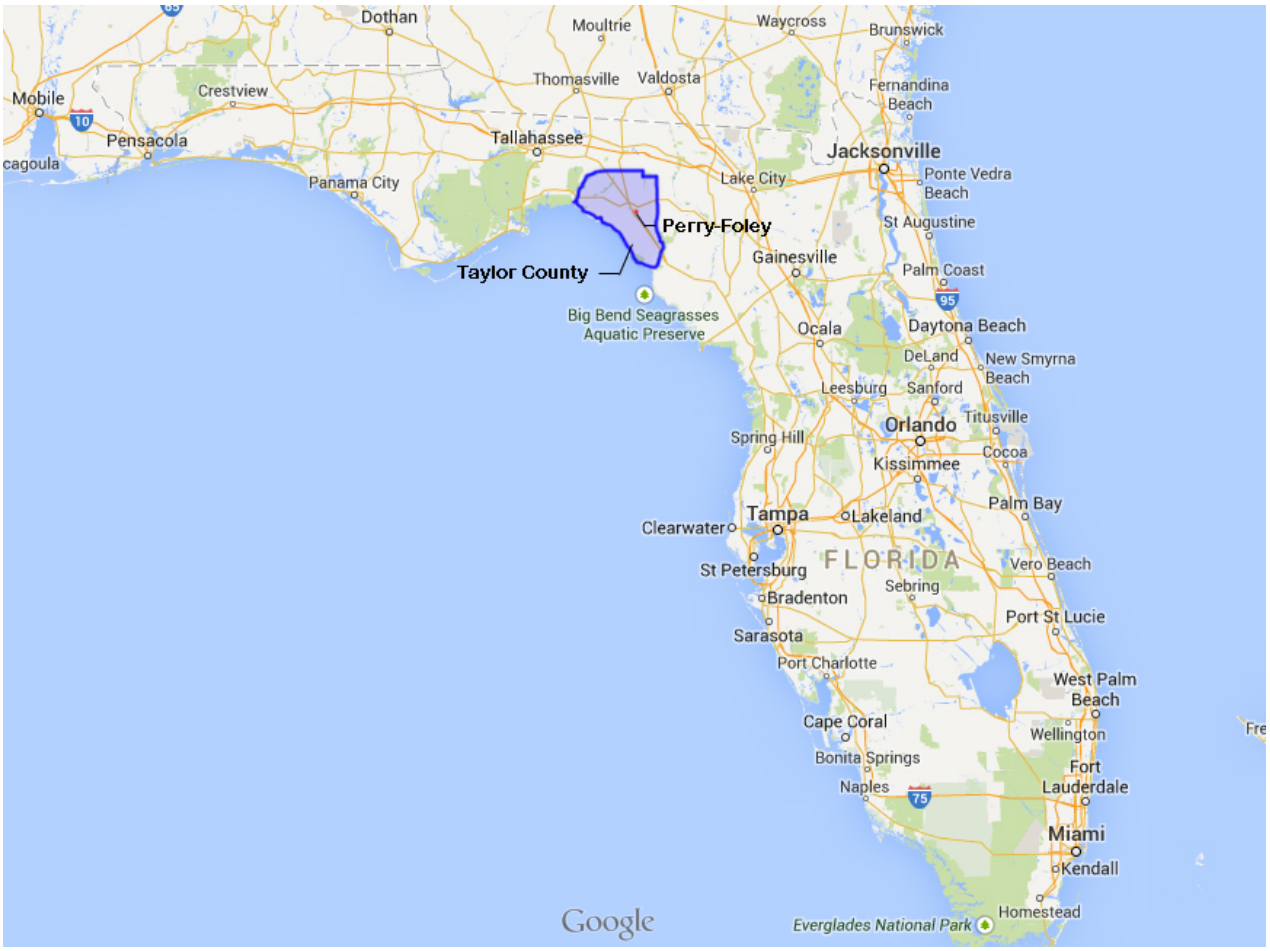
2.2 AIRPORT SETTING

Perry-Foley Airport is located in Taylor County, which is located in the curve of the Florida panhandle. Taylor County covers approximately 1,232 square miles of which about 189 Square miles are water. It is bordered by Jefferson County to the northwest, Madison County to the north, Lafayette County to the east, Dixie County to the southeast, and the Gulf of Mexico to the west and southwest, as shown in Figure 2-1Figure 2-1
VICINITY MAP. Nearly 90 percent of the land in Taylor County is devoted to commercial forests and the County has been referred to as the "Forest Capital of the South".

2.2.1 Location

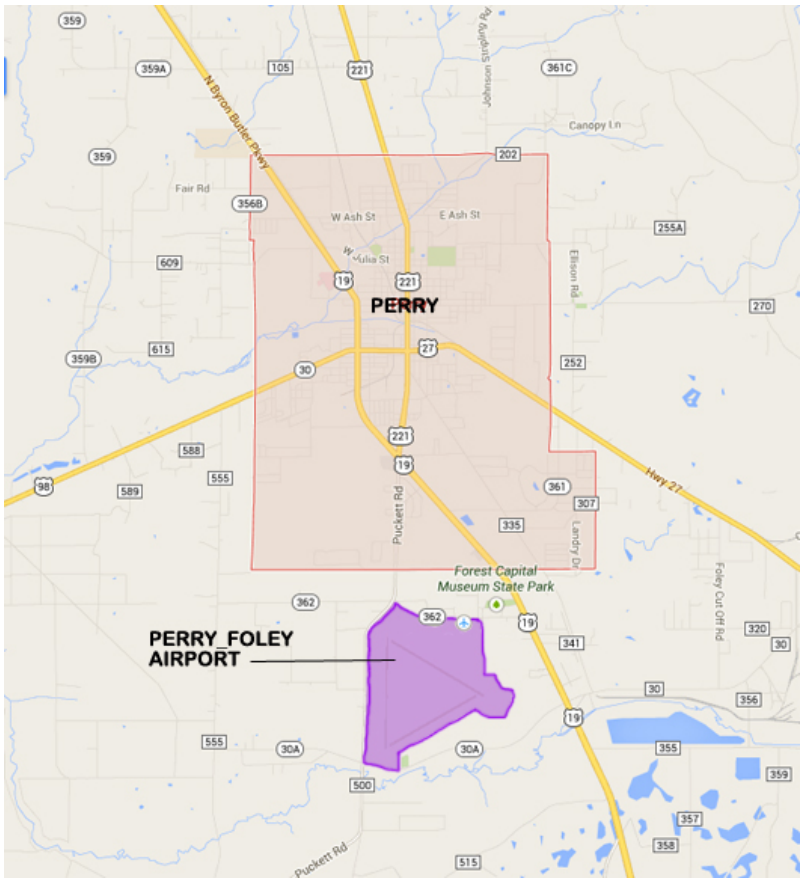
Perry-Foley Airport is located three miles south of Perry, Florida, outside of the city limits of Perry, as shown in Figure 2-2. The Airport is located just west of U.S. 19 and public access to the Airport is achieved via Industrial Drive, also known as State Road 362 and County Road 504. The Airport covers approximately 927 acres and the airfield has an elevation of 44 feet above mean sea level. Major cities in the vicinity of the Airport include Gainesville, FL (72 miles), Tallahassee, FL (45 miles), and Valdosta, GA (46 miles).

Figure 2-1
VICINITY MAP



Source: Google Maps

Figure 2-2
AIRPORT LOCATION MAP



Source: Google Maps

2.2.2 Administration

The Airport is owned and operated by Taylor County, Florida. A seven member Airport Advisory Committee counsels the Airport Manager and the Taylor County Board of County Commissioners on matters pertaining to the development, use, and general operation of the Airport. The Airport Advisory Committee members serve three year terms. The Airport Manager takes care of the day-to-day management of the Airport and reports to the Airport Director.

2.2.3 Airport History

The Airport was originally constructed by the United States Government during World War II as an Army Air Corps flight-training center on land donated by the residents of Taylor County willing to support the war effort. From 1943 to 1945, the Airport was used to train P51 fighter pilots who later went on to fly combat missions during the Pacific Campaign.

After World War II, the Airport was transferred to the community, as was common with the majority of airports constructed across the country during the War. Taylor County has been the owner and operator of the Airport for almost seventy years and has invested a significant amount of time and resources in maintaining the Airport for public use.

2.2.4 National Air Transportation System Role

The U. S. Secretary of Transportation is required to publish every two years a national plan to Congress that presents data, forecasts, and development plans of all public-use airports in the United States. This plan is referred to as the National Plan of Integrated Airport Systems (NPIAS). One of the main products of the NPIAS is a listing of infrastructure that will be eligible for federal grants. A general aviation (GA) airport is characterized in the NPIAS as an airport not receiving scheduled commercial passenger or cargo service. To be included in the NPIAS, airports should have at least 10 based aircraft and be located a minimum of 20 miles from other NPIAS airports. Airports located closer than 20 miles from another NPIAS airport can also be included based on several exception criteria. Meeting these requirements, the Perry-Foley Airport is included in the NPIAS and is classified as a GA airport. As a general aviation airport, Perry Foley Airport serves an important role in the national and state aviation systems. Facilities for aircraft storage and fueling are offered at the Airport.

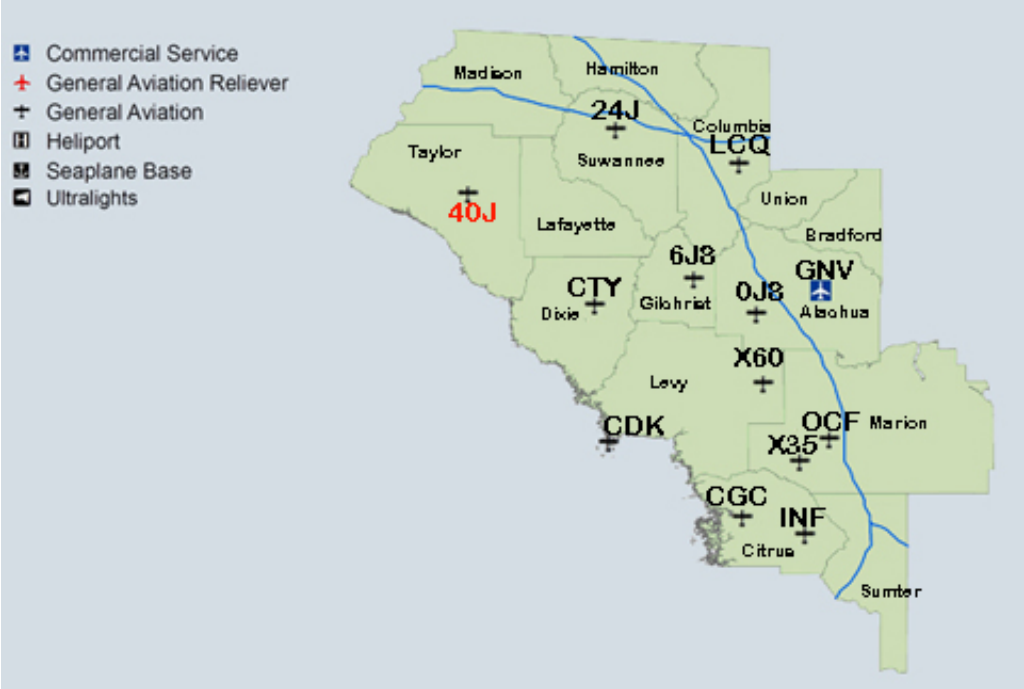
Within the United States, the FAA assigns location identifiers to airports. These are then adopted by the International Air Transport Association (IATA), which has airport or location identifiers for each airport around the World. The airport code is a three –character alphanumeric code. The International Civil Aviation Organization (ICAO) also uses and published a similar system. The assigned codes for each organization often bear little resemblance to one another. The ICAO designations are published in the ICAO Document 7910: *Location Indicators*. In general, IATA codes are usually derived from the name of the airport or the city it serves, while ICAO codes are distributed by region and country. Perry-Foley Airport has the IATA designation of 40J and the ICAO designation of K40J.

2.2.5 Florida Aviation System Plan

The Florida Aviation System Plan (FASP) is administered by the FDOT Aviation and Spaceports Office through its Continuing Florida Aviation System Planning Process (CFASPP). The CFASPP was established by the FAA and FDOT to maintain and enhance the Florida aviation system and to help keep the FASP in step with the constant changes by updating the FASP periodically.

Within the CFASPP, there are nine regions within the State of Florida. Perry-Foley Airport is located in the North Central Region of the CFASPP. This region encompasses Alachua, Bradford, Citrus, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Levy, Madison, Marion, Suwanee, Sumter, Taylor, and Union counties. There are thirteen public-use airports in the North Central Region. Of these, twelve, including Perry-Foley Airport, are designated as general aviation airports, while Gainesville Regional Airport is the only commercial airport in the Region, as shown in Figure 2-3.

Figure 2-3
NORTH CENTRAL FLORIDA REGION CFASPP



Source: CFASPP

2.3 METEOROLOGICAL CONDITIONS

Weather plays an important role in the operation of aircraft. It must be considered in a number of different airfield design parameters. Information regarding the Perry area's climate and wind characteristics is presented in this section.

2.3.1 Climate

Taylor County and the surrounding region are typically warm throughout the year. The average temperature varies between 57.7° Fahrenheit (F) in January to 81.1° F in August. In summer, the temperature generally drops approximately 20° F at night. The area experiences a distinct change of seasons accompanied by short cold periods in the winter. The annual mean temperature is 70.1° F. The average amount of sunshine per day is approximately 7.75 hours and the average annual rainfall is 49.97 inches.

2.3.2 Wind Coverage

Runway wind coverage at an airport refers to the percentage of time that crosswinds are below an acceptable velocity. According to the FAA Advisory Circular 150/5300-13A, *Airport Design*, the minimum wind coverage permitted for a runway, considering all observations, is 95 percent. This means that for 95 percent of the time, the crosswind component must be less than the maximum crosswind component of the aircraft landing at that specific airport. The crosswind component is calculated based on a crosswind not exceeding the following:

- 10.5 knots (12 miles per hour (mph)) for aircraft with an Airport Reference Code (ARC) of A-1 and B-1 (example aircraft include the Beech Bonanza, the Cessna Citation I, and the Beech King Air)
- 13 knots (15 mph) for ARC A-II and B-II (example aircraft include the Beech King Air 200, the DHC 6 Twin Otter, and the Cessna 441)
- 16 knots (18 mph) for ARC A-III, B-III, and C-I through D-III (example aircraft include the Dash 8, the DHC 5D Buffalo, and the Gates Learjet 24/25/28/29/54/55/56)
- 20 knots (23 mph) for ARC A-IV through D-IV (example aircraft include the Boeing YC-14, the Boeing 757, and the MD-11.)

If this coverage cannot be accomplished for the maximum crosswind component of the critical aircraft for a specific runway, then constructing a crosswind runway should be considered.

The Perry-Foley Airport has an Automated Weather Observing Station (AWOS) that has been in operation since 2007 collecting and recording hourly weather data for the Airport; a period of eight years. The FAA Advisory Circular 150/5300-13A states that a period of at least 10 consecutive years of wind data should be examined when analyzing airfield wind coverage. After consultation with the FAA however, it was determined that eight years of data from the Perry-Foley Airport would be more informative than ten years of data from one or more other adjacent airports. The Perry-Foley wind data combined with the 18/36 Runway configuration yielded the results contained in Table 2-1.

Table 2-1
WIND DATA FOR RUNWAY 18/36

	Perry-Foley
All Weather	
10.5 knots (12 mph)	97.35%
13 knots (15 mph)	98.89%
Visual Flight Rules (VFR)	
10.5 knots (12 mph)	97.20%
13 knots (15 mph)	98.92%
Instrument Flight Rules (IFR)	
10.5 knots (12 mph)	98.30%
13 knots (15 mph)	99.45%

Source: FAA AGIS Years 2006 through 2013

The information is given for three different conditions. The first is called all weather and covers all weather conditions. The second is called Visual Flight Rules (VFR) and covers those rules in effect when visual flight meteorological conditions occur, which is when the cloud ceiling is greater than 1,000 feet and the visibility is greater than three miles. The third condition is called Instrument Flight Rules or IFR. This occurs when the meteorological conditions are less than

1,000 feet and the visibility is at or lower than three miles. Only the crosswind components 10.5 and 13 knots were calculated, as aircraft in the higher wind groups are not expected to operate in significant numbers at the Airport.

It can be seen from Table 2-1 that the wind coverage for Runway 18/36, the primary runway, exceeds 95 percent under all conditions. This indicates that a crosswind runway is not required.

The same analysis was completed for Runway 12/30, one of the Airport's crosswind runways as shown in Table 2-2. The results indicate that a crosswind runway would be required under all weather and IFR conditions with the wind at 10.5 knots if this runway were utilized as the primary runway.

Table 2-2
WIND DATA FOR RUNWAY 12/30

	Perry-Foley
All Weather	
10.5 knots (12 mph)	94.42%
13 knots (15 mph)	96.86%
Visual Flight Rules (VFR)	
10.5 knots (12 mph)	95.40%
13 knots (15 mph)	97.50%
Instrument Flight Rules (IFR)	
10.5 knots (12 mph)	93.82%
13 knots (15 mph)	96.60%

Source: FAA AGIS Years 2006 through 2013

The analysis was also completed for the Airport's third runway, Runway 6/24 as shown in Table 2-3. The results indicate that a crosswind runway would not be needed under any of the wind conditions if Runway 6/24 were used as the primary runway.

Table 2-3
WIND DATA FOR RUNWAY 6/24

	Perry-Foley
All Weather	
10.5 knots (12 mph)	96.79%
13 knots (15 mph)	98.48%
Visual Flight Rules (VFR)	
10.5 knots (12 mph)	97.73%
13 knots (15 mph)	99.06%
Instrument Flight Rules (IFR)	
10.5 knots (12 mph)	96.69%
13 knots (15 mph)	98.66%

Source: FAA AGIS Years 2006 through 2013

Finally, the wind data was analyzed against the configuration using both of the Airport's Runways 18/36 and 12/30. Runway 6/24 was not included in this analysis as the previous Master Plan had determined that this runway should close and the Airport is preparing to do so. The results for the combined configuration of Runways 18/36 and 12/30 are shown in Table 2-4.

Table 2-4
WIND DATA FOR COMBINED RUNWAYS 18/36 AND 12/30

	Perry-Foley
All Weather	
10.5 knots (12 mph)	98.76%
13 knots (15 mph)	99.70%
Visual Flight Rules (VFR)	
10.5 knots (12 mph)	98.56%
13 knots (15 mph)	99.67%
Instrument Flight Rules (IFR)	
10.5 knots (12 mph)	99.21%
13 knots (15 mph)	99.89%

Source: FAA AGIS Years 2006 through 2013

This achieves the desired result where all of the wind coverage measures exceed 95 percent under all conditions recommended by the FAA. Only the crosswind components 10.5 and 13 knots were calculated, as aircraft in the higher wind groups are not expected to operate in significant numbers at the Airport. The information from the wind data indicates that the primary runway, Runway 18/36, is capable of being the only runway on the Airport given the wind

conditions. The crosswind runway, Runway 12/30, if it were the primary runway, would require a secondary runway. Runway 6/24 also could function as the sole runway on the Airport based solely on wind coverage. Given these results, it is not unexpected that the configuration that uses both Runways 18/36 and 12/30 would also result in satisfactory wind coverage. Specific wind rose information for each of the runways and each of the adjacent airports can be found in **Appendix A.**

2.4 HISTORICAL DATA

The historical aviation activity data for the Airport was taken from the 2015 FAA Terminal Area Forecast (TAF) for Perry-Foley Airport. This historical data is typically reported to the FAA by each respective airport on the FAA Airport Master Record (Form 5010).

2.4.1 Based Aircraft

The historical data for based aircraft for the Airport as shown in the 2015 FAA TAF for the Airport begins in 1990 and goes through 2013. The data is shown in

Figure **2-4** and Table 2-5.

Figure 2-4
HISTORICAL BASED AIRCRAFT

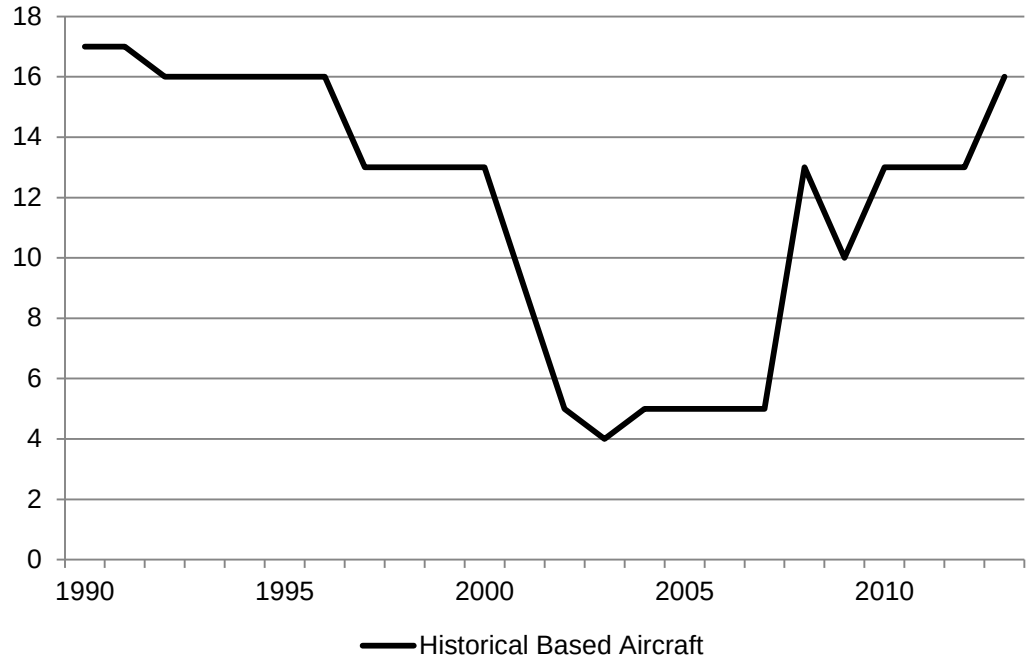


Table 2-5
HISTORICAL BASED AIRCRAFT

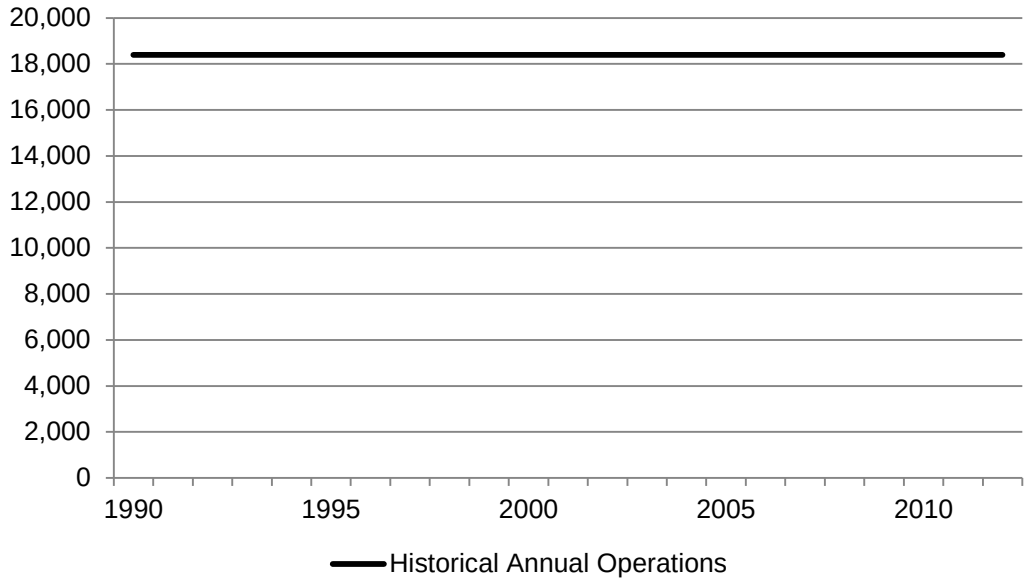
Year	Based Aircraft
1990	17
1991	17
1992	16
1993	16
1994	16
1995	16
1996	16
1997	13
1998	13
1999	13
2000	13
2001	9
2002	5
2003	4
2004	5
2005	5
2006	5
2007	5
2008	13
2009	10
2010	13
2011	13
2012	13
2013	16

From 1990 through 2003, the number of aircraft based at the Airport declined from 17 in 1990 to 4 in 2003. This trend immediately turned around and the number of based aircraft rose steadily until 2009 when the number of based aircraft sank to 10 aircraft. In 2013, the Airport reported a total of 16 based aircraft.

2.4.2 Aircraft Operations

Similar to the based aircraft forecast, the number of annual operations was taken from the 2015 FAA TAF. The data is shown Figure 2-5 and Table 2-6.

Figure 2-5
HISTORICAL ANNUAL AIRCRAFT OPERATIONS



From the year 1990 through the year 2013, the Airport has steadily reported that the annual operations number 18,400.

Table 2-6
HISTORICAL ANNUAL AIRCRAFT OPERATIONS

Year	Annual Operations
1990	18,400
1991	18,400
1992	18,400
1993	18,400
1994	18,400
1995	18,400
1996	18,400
1997	18,400
1998	18,400
1999	18,400
2000	18,400
2001	18,400
2002	18,400
2003	18,400
2004	18,400
2005	18,400
2006	18,400
2007	18,400
2008	18,400
2009	18,400
2010	18,400
2011	18,400
2012	18,400
2013	18,400

2.5 AIRSIDE FACILITIES

Airside facilities are those required to support the movement and operation of aircraft. This involves not only the Airport's runway and taxiway system; it also includes the airfield lighting, pavement markings, takeoff and landing aids, and airfield signage.

2.5.1 Aircraft Movement Areas

Aircraft movement areas include paved and unpaved surfaces that enable aircraft to move to and from the runway. This includes not only the runway and taxiways, but the Airport's aprons. Figure 2-6 provides an aerial layout of the facilities at the Airport. Perry-Foley Airport currently has three runways, Runway 18/36 is the primary runway and Runways 12/30 and 6/24 are the crosswind runways.

Figure 2-6
PERRY-FOLEY AIRPORT AERIAL PHOTO

2.5.1.1 Runway 18/36

Runway 18/36 is oriented in a north/south direction and meets the design criteria for an Airport Reference Code (ARC) of B-II. An ARC is composed of the Airplane Design Group, which is the classification of aircraft based on wingspan and tail height, and the Approach Speed, which is the FAA classification of aircraft based on approach speeds. The ARC classification B-II means Runway 18/36 accommodates aircraft with wingspans up to but not including 79 feet, and having approach speeds up to 121 knots. Examples of B-II aircraft include the Beech King Air C90, the Cessna Citation III, and the Grumman Gulfstream I.

Runway 18/36 is a 4,986 foot long by 100 foot wide, asphalt runway. The runway does not currently have any displaced thresholds, which are thresholds located at a point on the runway

beyond the beginning of the runway. Displaced thresholds shorten the length of the runway and are typically put into effect to allow aircraft to avoid obstructions to the airspace at the ends of a runway.

According to the FDOT Statewide Airfield Pavement Management Program Report of May 2011, the pavement of Runway 18/36 was in fair condition with a Pavement Condition Index (PCI) of 56.

2.5.1.2 Runway 12/30

Runway 12/30 is oriented in a west-northwest by east-southeast direction. It also meets the design criteria for an ARC of B-II runway.

Runway 12/30 is a 4,754 foot long by 100 foot wide, asphalt runway. The runway does not currently have any displaced thresholds. According to the FDOT Statewide Airfield Pavement Management Program Report of May 2011, the pavement of Runway 12/30 was in poor condition with a PCI of 50.

2.5.1.3 Runway 6/24

Runway 6/24 is oriented in a northeast/southwest direction. It also meets the criteria of an ARC of B-II runway. According to the FDOT Statewide Airfield Pavement Management Program Report of May 2011, the pavement of Runway 6/24 was in serious condition with a PCI of 21.

This runway is 4,378 feet long by 150 feet wide and constructed of asphalt. It was slated for closure in the 2005 Master Plan Update and the County is preparing to do so. Data for all three runways can be found in Table 2-7.

Table 2-7
PERRY-FOLEY RUNWAY DATA

Characteristic	Runway 18/36	Runway 12/30	Runway 6/24
Length and Width (feet)	4,986 x 100	4,754 x 100	4,378 x 150
Displaced Threshold	None	None	None
Marking (condition)	Non-Precision (Good)	Basic (Good)	Basic (Poor)
Approach Aids	2-Box PAPI	2-Box PAPI	None
Surface type	Asphalt	Asphalt	Asphalt
Strength (pounds)	30,000	30,000	30,000
Effective Gradient (%)	0.04%	0.03%	0.06%
Pavement Condition Index (PCI) (2011)	Fair (56)	Poor (50)	Serious (21)

The FAA has developed various safety standards to provide an adequate safety margin for aircraft operators and for others in the general vicinity of a runway. These standards vary based upon the design aircraft wingspan and approach speed as well as the approved approach procedures to each runway end. The following provides a brief description of the runway safety criteria set by the FAA:

- **Runway Safety Area (RSA)**: These areas are centered upon the runway centerline and run along the sides and ends of each runway. The terrain within the RSA must be able to support maintenance and emergency response vehicles, as well as the occasional passage of aircraft. These areas must be smoothly graded and be free of any objects (except those needed to support aircraft operations) including aircraft and vehicles while an operation is occurring on the runway. The purpose of an RSA is to minimize damage to aircraft and injuries to passengers in the event an aircraft leaves the runway. The RSA dimensions depend on the aircraft approach category and on the physical characteristics of the critical aircraft identified for the runway.
- **Runway Object Free Area (ROFA)**: This safety criterion provides a defined area, which runs along the sides of and beyond the runway end, which must be free of any permanent objects. It is permissible to taxi and hold aircraft within a ROFA, but not to park them in this area.
- **Runway Object Free Zone (OFZ)**: Very similar to the ROFA, the OFZ is centered on the runway centerline and extends beyond each runway end by 200 feet. The OFZ must remain free of all objects during an aircraft operation.
- **Runway Protection Zones (RPZ)**: The RPZ is a trapezoid shape located at the end of each runway, with the shortest side located 200 feet beyond the runway threshold and centered on the runway centerline. The RPZ is designed to protect property and people on the ground off the end of a runway as this area is statistically where most aircraft accidents are likely to occur. The RPZs at opposite runway ends may have different dimensions as determined by the approved procedure to that specific runway end. Airport operators should have legal control over the property within the defined RPZ at each runway end.

Table 2-8 provides a listing of the design standards for each of these safety criteria for Runways 18/36, 12/30, and 6/24.

Table 2-8
RUNWAY SAFETY AREA CRITERIA

Safety Criteria		Runway 18/36 (in feet)	Runway 12/30 (in feet)	Runway 6/24 (in feet)
Runway Safety Area (RSA) Width		150	150	150
RSA Length Beyond Departure End		300	300	300
Runway Object Free Area (ROFA) Width		500	500	500
ROFA Length Beyond Runway End		300	300	300
Obstacle Free Zone (OFZ) Width		250	250	250
OFZ Length Beyond Runway End		200	200	200
Runway Protection Zone (RPZ)	Runway 18	1,000 x 700 x 500		
	Runway 36	1,000 x 700 x 500		
	Runway 12		1,000 x 700 x 500	
	Runway 30		1,000 x 700 x 500	
	Runway 6			1,000 x 700 x 500
	Runway 24			1,000 x 700 x 500

Note: RPZ dimensions given as length x outer width x inner width
Source: Perry-Foley Airport Layout Plan, 2005 and FAA Form 5010

2.5.1.4 Taxiways

The purpose of any taxiway system is to support the operational activity and enhance the safety of aircraft ground movements. Taxiways also act to enhance the capacity of the runway system by allowing aircraft to move on and off the active runway system in an efficient manner. A good taxiway system is designed to provide freedom of movement to and from the runways and between aviation facilities at an airport. Such a system is essential to non-towered airports such as Perry-Foley Airport. At a minimum, the FAA recommends that each end of the primary runway should be easily accessible from the terminal and hangar areas. Ideally, all runway ends would be easily accessible from the terminal and hangar areas. Taxiway systems include entrance and exit taxiways, by-pass taxiways, taxiway run-up areas, apron taxiways, and taxilanes. The Airport currently had three taxiways.

Taxiway A is located in the north of the airfield, travels in an east/west direction, and connects Runways 12 and 18 with the Terminal area, the T-hangars, the tie-down apron and Taxiway C. According to the FDOT Statewide Airfield Pavement Management Program Report of May 2011, the pavement of Taxiway A was in fair condition with a Pavement Condition Index (PCI) of 66.

Taxiway B travels diagonally in a southwest/northeast direction, and connects Runways 6 and 36 with Taxiway A and the terminal area. According to the FDOT Statewide Airfield Pavement

Management Program Report of May 2011, the pavement of Taxiway B was in fair condition with a PCI of 66.

Taxiway C is located on the eastern portion of the airfield, travels north/south, and connects Taxiway A with Runways 30 and 24. According to the FDOT Statewide Airfield Pavement Management Program Report of May 2011, the pavement of Taxiway C was in fair condition with a PCI of 67.

The required distance between a taxiway/taxilane centerline and other objects is based on the required wingtip clearance, which is a function of the wingspan of the Airport Design Group (ADG) for the corresponding runway. Each of the Runways at Perry-Foley Airport has an ADG of II. The requirements for Runway ADG-II taxiways are shown in Table 2-9 and are compared with the current metrics of the three taxiways.

Table 2-9
DESIGN STANDARDS FOR ADG II TAXIWAYS

Item	ADG II	Taxiway		
		A	B	C
Taxiway Safety Area Width (TSA)	79	79	79	79
Taxiway Object Free Area Width (OFA)	131	131	131	131
Taxiway Centerline to Parallel Runway Centerline	240	n/a	n/a	n/a
Taxiway Centerline to Parallel Taxiway/Taxilane Centerline	105/97	160	n/a	n/a
Taxiway Centerline to Fixed or Moveable Object	65.5	65.5	65.5	65.5

Pavement width requirements for taxiing aircraft are based on the Taxiway Design Group (TDG), which is based on the dimensions of the aircraft's undercarriage. The requirements for Taxiway Design Group (TDG) 2 taxiways are shown in Table 2-10. This table compares these requirements against the current metrics of the three taxiways.

Table 2-10
DESIGN STANDARDS FOR TDG 2 TAXIWAYS

Item	TDG 2 (in feet)	Taxiway		
		A	B	C
Taxiway Width	35	35	35	35
Taxiway Edge Safety Margin	7.5	7.5	7.5	7.5
Taxiway Shoulder Width	10	n/a	n/a	n/a
Taxiway/Taxilane Centerline to Parallel Taxiway/Taxilane Centerline	69	n/a	n/a	n/a

2.5.2 Airfield Lighting

Proper airfield lighting is required at all airports that have nighttime operations. Perry-Foley Airport has lighting systems that enable it to accommodate nighttime aircraft operations.

2.5.2.1 Identification Lighting

The Airport's rotating beacon is located in the northwest area of the Airport near the maintenance area of the Airport, as shown in Figure 2-15. This area is accessed via S.R. 362, Industrial Drive. The rotating beacon indicates the location and presence of an airport at night or in adverse weather conditions. The beacon's tower is equipped with an optical rotating system that projects two beams of light, one green and one white, 180 degrees apart, in accordance with FAA criteria. This indicates that the Airport is a civil airport. An airport rotating beacon is a visual navigational aid (navaid) located at many airports.

The rotating beacon is in satisfactory condition. It operates dusk to dawn and when the airfield is operating under Instrument Flight Rules (IFR) conditions.

2.5.2.2 Runway Lighting

Runway lights allow pilots to identify the edges of a runway and assist them in determining the remaining length at night and during periods of restricted visibility. These lighting systems are classified according to their intensity or brightness. Runway 18/36 and Runway 12/30 are equipped with Medium Intensity Runway Lights (MIRL). This system can be activated by pilots through the Common Traffic Advisory Frequency (CTAF), frequency 122.800 MHz. Runway 6/24 is not equipped with runway lighting.

2.5.2.3 Taxiway Lighting

Taxiway A has Medium Intensity Taxiway Edge Lights (MITL). The other taxiways do not have lighting.

2.5.3 Pavement Markings

Pavement markings delineate the various movement areas on the airfield. Runway 18/36 and Runway 12/30 have designation numbers and centerline striping. Runway 18/36 also has threshold bars and aiming point markers. These indicate a non-precision instrument approach, and they are considered to be in good condition. Runway 12/30 has aiming point markers, but does not have threshold bars. This indicates a basic runway marking. The Runway 12/30 markings are considered to be in good condition. Runway 6/24 has designation numbers and centerline striping. However, it does not have threshold bars or aiming point markers. These indicate a basic runway marking. The Runway 6/24 markings are considered to be in poor condition.

The designation markings identify the runways by their magnetic azimuth, while the threshold markings identify the beginning of the available landing area. All of the runway markings are painted white.

Each of the taxiways has visible centerline stripes with runway holding position markings located at the required locations. The taxiway centerline markings are yellow.

2.5.4 Take-off and Landing Aids

There are a number of different takeoff and landing aids at the Perry-Foley Airport. As with the runway and taxiway lighting, any takeoff or landing lights that emit light, with the exception of the lighted windsock are pilot controlled through the Common Traffic Advisory Frequency (CTAF).

2.5.4.1 Wind Indicators and Segmented Circle

Perhaps the most basic takeoff and landing aid is the windsock, which indicates wind direction and speed. Currently there are two, lighted wind socks on the Airport. One is located south of the intersection of Runways 18/36 and Runway 12/30.

Segmented circles are often co-located with a wind sock. A segmented circle performs two functions; it aids the pilot in locating airports and it provides a centralized location for indicators and signal devices that may be required on a particular airport. The Airport does not have a segmented circle. Segmented circles are required and are particularly helpful to pilots at non-towered airports.

2.5.4.2 Runway End Identification Lights

The identification of the runway ends and thresholds are critical to a pilot during landing and takeoff. Therefore, runway ends are often equipped with special lighting configurations to aid in their identification. Runway End Identifier Lights (REIL) provide pilots with rapid and positive visual identification of the approach end of the runway during night, instrument, and marginal weather conditions. REILs also aid in the identification of the runway end in areas have a featureless terrain. The systems consist of a pair of synchronized white flashing lights, which are located on each side and abeam of the runway end threshold lights. None of the Runways at the Airport have REILs.

2.5.4.3 Precision Approach Path Indicators

There are a number of systems installed at airports that provide guidance information of the aircraft's position relative to the correct approach, in the vertical plane, to the runway. At Perry-Foley Airport, Precision Approach Path Indicators (PAPI) systems have been installed on both ends of Runways 18/36 and 12/30. These lights operate continuously

PAPIs provide the pilot with visual descent information during an approach to a runway. These lights are typically visible from five miles during the day and up to 20 miles or more at night. PAPIs use a light bar unit that is installed in a single row perpendicular to the runway edge. The lights project a beam of white light in the upper segment and red light in the lower segment. Depending on the aircraft's angle in relation to these lights, the pilot will receive a visual indication of the aircraft's position relative to the desired 4.00 degree approach slope. Both ends of Runways 18/36 and 12/30 have a 2-light PAPI system located on the right side of the Runway when viewed from an approaching aircraft. Runway 6/24 does not have a PAPI system.

2.6 AIRSPACE AND AIR TRAFFIC CONTROL

The Federal Aviation Administration has regulatory control over flight routes whether enroute, on approach, or departure from an airport. The FAA has divided the airspace over and between

airports into various classifications. These classifications are separated into controlled airspace and uncontrolled airspace. The controlled airspaces are defined as shown in Table 2-11.

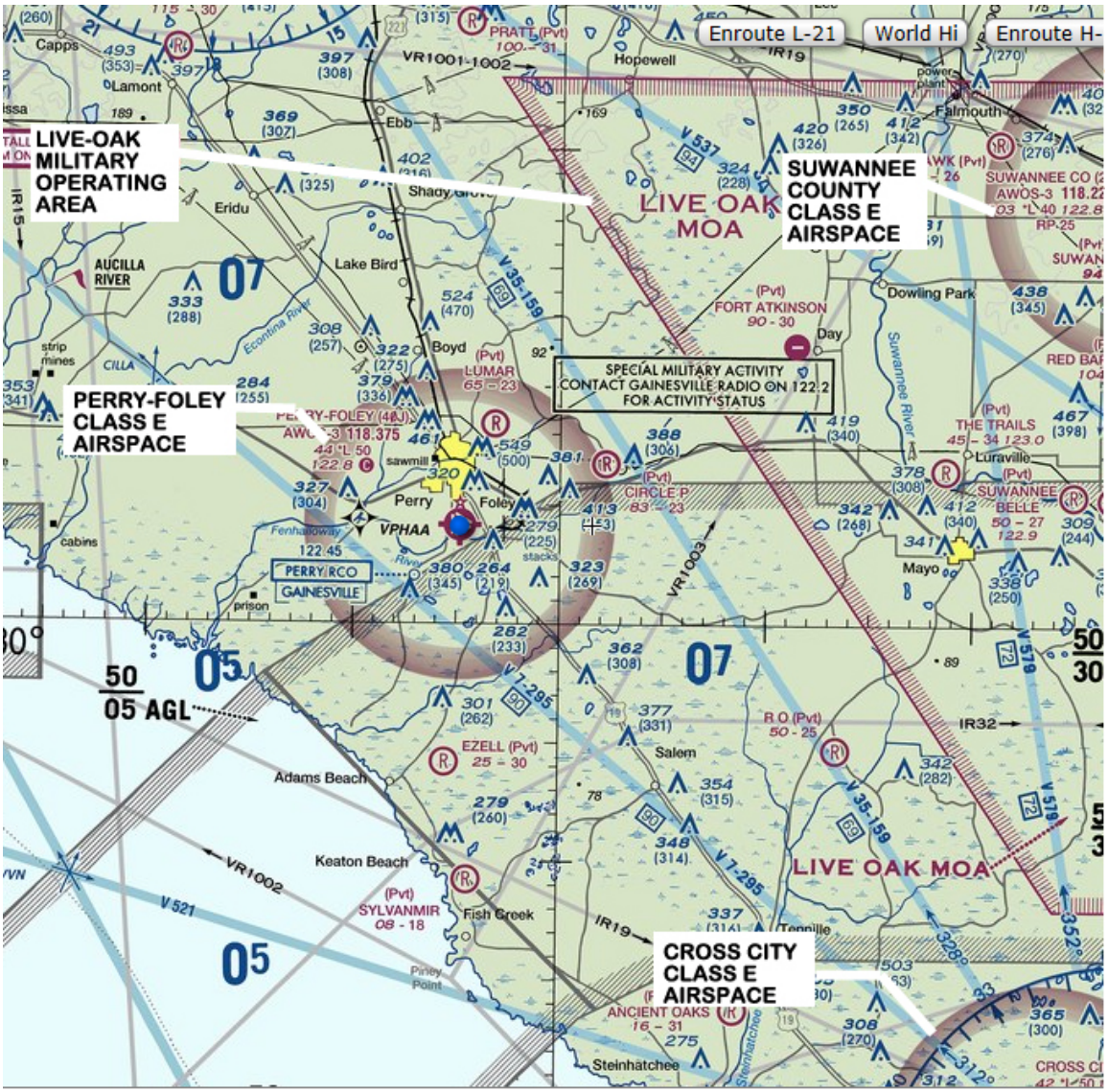
Table 2-11
AIRSPACE CLASSIFICATIONS

Controlled Airspace Classification	Description
A	Begins at 18,000 feet above mean sea level (AMSL) and continues upward. Used to manage enroute air traffic
B	Surrounds the busiest airports such as Orlando and Tampa
C	Surrounds the next level of bust airports. These include such airports as Orlando Sanford and Daytona Beach
D	Surrounds airports that have an air traffic control tower that are not located in Class B Or C airspace
E	Any other controlled airspace
G	Any uncontrolled airspace

The Perry-Foley Airport does not have an air traffic control tower and it is not located within the close environs of another busy airport. It has published instrument approach procedures for Runways 18 and 36. Therefore, its airspace is classified as Class E, which has no defined vertical limit. Rather, it extends upward from either the surface or from a designated altitude to the overlying or adjacent airspace. It the case of this airport, it extends upward from the surface. Class E airspace does not require specific pilot certification or specific aircraft equipment as some of the higher classifications do.

There is other controlled airspace in the vicinity of the Airport as shown in Figure 2-7. These include those for Cross City and Suwanee County, neither of which have control towers. The Live Oak Military Operating Area is located approximately 15 nautical miles to the east of the Airport. A Special Military Activity Area (MOA), which traverses the State from west to east is located immediately south of the Airport. The northern boundary of this special activity area is located approximately one nautical mile south of the Airport. This corridor is approximately 20 nautical miles wide and protects airspace from 500 feet above ground level (AGL) to 6,000 feet above mean sea level (AMSL). Aircraft operating in the vicinity of the Special Military Activity Area should contact Gainesville Flight Service Station (FSS) for the operational status.

Figure 2-7
PERRY-FOLEY AIRSPACE



Source: FAA Jacksonville Sectional Aeronautical Chart 93rd Edition, August 21, 2014.

2.6.1 Approach Procedures

Perry-Foley Airport features non-precision approaches for both Runways 18 and 36. Table 2-12 shows the required approach minima for Runway 18 and 36. The approach plates current to the Airport as of 11 December 2014 are included as **Appendix B.**

Table 2-12
PERRY-FOLEY INSTRUMENT APPROACH PROCEDURES

Procedure Name	Minimum Visibility	Minimum Descent Altitude Mean Sea Level
RNAV (GPS) Runway 18	Aircraft Groups A, B, and C: 1 mile	660 feet
RNAV (GPS) Runway 36	Aircraft Groups A and B: 1 mile, Aircraft Groups C and D: 1 1/4 mile	460 feet

Source: FAA Southeast Terminal Procedures, Date 11 December 2014

2.6.2 Vicinity Airports

Pilots who use Perry-Foley Airport can travel to a large variety of airports within a short distance. Commercial, general aviation and private airports surround the region and provide many different services to the flying public. Table 2-13 presents a list of public-use airports within the vicinity of Perry-Foley Airport. This list also details the number of runways, instrument approaches, services available, based aircraft and annual operations for each of the listed airports. Table 2-14Table 2-14 is a list of private airports within 40 nautical miles of the Perry-Foley Airport.

Table 2-13
VICINITY AIRPORTS

Airport ID	Airport	City	Runways	Pavement	Instrument Approaches	Services			Based Aircraft	Annual Operations	Nautical Miles from Perry-Foley
						Fuel	Airframe and Powerplant	Avionics			
Commercial Service (Within 60 Nautical Miles											
TLH	Tallahassee Regional	Tallahassee, FL	9/27-8,003 x 150, 18/36-7,000 x 150	Asphalt	ILS, GPS, VOR	100LL, Jet A	Yes	Yes	98	58,765	44.5
VLD	Valdosta	Valdosta, GA	17/35-8,002 x 150, 4/22-5,598 x 100	Asphalt	ILS, GPS, VOR	100LL, Jet A	Yes	Yes	57	16,790	45.5
Public Use General Aviation Airports (Within 50 Nautical Miles)											
X13	Carrabelle-Thompson	Carrabelle, FL	5/23-4,000 x 75	Asphalt	VFR Only	100LL	No	No	6	528	59.8
CTY	Cross City	Cross City, FL	4/22-5,005 x 75, 13/31-5,001 x 100	Asphalt	GPS,VOR	100LL, Jet A	Yes	No	12	17,885	35.9
LCQ	Lake City Gateway	Lake City, FL	10/28-8,003 x 150, 5/23-4,000 x 75	Asphalt	GPS, NDB	100LL, Jet A	Yes	No	32	28,835	52.1
6J8	Oak Tree Landing	High Springs, FL	9/27-5,600 x 75	Asphalt	VFR Only	No	No	No	2	200	52.1
2J9	Quincy Municipal	Quincy, FL	14/32-2,964 x 75	Asphalt	VOR	100LL	Yes	No	60	6,240	59.7
24J	Suwannee County	Live Oak, FL	7/25-4,005 x 75	Asphalt	GPS	100LL	Yes	No	37	16,425	32.0
2J0	Wakulla County	Panacea, FL	18/36-2,590 x 70	Turf	VFR Only	No	No	No	19	16,775	42.6

Table 2-14
PRIVATE AIRPORTS WITHIN 40 NAUTICAL MILES OF PERRY-FOLEY AIRPORT

ID	City	Name	Nautical Miles From Perry-Foley
FA29	Perry	Lumar Field Airport	4
FA32	Perry	Circle P Airport	7.1
5FL1	Keaton Beach	Ezell Airport	10.1
6FL4	Keaton Beach	Sylvanmir Farms Airport	14.9
9FD7	Day	Fort Atkinson Plantation Airpark	16
33FD	Mayo	R O Ranch Airport	18.8
2FA9	Lamont	Mount Olive Farm Airport	19.2
FD50	Luraville	The Trails Airport	20.5
20FD	Greenville	Pratt Airport	21.4
4FL0	Lamont	Turkey Scratch Plantation Airport	23.3
39FD	Steinhatchee	Ancient Oaks Airport	23.6
9FL0	Live Oak	Suwannee Belle Airport	25.7
99FL	Lee	Madison County Airport	26.6
FL18	O'Brien	Suwannee Farms Airport	27.3
FL09	Live Oak	Kittyhawk Estates Airport	27.8
FD42	Live Oak	Cooksey Brothers Airport	28.6
38FA	Madison	Blue Springs Airport	30.2
FD61	Live Oak	Red Barn Acres Airport	30.9
FD71	Branford	O'Brien Airpark East/West	31
74FL	Monticello	Jefferson Landings Airport	31.6
9FD9	Mc Alpin	Buddy's Ag Service Airport	32
9FL8	Greenville	Finlayson Farm Airport	33
FD63	Jasper	Squires Aviation Ranch Airport	33.2
8FD1	Mc Alpin	Buckner Airport	33.9
53FD	Tallahassee	Charlotte's Field Airport	34
FA88	Live Oak	Pittman Oaks Airport	34.9
FL10	Mc Alpin	Little River Airport	35
2FD0	Branford	Flints Flying Ranch Airport	35.4
FL07	Live Oak	Wings n Sunsets LLC Airport	35.7
FL08	Live Oak	Florida Sheriffs Boys Ranch Airport	35.9
FL52	Tallahassee	Angel's Field Airport	36
45FL	Live Oak	Moss Meadows Airport	36.4
FA25	Tallahasse	Black Creek Pass Airport	36.5
7FD9	Madison	Estherbrook Aerodrome	36.6
FA11	Jennings	Bird Field Airport	37.1
9FL5	Bell	Shady Bend Airport	37.3
FD16	Branford	Flying C Farm Airport	37.3
0FL1	Branford	Thompson Airfield	39
FL12	Miccosukee	Ingalls Field Airport	39
86FD	Bell	Country Landings Airport	40

2.7 AIRPORT FACILITIES

The majority of the Airport's facilities are located on the north side of the Airport. This area is accessed from State Road (S.R.) 362, otherwise known as Industrial Drive.

2.7.1 Airport Terminal

The Airport terminal, built in 2006, is accessed from Industrial Drive and is located on the north side of the Airport. The terminal building contains the Airport administration offices, the Fixed Base Operator (FBO), a pilot's lounge, a conference room, and restrooms. The terminal has approximately 1,800 square feet and nine vehicle parking spaces.

Figure 2-8
AIRSIDE VIEW OF THE PERRY-FOLEY AIRPORT TERMINAL

2.7.2 Hangars and Other Buildings

There are several types of hangars, and Perry-Foley hosts at least three different types; T-hangars, conventional or "box" hangars, and shade hangars. T-hangars typically house a single small aircraft. Several of these are usually nested together in such a way that the footprint of an individual hangar looks like a "T", while the combined footprint is long and linear. Conventional hangars are built in a number of sizes and can house one or more aircraft depending on the size of the structure. Shade hangars have a roof, but may or may not have any walls.

2.7.2.1 T-hangars

The Airport currently has one building of T-hangars with eight units within the building. The T-hangars appear to be in good condition as shown in Figure 2-9.

Figure 2-9
T-HANGARS

2.7.2.2 Conventional Hangars

There is one conventional hangar on the Airport, built in 1942. This hangar measures approximately 11,000 square feet. There are two office lean-to structures attached to the hangar. Each has approximately 1,400 square feet. There are approximately 10 parking spaces located adjacent to the conventional hangar.

Figure 2-10
CONVENTIONAL HANGAR

2.7.2.3 Shade Hangars

There are currently three shade hangars on the Airport. The first has approximately 5,000 square feet and is enclosed on three sides as shown in Figure 2-11. The remaining two have approximately 1,550 square feet each. Figure 2-12, shows three shade hangars, each with two sides. The shade hangar farthest from the camera has since been removed from the Airport and the remaining two have been relocated from the apron area to the revetment area.

Figure 2-11
LARGE SHADE HANGAR

Figure 2-12
THREE SHADE HANGARS

2.7.2.4 General Buildings

There are a number of buildings located on the Airport that provide a function other than storing aircraft. These include a building that houses the Taylor County Fire Rescue Station No. 1, a building that is currently leased to a medical evacuation company, a water tower, and a maintenance yard that houses the electrical vault.

The Taylor County Fire Rescue Station No. 1 facility has airside access as well as vehicular access from S.R. 362, Industrial Drive. It has approximately 10,350 square feet of space and 12 vehicular parking spaces.

Figure 2-13
TAYLOR COUNTY FIRE RESCUE FACILITY

The Airport owns a building located just off of Industrial Drive that is currently leased to a medical evacuation service. This building has approximately 1,875 square feet of space and has seven marked vehicular parking spaces. This building is shown in Figure 2-14.

Figure 2-14
LEASED BUILDING

The Airport maintenance yard is located in the northwest region of the Airport. Taylor County is responsible for Airport maintenance and provides maintenance support for all airport facilities and equipment owned by the County. The maintenance yard is also the location for the Airport Rotating Beacon and the airfield electrical vault. The Airport maintenance yard has direct access to both the airfield and the S.R. 362, Industrial Drive.

Figure 2-15
AIRPORT MAINTENANCE YARD

Source: Google Earth 2015

2.7.3 Aircraft Parking Areas

An aircraft parking apron is located immediately north of Taxiway A. This apron has approximately 40,000 square yards of pavement that were given a “very poor” rating in the May 2011 FDOT Airfield Pavement Management Program Report. The Pavement Condition Index (PCI) for this pavement was given as 30 at that time.

This apron is used for the tie-down of based and itinerant aircraft and has 20 designated tie-down spaces. While four shade hangars are shown as being located on this apron, only the large one remains in this area. Two others have been relocated to the revetment area, and the third has been removed from the Airport. Approximately 2,450 square yards have been fenced off for the exclusive use of the Taylor County Fire Rescue Facility as shown in Figure 2-16.

Figure 2-16
AIRCRAFT PARKING APRON

Source: Google Earth 2015

2.7.4 Aviation Fuel Storage

The Airport has two 12,000-gallon fuel tanks. One tank contains 100 Low Lead (LL) fuel or Avgas. The second tank supports Jet A fuel. The fuel facilities are available 24 hours a day seven days a week with the use of a credit card.

Figure 2-17
100LL FUEL FACILITY

2.7.5 ASOS and AWOS

The Airport is equipped with two co-located weather stations. The first is an Automated Surface Observing System (ASOS), which was operated by the National Weather Service, but which was abandoned shortly after the second system was installed. The second system is an Automated Weather Observing Station (AWOS-III), which is operated by the FAA.

2.7.6 Airfield Electrical Vault

The airfield electrical vault is located adjacent to the rotating beacon in the Airport Maintenance Yard and was upgraded during the runway rehabilitation projects in 1994. The electrical vault is in good condition and has sufficient capacity for expansion.

2.7.7 Airfield Security Fencing

The Airport airfield is completely enclosed with a six foot high fence with three strands of barbed-wire at the top. There are a number of gates within the fence for efficient access to the airfield.

2.7.8 Airport Industrial Park

An industrial park is situated to the north of Industrial Drive. This area is part of the original land grant by the War Assets Administration that deeded the Airport to Taylor County. Some of the parcels in the industrial park have been released from Federal obligations and sold. The Taylor County Economic Development Authority manages the industrial park and there are still parcels available for development.

2.8 AIRPORT INFRASTRUCTURE

The information in this section was determined from past planning studies. It should be noted that prior to any development at the Airport, detailed utility surveys or drawings should be obtained.

All buildings on the Airport are served by wells and septic systems located on the property. Electric Power is provided by Duke Energy. Water and gas are provided by the City of Perry. Telephone landline service is provided by FairPoint Communications.

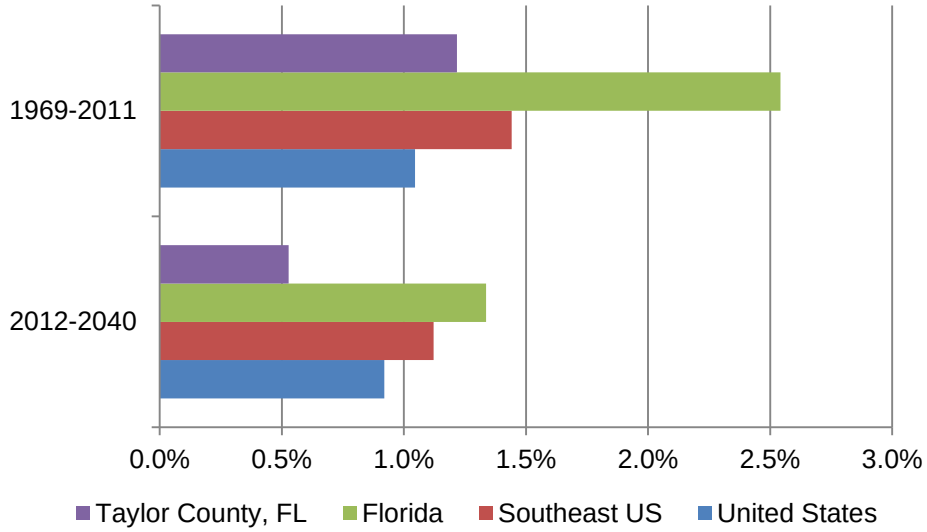
2.9 AREA DEMOGRAPHICS

Aviation activity levels have traditionally been linked to several socioeconomic indicators. The connection is related to the relatively high cost of operating an aircraft and, in some cases, the percent of population using the services of general aviation airports remains constant. This section presents data on population, employment, and personal income per capita for the United States, the Southeastern United States, Florida, and Taylor County, Florida areas. The Southeastern United States for this data is defined as Kentucky, West Virginia, Virginia, Tennessee, North Carolina, South Carolina, Arkansas, Louisiana, Mississippi, Alabama, Georgia, and Florida.

2.9.1 Population

The population in Taylor County experienced an average annual growth rate of 1.2 percent in the period between 1969 and 2012. This rate of growth was larger than that for the United States, but was much smaller than that of the State of Florida and smaller than the Southeast United States. It must be said, however, that the Southeastern United States is the fastest growing region in the United States and Florida is the fastest growing region within the Southeastern region.

Figure 2-18
HISTORICAL AND PROJECTED
COMPOUNDED ANNUAL GROWTH RATE FOR POPULATION



For the period between 2012 and 2040, the average annual rate of growth for each of the areas is anticipated to slow somewhat. Taylor County's average annual rate of growth is anticipated to slow to 0.5 percent.

Table 2-15
HISTORICAL AND PROJECTED POPULATION DATA

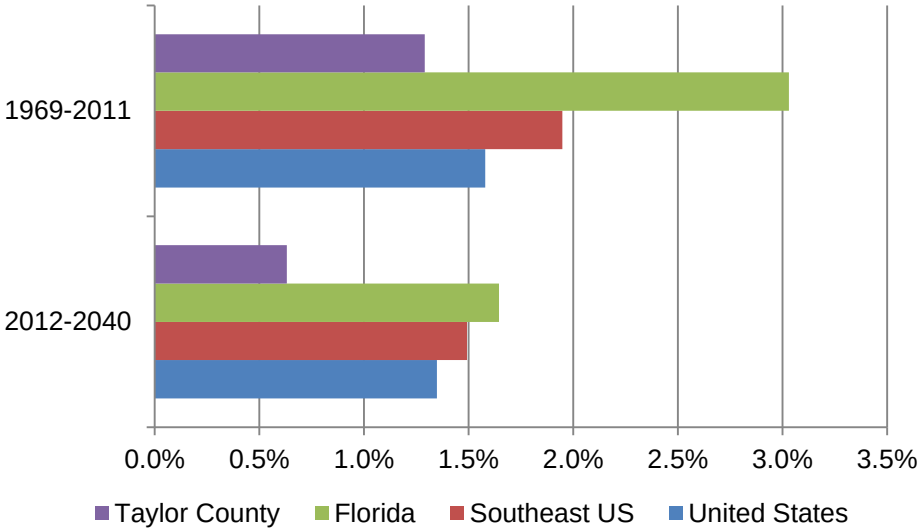
	United States	Southeast U.S.	Florida	Taylor County, FL
2012-2040	0.9%	1.1%	1.3%	0.5%
1969-2011	1.0%	1.4%	2.5%	1.2%

Source: Woods and Poole Economics

2.9.2 Employment

The average annual growth rate for employment in Taylor County during the years between 1969 and 2011 was also below that of the other comparative areas with an average annual growth rate of 1.3 percent. Again, both the Southeastern U.S. and Florida outpaced the average of the United States, with Taylor County pacing only 0.3 percent behind the national average.

Figure 2-19
HISTORICAL AND PROJECTED
COMPOUNDED ANNUAL GROWTH RATE FOR EMPLOYMENT



Taylor County's employment growth is anticipated to drop to only 0.6 percent average annual growth for the period between 2012 and 2040. The average annual growth rate for employment for the other comparative areas is also anticipated to slow, but not nearly as much as that of Taylor County.

Table 2-16
HISTORICAL AND PROJECTED EMPLOYMENT DATA

	United States	Southeast U.S.	Florida	Taylor County, FL
2012-2040	1.3%	1.5%	1.6%	0.6%
1969-2011	1.6%	1.9%	3.0%	1.3%

Source: Woods and Poole Economics

Table 2-17
PERCENTAGE OF EMPLOYMENT IN TAYLOR COUNTY BY INDUSTRY

Business Type	Percent Employed in Taylor County	Percent Employed in Florida	Taylor County Average Annual Wage	Florida Average Annual Wage
All Industries	6,747	7,340,942	$ 36,491	$ 43,210
Government	23.5%	14.0%	$ 32,816	$ 47,898
Manufacturing	22.2%	4.3%	$ 56,661	$ 53,284
Trade, Transportation, and Utilities	16.5%	20.9%	$ 23,961	$ 38,621
Education and Health Services	10.4%	14.9%	$ 32,568	$ 45,165
Leisure and Hospitality	8.1%	13.6%	$ 12,628	$ 22,304
Construction	7.8%	4.7%	$ 49,788	$ 41,561
Natural Resource and Mining	4.1%	1.2%	$ 43,336	$ 27,002
Professional and Business Services	2.8%	14.6%	$ 32,930	$ 53,128
Financial Activities	2.1%	6.7%	$ 33,720	$ 61,401
Other Services	1.8%	3.2%	$ 19,802	$ 30,377
Information	0.8%	1.8%	$ 30,093	$ 66,822

Source: Enterprise Florida, 2012 Data

Table 2-18
TAYLOR COUNTY MAJOR EMPLOYERS

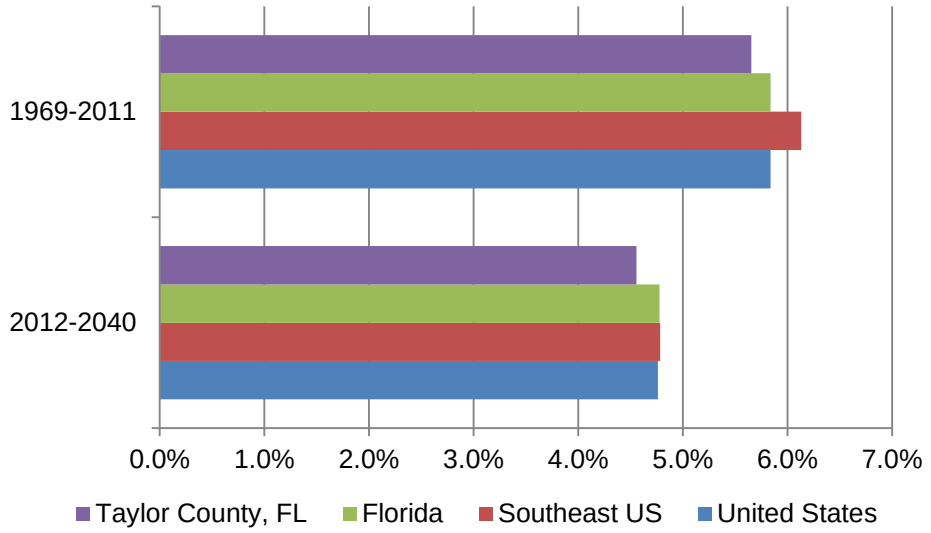
Employer	Business	Number of Employees	Percent of County Labor Force
Buckeye Technologies Inc.	Pulp Mill	600	6.5%
Doctor's Memorial Hospital	Healthcare	250	2.7%
Big Top Manufacturing	Airplane Hangars	250	2.7%
Chemring Ordnance	Pyrotechnics	243	2.6%
United Welding Services	Aluminum Truck Accessories	140	1.5%
Gilman Building Products	Wood Products	127	1.4%
Snyders-Lance Foods, Inc.	Snack Foods	115	1.3%
RDS Manufacturing, Inc.	Aluminum Fuel Tanks	100	1.1%
American Aluminum Accessories, Inc.	Aluminum Specialty Items	50	0.5%
Nature Coast Surgery Medical Center	Healthcare	34	0.4%

Source: Enterprise Florida, 2012 Data

2.9.3 Personal Income Per Capita

At 5.7 percent, the Personal Income Per Capita average annual growth rate in Taylor County was behind that of the comparative areas during the period from 1969 through 2011. However, each of the comparative areas was between 5.7 and 6.1 percent average annual compounded growth. Taylor County was definitely keeping pace.

Figure 2-20
HISTORICAL AND PROJECTED
COMPOUNDED ANNUAL GROWTH RATE FOR PERSONAL INCOME PER CAPITA



During the period between 2012 and 2040, it is again anticipated that all of the regions average annual compounded growth will slow to between 4.6 percent and 4.8 percent average annual growth. The Personal Income Per Capita for Taylor County is anticipated to continue to grow at an average annual compounded rate of 4.6 percent,

Table 2-19
HISTORICAL AND PROJECTED PERSONAL INCOME PER CAPITA DATA

	United States	Southeast U.S.	Florida	Taylor County, FL
2012-2040	4.8%	4.8%	4.8%	4.6%
1969-2011	5.8%	6.1%	5.8%	5.7%

Source: Woods and Poole Economics

2.10 LAND USES/COMMUNITY CHARACTERISTICS

The information regarding the land use surrounding the Airport is important as it is necessary to ensure that the Airport is compatible with the surrounding community. It is equally essential that the surrounding community does not encroach upon the operations of the Airport. This section will explore the land use planning surrounding the Airport.

2.10.1 Florida Statutes Chapter 333

Local government regulations of land uses in areas surrounding airports is generally the primary method of protecting airports from incompatible development. Florida Statutes Chapter 333 requires local governments to exercise their land use planning and regulations authority to protect airports from incompatible development and loss of navigable airspace. Protecting the surrounding land and airspace of an airport is important so that future developments will not hinder future airport activities. All local governments with an airport hazard area within its territorial limits are required to adopt administer, and enforce airport zoning. An airport hazard as defined by Chapter 333 is any structure, tree, or land use, which would exceed federal obstruction standards contained in 14 CFR Part 77, *Objects Affecting Navigable Airspace* (Part 77) and which obstructs the airspace required for the flight of an aircraft taking off, maneuvering, or landing or is otherwise hazardous to such activities. The deadline for adopting such zoning was October 1, 1977.

Development within 10-nautical miles from the Airport Reference Point (ARP) may also require an FDOT Airspace Obstruction Permit. A permit is required if the development is taking place in an area that does not have airport zoning and if the height of the development exceeds federal obstruction standards contained in Part 77.

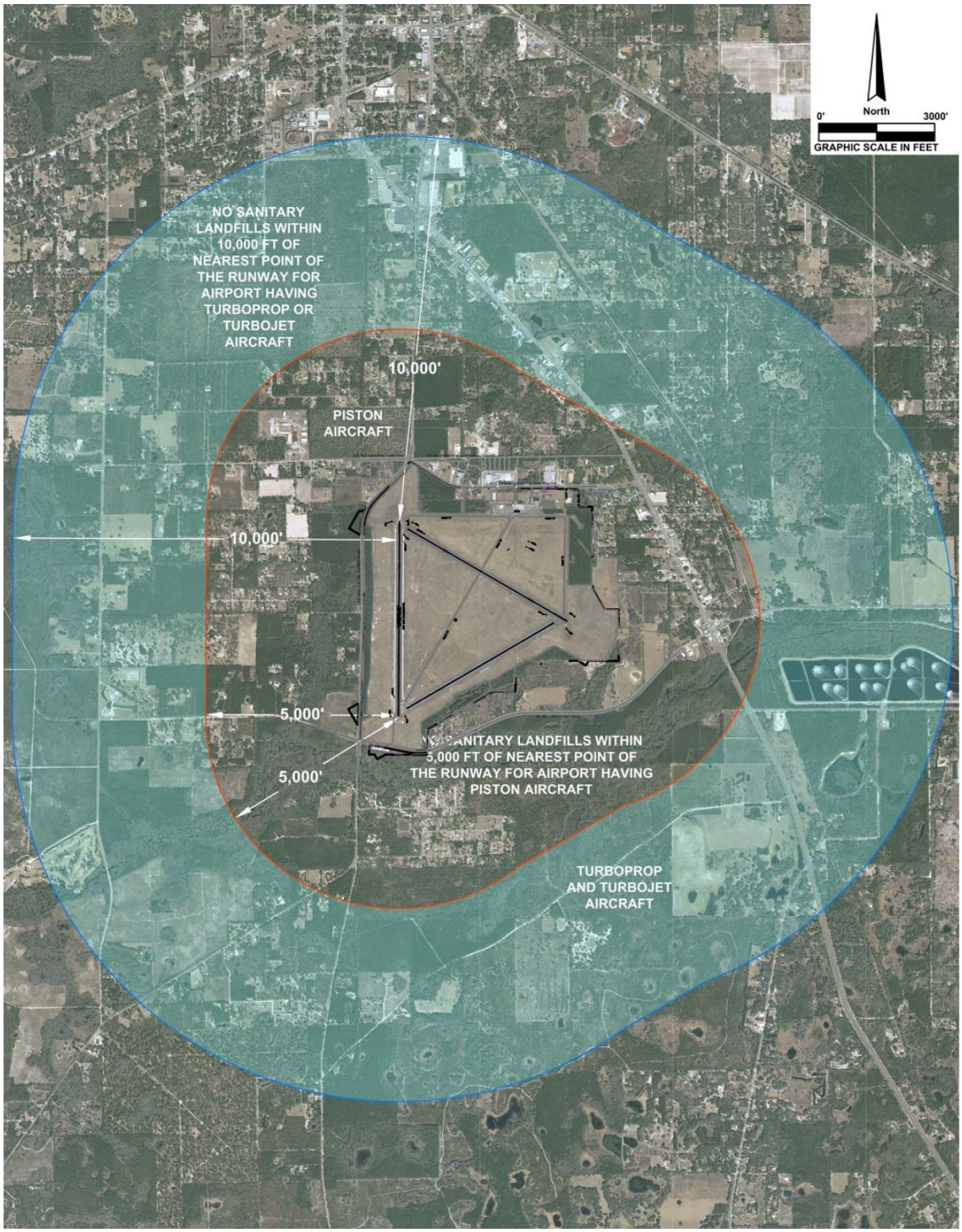
2.10.1.1 Landfill Restrictions

Chapter 333 also requires communities to consider airport zoning regulations that regulate the location of sanitary landfills with respect to airports. Landfills tend to attract birds, and bird strikes pose a serious risk to the aircraft and to individuals on the aircraft. Sanitary landfills should be:

- 10,000 feet from the nearest point on the runways used by turboprop or jet aircraft
- 5,000 feet from the nearest point on runways used by piston aircraft
- Ideally located outside the lateral limits of the airport's Part 77 surfaces.

Figure 2-21 shows the areas around the Perry-Foley Airport that would be restricted from having a landfill. Although there is a Taylor County solid waste transfer station located on Airport property southwest of Runway 36, no known sanitary landfills currently exist within these limits.

Figure 2-21
LANDFILL RESTRICTED AREAS



2.10.1.2 Educational Facilities Restrictions

Chapter 333 also restricts the development of educational facilities within specified areas adjoining an airport. Educational facilities are prohibited within rectangular areas extending from each runway end, beginning at the physical end of the runway. The length of the rectangle extends out five statute miles from the end of the runway. Figure 2-22 indicates the educational restrictive limits of the Statute with respect to Perry-Foley Airport.

The Next Generation Christian Academy is the only educational facility that currently lies within these restricted areas. There are three facilities that are in close proximity to these restricted areas. They are:

- Taylor Technical Institute
- Taylor County High School
- Taylor County Christian Academy

The Statute does not address educational facilities that are currently within the restrictive zones. However, it does address schools which may be proposed for development.

2.10.1.3 Residential and Educational Restrictions

Residential and educational development is also restricted within the vicinity of an airport. These are prohibited within an oval area centered on each runway end. The width of the oval is equal to the length of the longest runway at the airport and is centered on the centerline of the runway. The oval extends out from each runway end a distance of one half the length of the longest runway. Figure 2-23 shows the extent of the residential and educational restrictions with respect to the Perry-Foley Airport.

It can be seen that there are several areas of residential development in the highlighted areas. However, there are currently no known educational facilities within the area; although Taylor Technical Institute does border the area. The Statute does not address existing facilities in this area. However, it directs that all future residential and educational development should be prohibited.

Figure 2-22
EDUCATIONAL FACILITY RESTRICTED AREAS

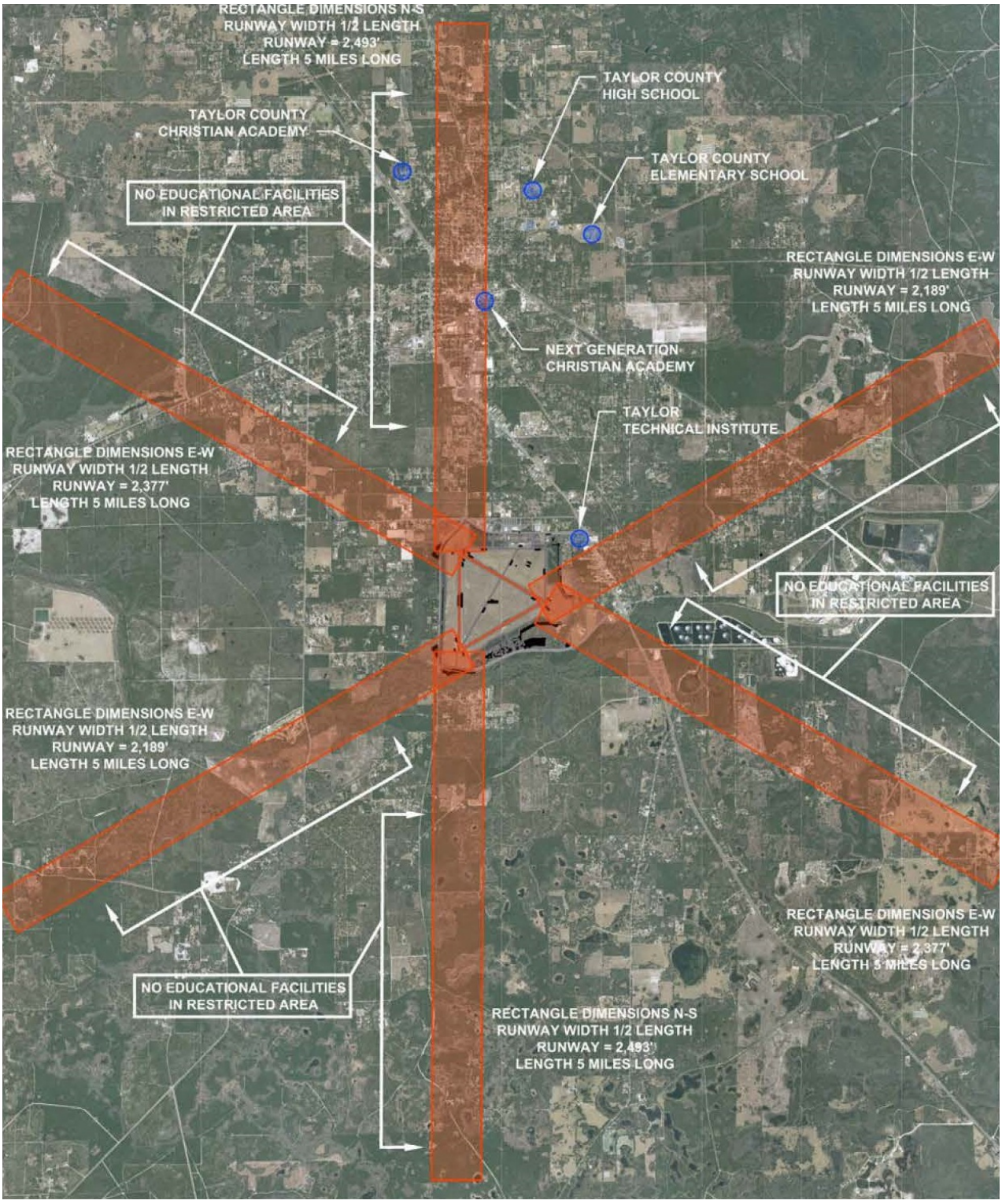
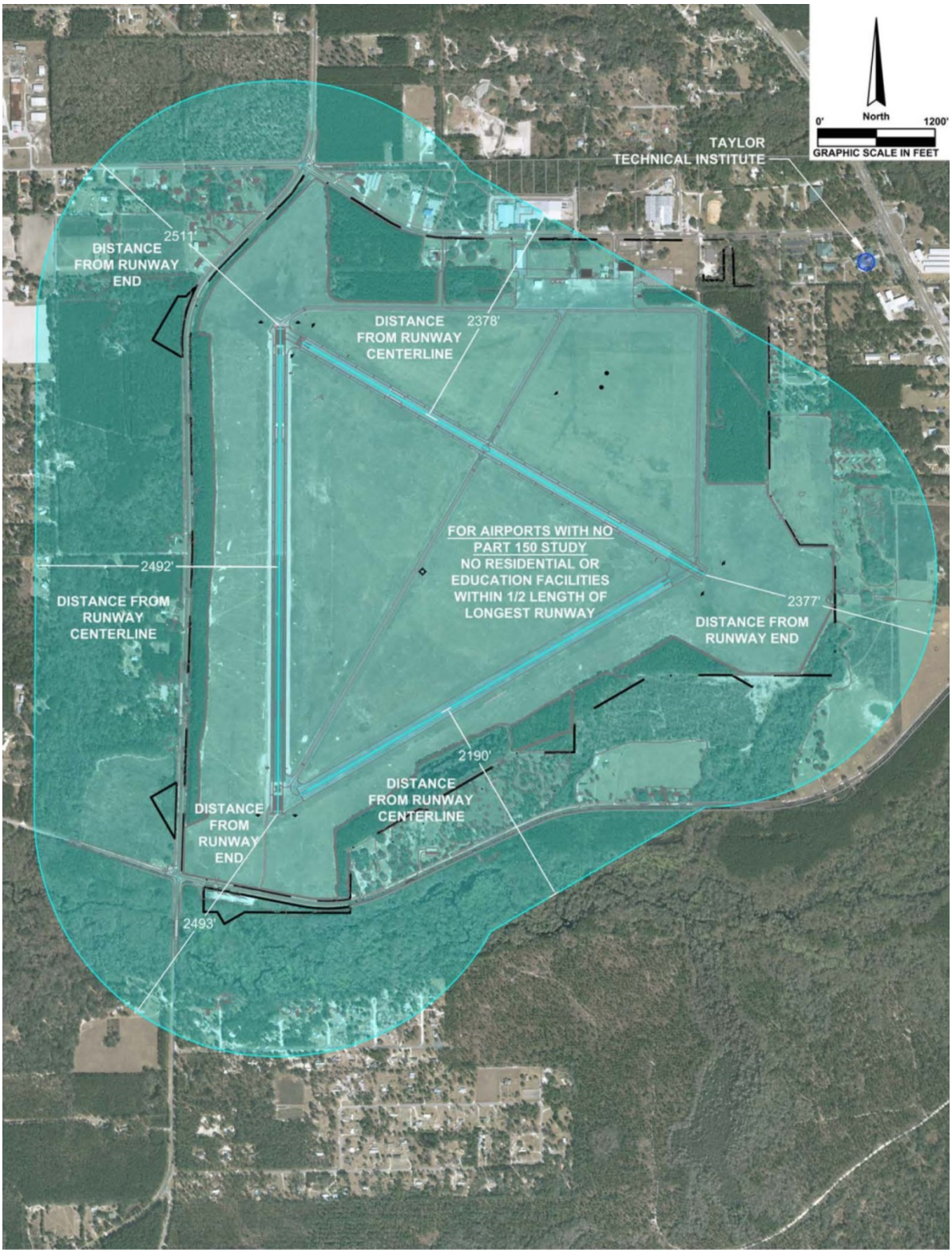


Figure 2-23
RESIDENTIAL AND EDUCATIONAL RESTRICTED AREAS



2.10.2 Local Government Comprehensive Plans

Florida Statute Chapter 163, *Intergovernmental Programs*, generally known as the Growth Management Act, requires all counties and cities to adopt a Local Government Comprehensive Plan. These are intended to guide the future growth and development of the respective governments.

Development projects within an FAA-approved master plan for licensed, publicly operated airports are exempt from oversight by the local community with respect to the Local Government Comprehensive Plan. However, there should be coordination between an airport, the local government, and, where applicable, the Metropolitan Planning Organization (MPO). Taylor County is not part of an MPO. Projects developed as a result of this Master Plan Update are allowed to be inconsistent with the Local Government Comprehensive Plan; however, such projects must be thoroughly documented in the Master Plan Update. Regardless, unless they are consistent with the Local Government Comprehensive Plan, they will not be eligible for FDOT funding.

The Taylor County Comprehensive Plan was last updated in 2005. Chapter I, Future Land Use Element, classifies the Airport as an Industrial parcel and defines Industrial as "land use intended for industry such as wood product processing, warehousing, storage, manufacturing, airport and aviation related uses, as well as public, charter and private schools teaching industrial arts curriculum." This category also allows for limited commercial uses "consistent with the industrial character of the area."

The Comprehensive Plan, in an addendum, further allows an Aviation Related Commercial category, which is defined as:

> Limited to those uses which are characterized by the aviation industry or provide necessary services to aviation-related uses. Such uses may be of industrial, commercial, institutional or office character if related to aviation. Government uses, other public uses and essential services such as utilities and communications are also permissible. Intensity, as measured by land coverage, shall not exceed 60 percent. The floor area ration (FAR) shall not exceed 0.25.

There are a number of related policies contained within the Comprehensive Plan. These include the following:

- Policy I.1.1 The County shall seek an interlocal agreement with the City which would provide for expansion of the City's water and sewer systems into the County's Urban Development Area, as economically feasible. Particular emphasis shall be placed on the provision of sewer services to a proposed industrial park at the Perry-Foley airport. In the absence of such an arrangement, the County shall review proposed water and sewer system extensions by the City on a case by case basis, including, for example, review of right-of-way needs.

- Policy I.1.8 The County shall examine the Perry-Foley Airport industrial sites and prepare a special study area plan for industrial, commercial, airport and aviation related uses. The Comprehensive Plan shall be amended accordingly when such plan is adopted by the County.
- Policy 1.3.4 The County shall require the location of public, private and charter school sites to be consistent with the following criteria:
  (a) The proposed school location shall be compatible with present and projected use of adjacent property.
- Policy I.8.3 Other conforming nonconforming uses which are in existence at the time of adoption of this Comprehensive Plan shall be allowed to continue until their natural demise. Nonconforming uses which are terminated shall not be allowed to resume as a non-conformity. The activity or operation of a nonconforming use may be suspended, however, for up to one year by the current owner without losing the right to resume the activity or operation of the nonconforming use.

Taylor County, FL also has a Land Use Development Code. Article X, Perry/Taylor County Airport Zoning, addresses the Perry-Foley Airport Zoning Ordinance No. 80-1, §1, 2-5-1980. This ordinance deals only with Perry–Foley Airport. The ordinance creates and establishes zones which include all lands lying beneath the primary, approach, transitional, horizontal, and conical surfaces of the Airport.

The Ordinance restricts the height of structures and obstructions located on land lying beneath these zones. It also restricts the height limitations of structures and obstructions anywhere within the County that would cause a minimum obstruction clearance altitude, a minimum descent altitude or a decision height to be raised. Only Runways 18/36 and 12/30 are addressed in this Ordinance.

Land Use restrictions within the Ordinance include the following:

- No use of land or water within any of the established zones that would interfere with the operation of an airborne aircraft.
  - All lights used with streets, parking, signs, or land use are to be arranged so that they are not misleading or dangerous to aircraft operation or aircraft operating from the Airport or in the vicinity of the Airport.
  - No activity may produce smoke, glare, or other visual interference within a three statute mile radius of any usable runway of a public airport which causes a hazard to aircraft operating from the public airport or in the vicinity thereof.
  - No activity may produce electronic interference with navigation signals or radio communications between the airport and aircraft.
  - “Use of land within the accident potential hazard area shall prohibit high density residential use of more than eight dwelling units per acre, schools, hospitals,

storage of explosive material, assemblage of large groups of people or any other use that could produce a major catastrophe as a result of an aircraft crash.

- Notwithstanding the preceding provisions, the owner of any structure over 200 feet above ground level shall install marking and/or lighting in accordance with the FAA Advisory Circular 70-7460 and any amendments to that document.
- The owner of any structure that must be marked or lighted, must operate and maintain the lighting at his own expense and must conform to the standards established by the FDOT.

2.10.3 City of Perry and Taylor County Airport Zoning

City of Perry airport land use restrictions state that the height limitations contained in the Schedule of District Regulations do not apply to airport control towers. It is stated that "the heights of these structures or appurtenances thereto shall not exceed any height limitations prescribed by the Federal Aviation Agency or airport zoning regulations within the flight-approach zone of airports". The land use restrictions also include the following:

"1. Use Restrictions. Notwithstanding any other provisions of these land development regulations, no use may be made of land or water adjacent to any airport which will interfere with the operation of an airborne aircraft. The following special requirements shall apply to each permitted use.

a. All lights or illumination used in conjunction with street, parking, signs, or use of land and structures shall be arranged and operated in such a manner that it is not misleading or dangerous to aircraft operating from the airport or in vicinity thereof.

b. No operations from any land use type shall produce smoke, glare, or other visual hazards within three (3) statute miles of any usable runway of the airport.

c. No operations from any land use type shall produce electronic interference with navigation signals or radio communication between the airport and aircraft.

d. Use of land for residential uses, schools, hospitals, storage of explosive material, assemblage of large groups of people, or any other use that could produce a major significant loss of life or property as a result of an aircraft crash, shall be prohibited within five-thousand (5,000) feet of the approach or departure end of a runway.

e. No structure exceeding one-hundred fifty (150) feet in height above the established airport elevation shall be permitted within five-thousand (5,000) feet of the approach or departure end of a runway."

2.11 INVENTORY OF EXISTING CONDITIONS SUMMARY

This inventory discussion has focused on the existing conditions and facilities located at and around the Perry-Foley Airport. As noted, many of the Airport's facilities are in good condition, whereas others are in need of some repair, rehabilitation, or replacement. The information in this chapter will serve as the basis of comparison for the Facility Requirements Analysis.

3. ENVIRONMENTAL CONSIDERATIONS

As a federal agency, the FAA must consider the potential environmental impacts of any project for which they provide funding either in part or in whole. The provision of funds is considered a federal action. Therefore, as part of this Master Plan Update, consideration is given during the development and evaluation of alternatives to determine if there are currently any environmental concerns on or in the vicinity of the Airport that either might be affected by or impact any of the alternatives developed. This section is not intended to be an environmental assessment. Where such is required, a Categorical Exclusion, and Environmental Assessment, or an Environmental Impact Statement would be initiated immediately prior to the commencement of design of individual or related projects, when much more specific information would be available.

The FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects*, Section 706e, *Affected Environment*, states that "this section succinctly describes only those environmental resources the actions and its reasonable alternatives, if any, are likely to affect."

The following environmental resources and conditions within the Affected Environment that have a potential to be impacted by the Airport development are discussed in the following sections:

- Noise
- Compatible Land Use
- Air Quality
- Construction Impacts
- Threatened and Endangered Species (Federal and State of Florida)
- Coastal Resources (Coastal Zones and Coastal Barriers)
- Department of Transportation: Section 4(f)
- Farmlands
- Flood Plains
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Historic, Architectural, Archaeological, and Cultural Resources
- Light Emissions and Visual Effects
- Natural Resources and Energy Supply
- Secondary (Induced) Impacts
- Water Quality
- Wetlands
- Wild and Scenic Rivers
- Wildlife Hazard Management Issues

3.1 NOISE

In 2014, the impacts from aircraft are considered to be *de minimus*, which can be considered for the most part a risk too small to cause concern. The current aircraft mix for Perry-Foley Airport

does not show a conflict between aircraft noise and current or future residential development. The location of the Airport and the current land use does not suggest a conflict with land use and future development of the Airport.

This Master Plan Update recommends appropriate buffering of Airport related development and non-compatible land uses. The Perry-Foley Airport should support and encourage development of aviation related businesses on Airport property, master planning of all development and coordination with City of Perry, Taylor County, and State of Florida agencies as a priority in order to promote economic growth and aviation related development. Based on the above information, there will be no impacts to noise abatement requirements identified in this Master Plan Update.

3.2 COMPATIBLE LAND USE

The Perry-Foley Airport and surrounding area has a mixed land use. A large portion of the area is open land without current development plans, which are consistent with aviation and transportation related development.

The existing land use is a mixture of residential and some commercial/industrial designated land use, which should be evaluated for highest and best use of property on and near the Perry-Foley Airport. The property surrounding the Perry-Foley Airport has undergone recent significant development as is shown in the historic aerials of the site found in **Appendix F**. There are residential communities and industrial and commercial developments near the Perry-Foley Airport that are well established.

The Airport does and should continue to take advantage of local comprehensive planning, State of Florida economic planning, and development funding and preservation of future important aviation corridors for transportation including surface and aviation related development.

3.3 AIR QUALITY

Air quality has been historically monitored at the Perry-Foley Airport using the FAA Order 1050.1 E, which provides guidelines for determining whether air quality analysis is required for proposed development. These Federal guidelines also require that any State regulations, such as indirect sources requirements (ISR), be addressed when determining the need to assess air quality. The State of Florida does not have any requirements for an indirect source review. The projected activities for the Airport show that the annual operation will not require an Air Quality Analysis to be conducted. Annual operations were reported to be 18,400 operations in 2012 according to the 2015 FAA Terminal Area Forecast (TAF) and are forecasted to remain at 18,400 through the year 2034 by the TAF.

3.4 CONSTRUCTION IMPACTS

Current aviation and land surface transportation construction impacts are not considered significant based on current or planned future development. All current and future development impacts at the Airport are and will be in compliance with State of Florida, Taylor County and City of Perry development guidelines, regulations, and permitting.

There are environmentally sensitive areas on the Airport including Federal and State of Florida Wetlands, protected Federal and State of Florida Threatened and Endangered Species. Based on the information in this chapter, there will be no significant impacts caused by construction resulting from this Master Plan Update. All construction impacts will consider these factors and any necessary permits will be acquired.

3.5 THREATENED AND ENDANGERED SPECIES

A wildlife inventory was conducted for the Perry-Foley Airport for the primary purpose of documenting Federal U.S. Fish and Wildlife Service and State of Florida Wildlife Conservation Commission resources onsite and in the immediate area. A Threatened and Endangered Species Inventory is included in this report in **Appendix C**. The Florida Natural Areas Inventory is also included in the Threatened and Endangered Species report for independent evaluation. Federally protected species of flora and fauna were not observed onsite or near the Airport based on onsite investigation. State of Florida protected species were identified and gopher tortoises (*Gopherus polyphemus*) exist onsite with a low density population per acre of upland shrub habitat is anticipated. Other wildlife commensals could exist onsite but none were observed. It is likely that protected species of birds exist on the Airport in a non-nesting capacity especially as it applies to open maintained grassed fields. These species were inventoried in the Florida Natural Areas Inventory.

According to the Soil Conservation Service map for the Perry-Foley Airport there are hydric soils located within and near the Master Plan development area including:

- Ortega fine sand, 0 to 5 percent slopes
- Ridgewood fine sand, 0 to 3 percent slopes
- Lutterloh-Ridgewood complex, 0 to 3 percent slopes
- Otela-Ortega-Lutterloh complex, 0 to 5 percent slopes
- Tooles, Meadowbrook and Wekiva soils, frequently flooded
- Lutterloh fine sand, limestone substratum
- Tooles-Meadowbrook complex

3.6 COASTAL RESOURCES (COASTAL ZONES AND COASTAL BARRIERS)

Florida's Coastal Zone Management Program is administered by the Florida Department of Environmental Protection (FDEP). Authorization under Section 380.23 of Florida Statutes states that only those Federal activities which significantly affect Florida's Coastal Zone will be evaluated for consistency with the Florida Coastal Management Programs. The Perry-Foley Airport Master Plan proposes no direct impacts to Florida Coastal Zone areas.

3.7 DEPARTMENT OF TRANSPORTATION ACT: SECTION 4(f)

The Perry-Foley Airport Master Plan proposes no significant impacts to City of Perry, Taylor County, or State of Florida recreation facilities, City, County or State of Florida parks.

3.8 FARMLANDS

There are no prime or unique farmlands on the Perry-Foley Airport or in the immediate vicinity. Some areas adjacent and near the Airport were historically pine plantations but are not

considered prime or unique farmland. The U.S. Department of Agriculture Natural Resource Conservation has confirmed this observation on previous FAA funded projects at the Airport.

3.9 FLOOD PLAINS

Review of the Federal Emergency Management Agency (FEMA) Flood Plain Insurance Rate Maps (FIRM) show that the Perry-Foley Airport Master Plan will not encroach upon any 100 year or 500 year flood plains as shown in **Appendix D.**

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
TAYLOR, FL	YES – Refer to the Overview Map and Detail Map
Flood Plain Panel at Target Property:	12123C – FEMA DFIRM Flood data
Additional Panels in search area	Not Reported
National Wetland Inventory (NWI)	Data Covered
Perry	Yes – Refer to Overview Map & Detail Map

3.10 HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE

There does not appear to be documentation of existing recognizable conditions at the Perry-Foley Airport or on adjacent and nearby areas as shown in **Appendix E.** The December 2014 Environmental Site Assessment includes the American Society for Testing and Materials (ASTM) Assessment and ASTM E1527-05 Database Review.

3.11 HISTORICAL ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Two Registered Professional Archaeologists evaluated the Perry-Foley Airport development area. An archaeological and cultural survey was conducted in December 2014. The survey is based on visual inspection and historic aerial review.

The Florida State Historic Preservation Officer (SPHO) and the Division of Historical Resources has not recorded significant historic and/or archaeological sites on the Perry-Foley Airport Master Plan area. Based on this information, if additional archaeological/cultural materials, historical resources, or human remains are recovered during construction or any other activity on the Airport, a registered professional archaeologist should be contacted to provide guidance if systematic excavation is required. The State of Florida Division of Historical Resources should be notified regarding any modification of findings presented in this report. It is the opinion of the surveying archaeologists that development of the Airport would not constitute an adverse impact to cultural resources eligible for listing on the *National Register of Historic Places*.

3.12 LIGHT EMISSIONS AND VISUAL EFFECTS

An evaluation for light emissions and visual effects has identified no current or proposed impacts or significant issues.

3.13 NATURAL RESOURCES AND ENERGY SUPPLY

It is not anticipated that any Airport development alternatives will have significant adverse impact on natural resources and energy supply. There are currently no significant impacts on people or businesses because of uses of natural resources or the energy supply.

3.14 SECONDARY (INDUCED) IMPACTS

No significant secondary impacts are anticipated with the existing and/or proposed Airport development that may be recommended in this Airport Master Plan Update.

3.15 SOCIOECONOMIC IMPACTS

The property surrounding the Perry-Foley Airport had relatively few residences in the year 1955. However, by the year 1985, the Airport Industrial Park was beginning to grow and by the year 1999 established yet buffered residential neighborhoods had been situated adjacent to the Airport as shown in **Appendix F.**

3.16 WATER QUALITY

Stormwater design is determined to a large extent, by the soil at the site and the depth of the groundwater level below the surface. Soils at the site have been evaluated and details are included in the Wetlands Analysis found in **Appendix G**. The aviation footprint for runways, taxiways, aprons, and hangars are all in uplands with a drainage system of swales and surface drainage.

All proposed Airport development will incorporate stormwater drainage management. Water quality improvements will be designed in accordance with the applicable water quality guidelines set forth by local, State of Florida, and federal agencies. Appropriate permits will be obtained prior to commencing construction. Temporary construction impacts will be avoided and minimized through the use of environmental Best Management Practices.

3.17 WETLANDS

The Perry-Foley Airport has identified isolated wetlands. The wetlands onsite are not connected to major wetlands but would likely require mitigation and should be considered significant for Master Plan development. A Suwannee River Water Management District and the U.S. Army Corps of Engineers review may be required prior to development impacting wetlands.

3.18 WILD AND SCENIC RIVERS

The U.S. Department of the Interior maintains a national inventory of river segments that qualify for inclusion in the National Wild and Scenic River Systems. There are no national wild and scenic rivers at the Perry-Foley Airport.

3.19 WILDLIFE HAZARD MANAGEMENT ISSUES

Rules governing the certification and operation of commercial service airports are identified in 14 CFR Part 139. Section 139.337 discusses the need to manage wildlife hazards on or near airports when aircraft collide with wildlife. This is most often birds. As Perry Foley Airport is not a commercial service airport and as it does not have a record of either bird or other wildlife strikes; it is currently not required to have a Wildlife Hazard Management Plan. A Wildlife

Hazard Management Plan would address the responsibilities, policies, and procedures necessary to reduce wildlife hazards at the Airport.

3.20 ENVIRONMENTAL CONSIDERATIONS SUMMARY

Specific environmental resources and conditions within the Affected Environment of the Perry-Foley Airport that have a potential to be impacted by Airport development are discussed in this chapter. Based on the information gathered, no impacts to specific environmental requirements were identified. The information gathered will be used in evaluating alternatives to ensure that future development together with Best Management Practices avoid as much as possible any future impact to the environment.

4. AVIATION ACTIVITY FORECASTS

4.1 OVERVIEW

The forecasts of aviation activity form the basis and justification for all planning and development on an airport. The forecasts are the basis for determining how many and what type of facilities will be needed within designated periods. The periods are typically divided into three groups. The first period is the short-term period and usually occurs within the first five years of the forecast (2013-2018). The second period is the medium-term period and usually takes place within the second five years of a forecast (2019-2023). The third, or long-term, period usually takes place within the last ten years of the forecast (2024-2033).

To adequately forecast the future needs of the Airport, specific forecasts or projections are necessary for an airport with the characteristics of the Perry-Foley Airport. These forecasts include:

- Based Aircraft
  - Single Engine
  - Multi-engine
  - Jets
  - Rotorcraft
  - Other (Gliders, Light Sport, Experimental, Balloons, etc.)
- Aircraft Operations
  - Annual Operations
  - Local Versus Itinerant Activity
  - Operational Fleet Mix
- Peak Period Activity
  - Peak Month
  - Average Day of the Peak Month
  - Peak Hour of the Average Day

The forecasts in this chapter include a review of forecasts previously developed for the Airport. New forecasts have also been developed. From these forecasts, preferred based aircraft and annual operations forecasts are recommended.

4.2 HISTORICAL ACTIVITY

The historical aviation activity data for the Airport was taken from a number of sources, including the 2015 FAA Terminal Area Forecast (2015 FAA TAF), the Florida Aviation Database (2013 FAD), the Florida Aviation System Plan (2009 FASP), and the 2005 Master Plan Update.

The FAA TAF is a forecast developed annually by the FAA for each of the airports in the National Plan of Integrated Airport Systems (NPIAS). The 2015 FAA TAF was released in January 2015 and is based on data received by the FAA through the end of their 2013 fiscal year: September 30, 2013.

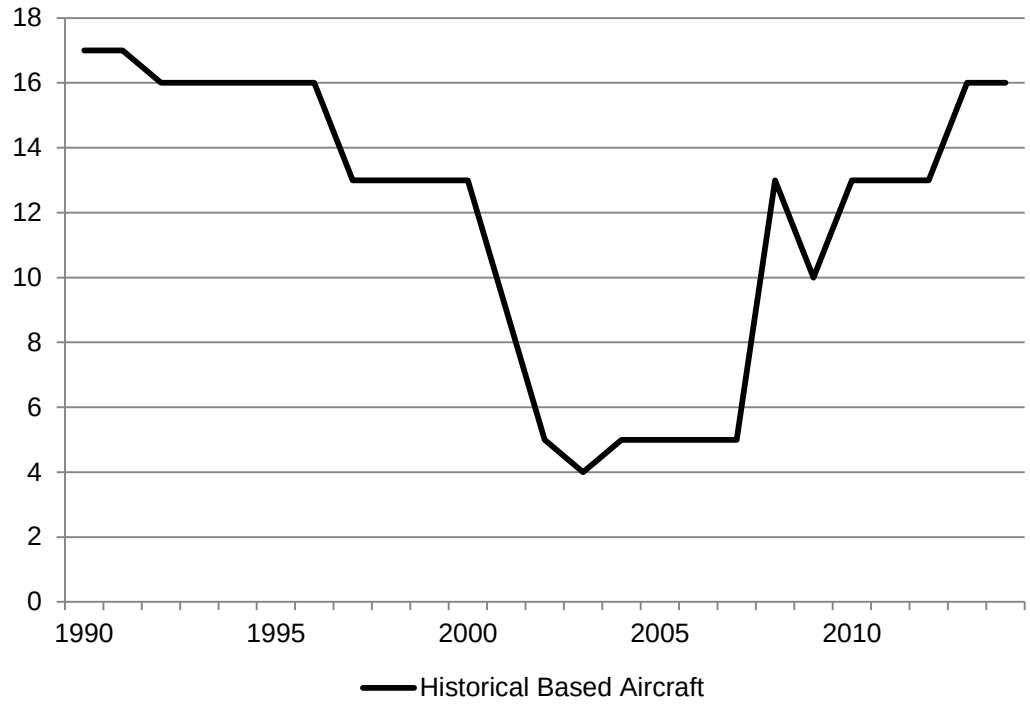
The Florida Aviation Database (FAD) is developed and maintained by the Florida Department of Transportation, in cooperation with the Federal Aviation Administration, Florida Airports Council and Florida's Public Airport Sponsors, and is the central repository for Florida aviation system data. The Continuing Florida Aviation System Planning Process (CFASPP) was established by the FAA and Florida Department of Transportation (FDOT) to help maintain a viable statewide aviation environment to keep the Florida Aviation System Plan (FASP) in step with the constant changes by updating it periodically. The historical number of based aircraft at the Airport is shown in

Table **4-1** and Figure 4-1.

Table 4-1
HISTORICAL BASED AIRCRAFT

Year	Based Aircraft
1990	17
1991	17
1992	16
1993	16
1994	16
1995	16
1996	16
1997	13
1998	13
1999	13
2000	13
2001	9
2002	5
2003	4
2004	5
2005	5
2006	5
2007	5
2008	13
2009	10
2010	13
2011	13
2012	13
2013	16
2014	16

Figure 4-1
HISTORICAL BASED AIRCRAFT



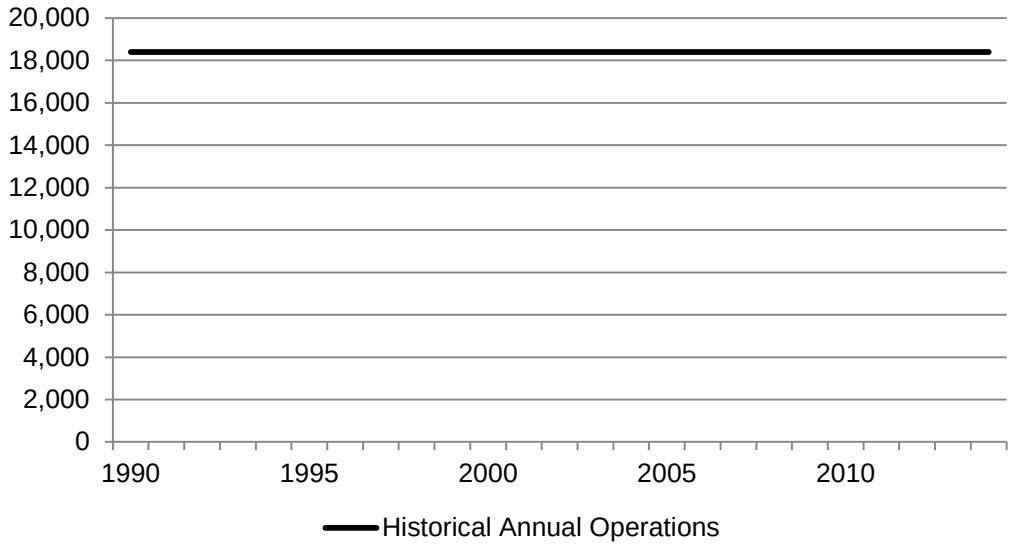
The number of aircraft based at the Perry-Foley Airport has varied over the last 23 years. The high number of 17 aircraft occurred in the year 1990 and the low number was in the year 2003 with four based aircraft. In 2013, the Airport hosted 16 based aircraft. For the most part, the number of based aircraft has been in the neighborhood of 12 aircraft.

The number of annual operations for the Airport was gathered from the 2015 FAA TAF, the 2013 FAD, the 2009 FASP and the 2005 Master Plan Update. The historical numbers of annual operations is shown in Table 4-2, as well as Figure 4-2.

Table 4-2
HISTORICAL ANNUAL OPERATIONS

Year	Annual Operations
1990	18,400
1991	18,400
1992	18,400
1993	18,400
1994	18,400
1995	18,400
1996	18,400
1997	18,400
1998	18,400
1999	18,400
2000	18,400
2001	18,400
2002	18,400
2003	18,400
2004	18,400
2005	18,400
2006	18,400
2007	18,400
2008	18,400
2009	18,400
2010	18,400
2011	18,400
2012	18,400
2013	18,400
2014	18,400

Figure 4-2
HISTORICAL ANNUAL OPERATIONS



The Airport has consistently reported 18,400 annual operations. It is unlikely that the Airport has experienced this consistency in annual operations. It appears that an estimate of annual operations has been reported with little effort to verify its accuracy.

4.3 FORECAST OF BASED AIRCRAFT

The forecast of based aircraft at an airport is based on the historical number of aircraft that are "operational and air worthy". This generally means that the aircraft has a current registration and has been flown at least one hour during the calendar year. It also means that the aircraft is typically stored at the airport for the majority of a year. These historical counts are used to develop a forecast of the number of aircraft that can be anticipated to be based at an airport in the future. These numbers are used to anticipate the number of tie-down positions and hangars that will need to be available to accommodate these aircraft.

4.3.1 Previous Based Aircraft Forecasts

At least four previous forecasts have recently been developed for the Perry-Foley Airport. These forecasts result in projections of various numbers of based aircraft and are reviewed in this section.

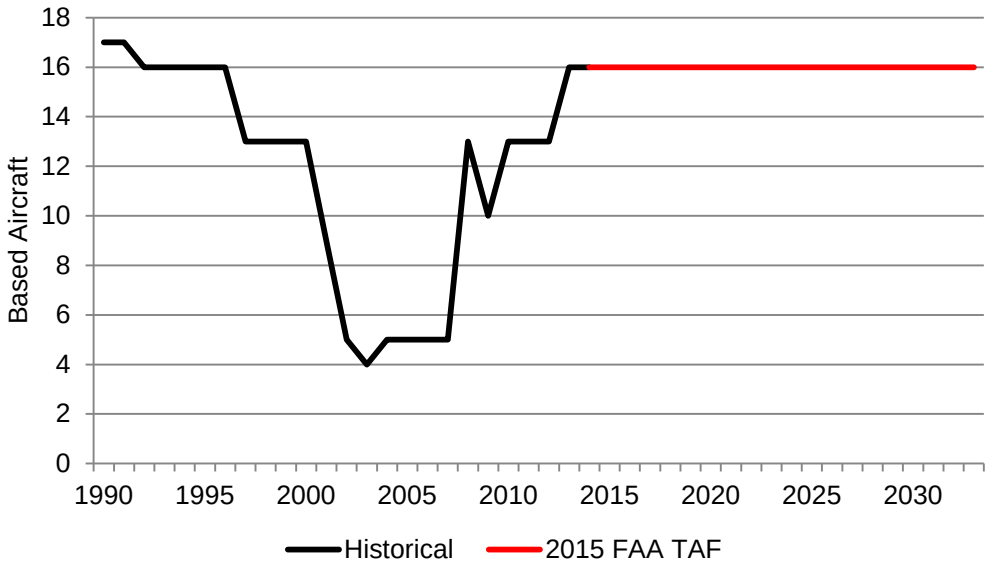
The first forecast of based aircraft previously created for the Airport was developed by the FAA in their annual Terminal Area Forecast (TAF). This forecast is developed annually as a means of forecasting their workload. The 2015 FAA TAF shown in Table 4-3 and Figure 4-3 was released in January of 2015.

Table 4-3
2015 FAA TAF FORECAST OF BASED AIRCRAFT

Year	Historical	2015 FAA TAF
1990	17	
1995	16	
2000	13	
2005	5	
2010	13	
2013	16	
2018		16
2023		16
2028		16
2033		16
Average Annual Growth		
1990-2013	-0.3%	
2013-2018		0.0%
2018-2023		0.0%
2023-2028		0.0%
2028-2033		0.0%

Source: 2015 FAA Terminal Area Forecast and FAA Form 5010

Figure 4-3
2015 FAA TAF FORECAST



The 2015 FAA TAF indicates that the Airport had 16 based aircraft in 2013. The FAA anticipates that the 16 aircraft will remain constant through the year 2033.

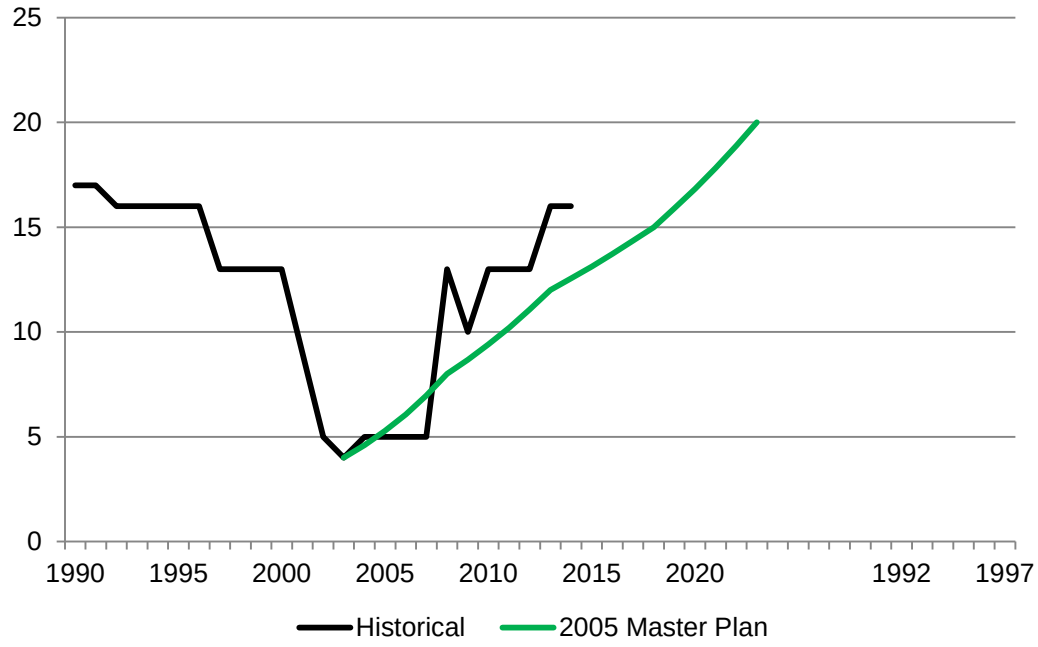
The 2005 Master Plan, developed in 2004, counted 5 based aircraft at the Airport in 2004. It was anticipated at that time that the number would increase to 9 based aircraft in 2000 as shown in Table 4-4 and Figure 4-4, and that the number would grow to 20 based aircraft by the year 2023.

Table 4-4
2005 MASTER PLAN FORECAST OF BASED AIRCRAFT

Year	Historical	2005 Master Plan
1990	17	
1995	16	
2000	13	
2005	5	5
2010	13	9
2013	16	12
2018		15
2023		20
Average Annual Growth		
1990-2013	-1.5%	
2013-2018		4.6%
2018-2023		5.9%

Source: 2005 Perry-Foley Airport Master Plan

Figure 4-4
2005 MASTER PLAN FORECAST OF BASED AIRCRAFT



The Florida Aviation Database (2013 FAD) developed a forecast of based aircraft for Perry-Foley Airport in 2013. At that time, the Airport had 13 based aircraft and that number was projected to grow to 18 by the year 2018 and to 24 by the year 2028 as shown in Table 4-5 and Figure 4-5.

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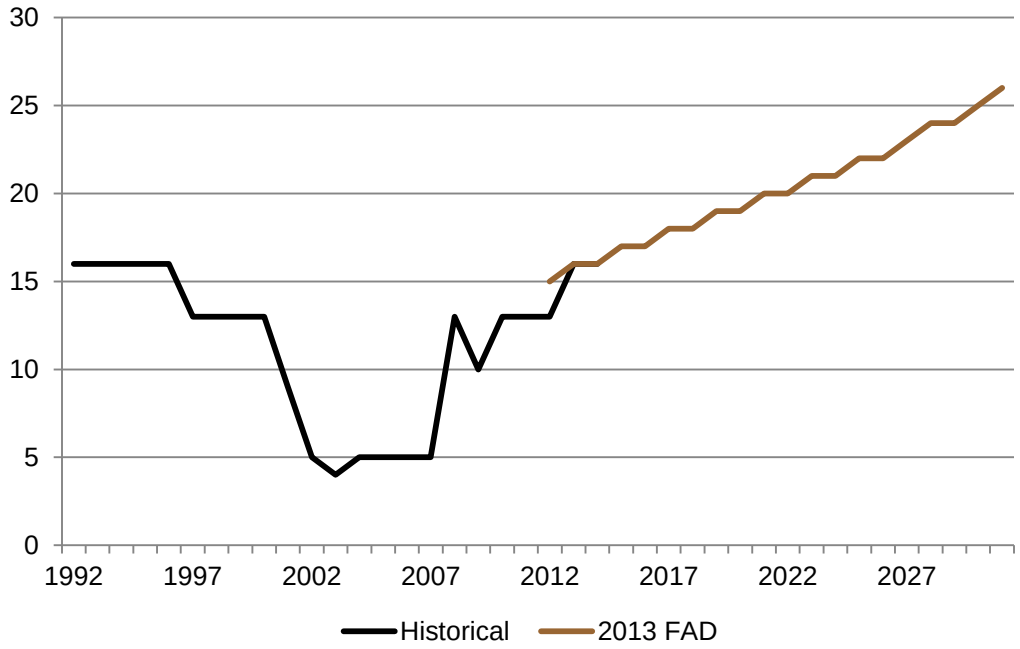
Table 4-5
2013 FAD FORECAST OF BASED AIRCRAFT

Year	Historical	2013 FAD
1995	16	
2000	13	
2005	5	
2010	13	
2013	16	16
2018		18
2023		21
2028		24
2033		n/a
Average Annual Growth		
1992-2013	0.0%	
2013-2018		2.4%
2018-2023		3.1%
2023-2028		2.7%
2028-2023		n/a

Source: Florida Aviation Database

Figure 4-5
2013 FAD FORECAST OF BASED AIRCRAFT



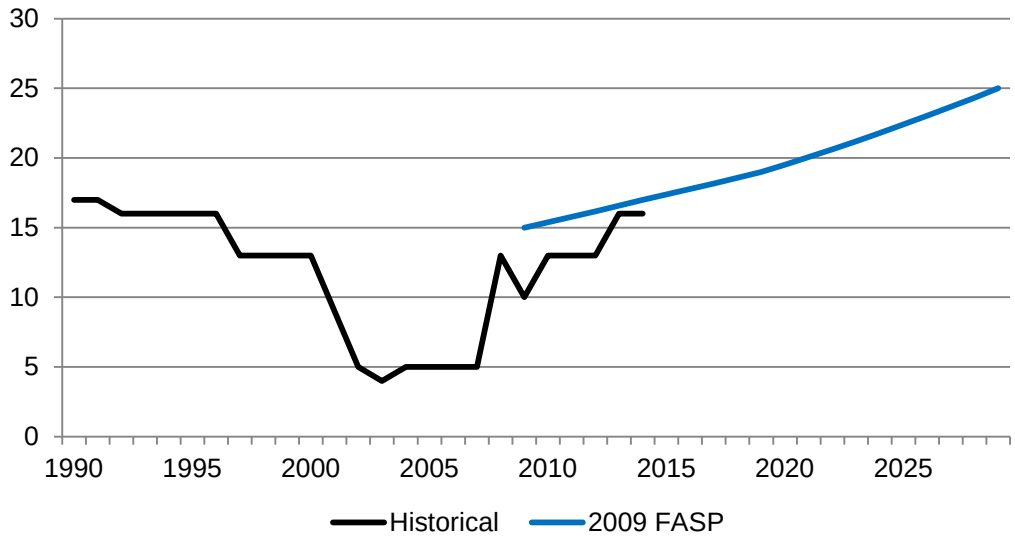
In 2009, the Florida Aviation System Plan (2009 FASP) developed a forecast for the Perry-Foley Airport indicating that the Airport had 15 based aircraft in 2009 and that this number would grow to 17 by the year 2013 and would eventually reach 25 aircraft in the year 2028 as shown in Table 4-6 and Figure 4-6.

Table 4-6
2009 FASP FORECAST OF BASED AIRCRAFT

Year	Historical	2009 FASP
1990	17	
1995	16	
2000	13	
2005	5	
2010	13	15
2013	16	17
2018		19
2023		22
2028		25
Average Annual Growth		
1990-2013	-0.3%	
2013-2018		2.2%
2018-2023		2.8%
2023-2028		2.8%

Source: Continuing Florida Aviation System Planning Process

Figure 4-6
2009 FASP FORECAST OF BASED AIRCRAFT



A comparison of the four previously developed forecasts is shown in Figure 4-7 and in **Error! Reference source not found.**

Figure 4-7
COMPARISON OF PREVIOUSLY DEVELOPED ANNUAL OPERATIONS FORECASTS

COMPARISON OF PREVIOUS FORECASTS OF BASED AIRCRAFT

Year	Historical	2015 FAA TAF	2013 FAD	2009 FASP	2005 Master Plan
1990	17				
1995	16				
2000	13				
2005	5				5
2010	13			15	9
2013	16		16	17	12
2018		16	18	19	15
2023		16	21	21	20
2028		16	24	24	n/a
2033		16	n/a	n/a	n/a
Average Annual Growth					
1990-2013	-0.3%				
2013-2018		0.0%	2.4%	1.8%	4.6%
2018-2023		0%	3.1%	2.7%	5.9%
2023-2028		0%	2.7%	2.8%	n/a
2028-2033		0%	n/a	n/a	n/a

The 2005 Master Plan Update forecast, which is the oldest of the forecasts, shows a projection that is more aggressive than the other three. The rate of annual growth for the 2009 Florida Aviation System Plan and the 2013 FAD are similar. The 2013 FAD projects an average annual rate of growth of 2.7 percent for the period from 2013 through 2031. The 2009 FASP projects an average annual rate of growth of 2.6 percent for the period between 2013 and 2029. The 2015 FAA TAF projects no growth in based aircraft at all over the next twenty years.

It was determined that the forecast developed for the 2005 Master Plan Update was too outdated to be considered further within this Master Plan Update. An FAA Memorandum, further discussed in Section 4.6, defines the parameters within which an airport generated forecast would be readily acceptable to the FAA. Both the 2009 FASP forecast and the 2013 FAD forecast were eliminated because the results of these forecasts are not within the FAA parameters in the later years. This leaves the 2015 FAA TAF still under consideration as a based aircraft forecast for this Master Plan Update.

4.3.2 Based Aircraft Forecasts

In addition to the previously developed forecasts of based aircraft, this Master Plan Update also developed four additional forecasts of based aircraft. The first and second forecasts of based aircraft developed for this Master Plan Update is the Market Share of all aircraft based at general aviation, public-use airports in Florida and the Market Share of all aircraft based at all public use airports in Florida. The first forecast of these two takes the number of aircraft at Perry-Foley Airport and compares it to the total number of aircraft based at all public-use general aviation airports in the State of Florida in the year 2014. This is the Airport's market share of based aircraft among other general aviation airports in the State of Florida. This forecast presumes that the market share of the Airport will remain the same over the planning period. The second of the two forecasts compares the based aircraft at the Airport with all of the public-use airports in Florida. It also presumes that the market share of the Airport will remain the same over the planning period. The results for both forecasts are shown in Table 4-7 and Figure 4-8.

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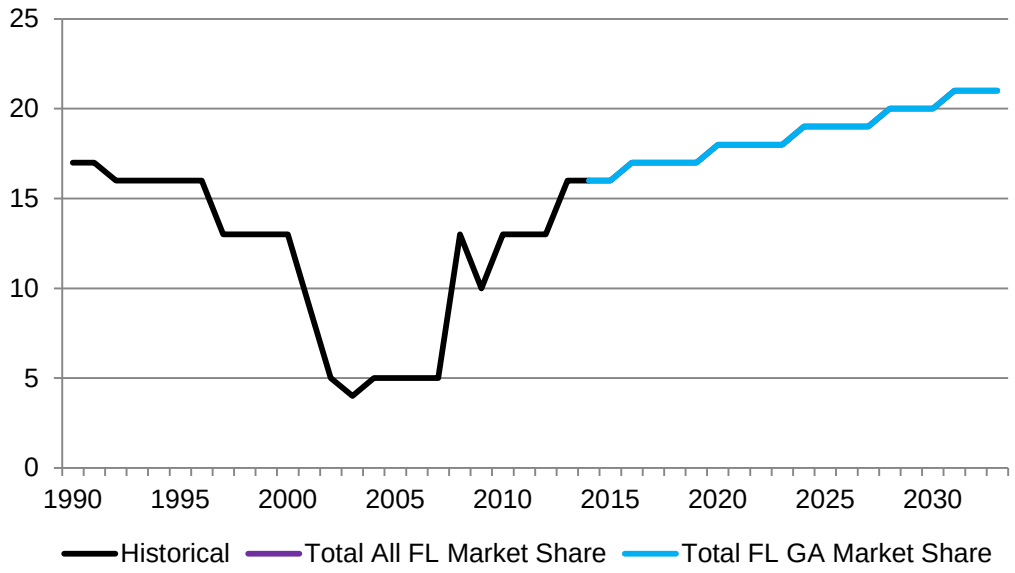
Table 4-7
MARKET SHARE OF FLORIDA BASED AIRCRAFT

Year	Historical	Total FL GA Market Share	Total All FL Market Share
1990	17		
1995	16		
2000	13		
2005	5		
2010	13		
2013	16		
2018		17	17
2023		18	18
2028		20	20
2033		21	21
Average Annual Growth			
1990-2013	-0.3%		
2013-2018		1.2%	1.2%
2018-2023		1.1%	1.1%
2023-2028		2.1%	2.1%
2028-2033		1.0%	1.0%

Source: 2015 FAA TAF

Figure 4-8
MARKET SHARE OF FLORIDA BASED AIRCRAFT



The two Market Share forecasts produced the same results for based aircraft and indicate that the Airport should have 17 based aircraft in 2018, 18 in 2023, 20 in 2028, and 21 in 3033. For this reason, the two lines overlap in Figure 4-8 and only the top one is evident. Both forecasts have an overall average annual compounded rate of growth of 1.4 percent.

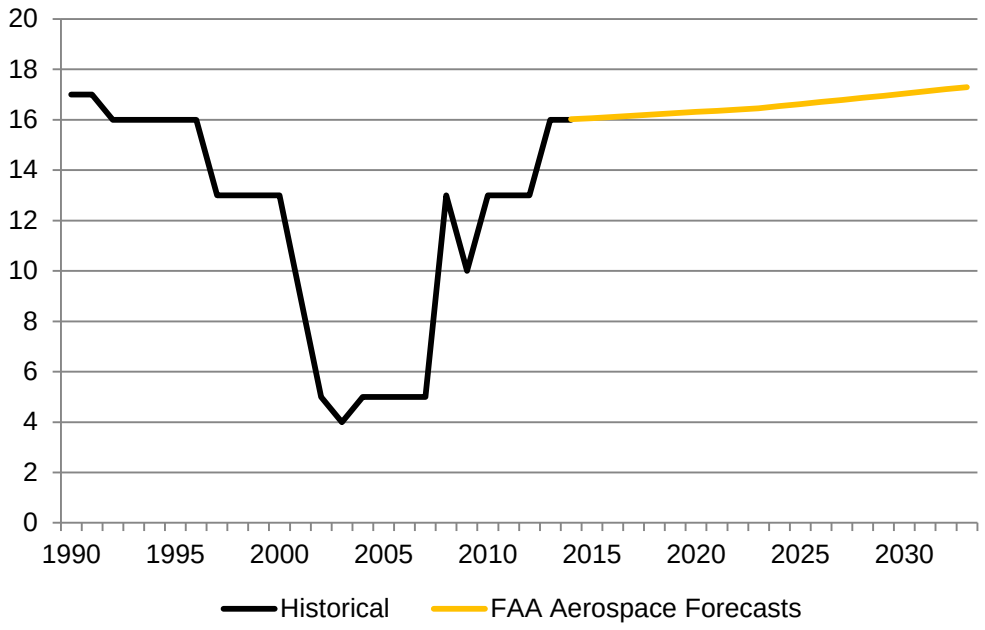
The third forecast is one that was developed using the *FAA Aerospace Forecasts 2014-2034.* These are developed annually by the FAA and are much more global in nature than the Terminal Area Forecasts. This document contains forecasts for commercial operations, aircraft, and enplanements as well as information on general aviation aircraft, pilots, and hours flown. The *FAA Aerospace Forecasts 2014-2034*, Table 28, Active General Aviation and Air Taxi Aircraft projects that the total number of general aviation aircraft will increase by an average of 0.3 percent per year from 2014-2024. They will continue to increase by an average of 0.5 percent per year from 2023 through 2034. By applying these percentages the resulting numbers of based aircraft are shown in Table 4-8 and Figure 4-9.

.

Table 4-8
PROJECTIONS USING FAA AEROSPACE FORECASTS

Year	Historical	FAA Aerospace Forecasts
1990	17	
1995	16	
2000	13	
2005	5	
2010	13	
2013	16	
2018		16
2023		16
2028		17
2033		17
Average Annual Growth		
1990-2013	-0.3%	
2013-2018		0.3%
2018-2023		0.3%
2023-2028		0.5%
2028-2033		0.5%

Figure 4-9
PROJECTIONS USING FAA AEROSPACE FORECASTS

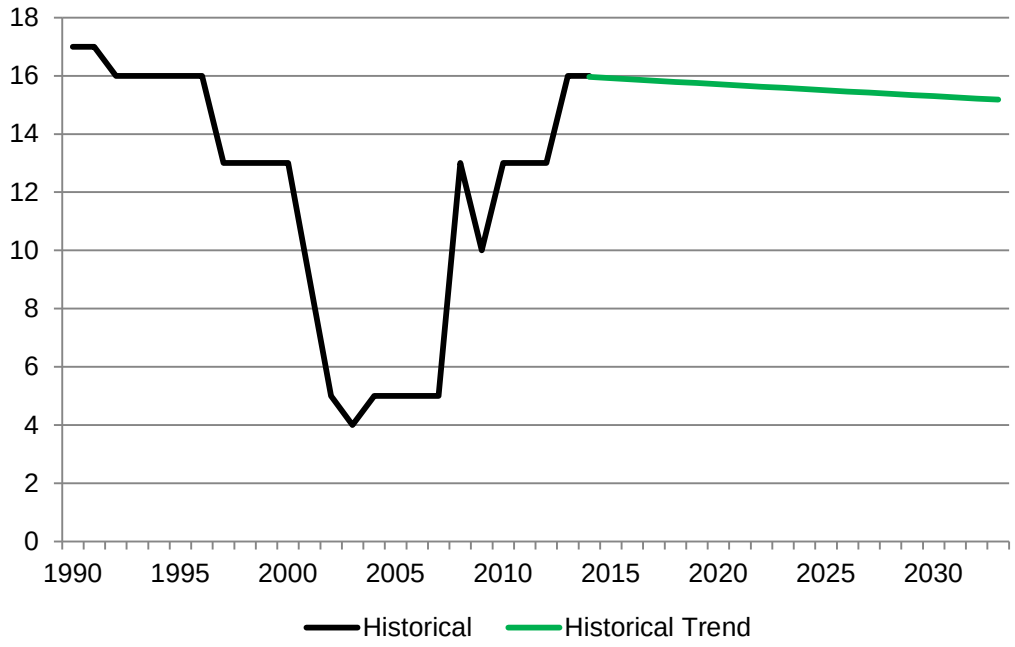


The fourth forecast is a forecast that is based on the historic trend in the number of based aircraft at the Airport and a trend line analysis. The linear trend methodology examines historical growth trends in the number of based aircraft and applies this trend to the current demand levels to produce projections of future activity. Linear trend analysis presumes that the numbers and the factors that have historically affected those numbers will continue to influence demand levels at similar rates over an extended period of time. Linear trend projections are typically used to provide baseline forecasts that reflect stable market conditions. Over the period of the last 23 years, the Airport has averaged a -0.3 percent annual growth in the number of based aircraft. By projecting this percentage the results shown in Table 4-9 and Figure 4-10 are obtained.

Table 4-9
HISTORICAL TREND FORECAST

Year	Historical	Historical Trend
1990	17	
1995	16	
2000	13	
2005	5	
2010	13	
2013	16	
2018		16
2023		16
2028		15
2033		15
Average Annual Growth		
1990-2013	-0.3%	
2013-2018		-0.3%
2018-2023		-0.3%
2023-2028		-0.3%
2028-2033		-0.3%

Figure 4-10
HISTORICAL TREND ANALYSIS



Using the Historical Trend methodology, there would be 16 based aircraft at the Airport in 2018. By the year 2033, it is projected that there would be only 15 based aircraft on the Airport. This is obviously a downward trend and would probably not be acceptable to the Airport or the County.

Another forecasting methodology was performed for this Master Plan update. This is a methodology called regression analysis. Three socioeconomic indicators were reviewed and analyzed to determine if statistically significant relationships exist between historical numbers of based aircraft at the Airport and selected indicators. The indicators reviewed in this analysis included:

- Taylor County Population
- Taylor County Employment
- Taylor County Per Capita Personal Income

These independent variables can sometimes be good predictors of the number of based aircraft.

These indicators and the number of based aircraft were analyzed using regression analysis, which is a general statistical technique and a statistical forecast model that is used to predict and measure the relationships between a dependent variable, in this case based aircraft, and one or more independent variables, the socioeconomic indicators in this case. The benefit of

using regression analysis as a forecast methodology is that the tool interprets the significance of the results.

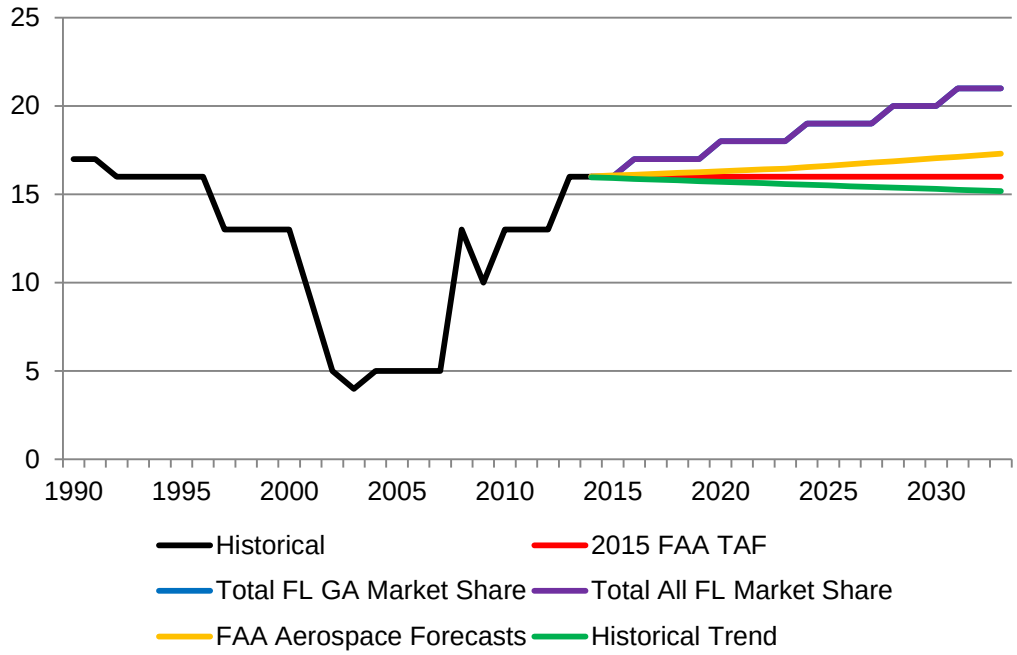
However, in this case, no results of statistical significance were obtained. This would indicate that the number of based aircraft is not significantly related to any of the socioeconomic indicators listed above.

The previously developed forecast of based aircraft, the 2015 FAA TAF, was compared to the newly developed forecasts. These are shown in Table 4-10 and Figure 4-11

Table 4-10
COMPARISON OF BASED AIRCRAFT FORECASTS

Year	Historical	2015 FAA TAF	Total FL GA Market Share	Total All FL Market Share	FAA Aerospace Forecasts	Historical Trend
1990	17					
1995	16					
2000	13					
2005	5					
2010	13					
2013	16					
2018		16	17	17	16	16
2023		16	18	18	16	16
2028		16	20	20	17	15
2033		16	21	21	17	15
Average Annual Growth						
1990-2013	-0.3%					
2013-2018		0.0%	1.2%	1.2%	0.3%	-0.3%
2018-2023		0.0%	1.1%	1.1%	0.3%	-0.3%
2023-2028		0.0%	2.1%	2.1%	0.5%	-0.3%
2028-2033		0.0%	1.0%	1.0%	0.5%	-0.3%

Figure 4-11
COMPARISON OF CURRENT BASED AIRCRAFT FORECASTS



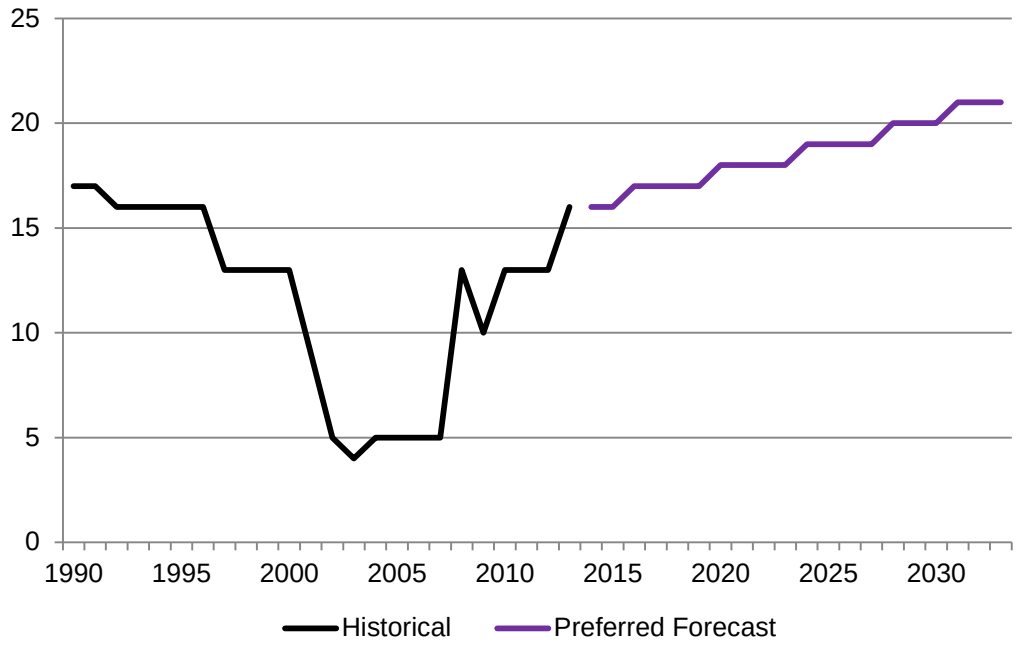
4.3.3 Preferred Based Aircraft Forecast

After comparing the five forecasts, it was determined that each of the forecasts are within the tolerance range of the 2015 FAA TAF. Therefore, the forecast that showed the most growth was selected as the preferred forecast. The two forecasts that predicted the most growth were those based on the Total All Florida Market Share and the Total Florida General Aviation Market Share, which yielded the same results. These forecasts anticipate 1.4 percent average annual growth through 2033 as shown in Table 4-11 and Figure 4-12.

Table 4-11
PREFERRED BASED AIRCRAFT FORECAST

Year	Historical	Preferred Forecast
1990	17	
1995	16	
2000	13	
2005	5	
2010	13	
2013	16	
2018		17
2023		18
2028		20
2033		21
Average Annual Growth		
1990-2013	-0.3%	
2013-2018		1.2%
2018-2023		1.1%
2023-2028		2.1%
2028-2033		1.0%

Figure 4-12
PREFERRED BASED AIRCRAFT FORECAST



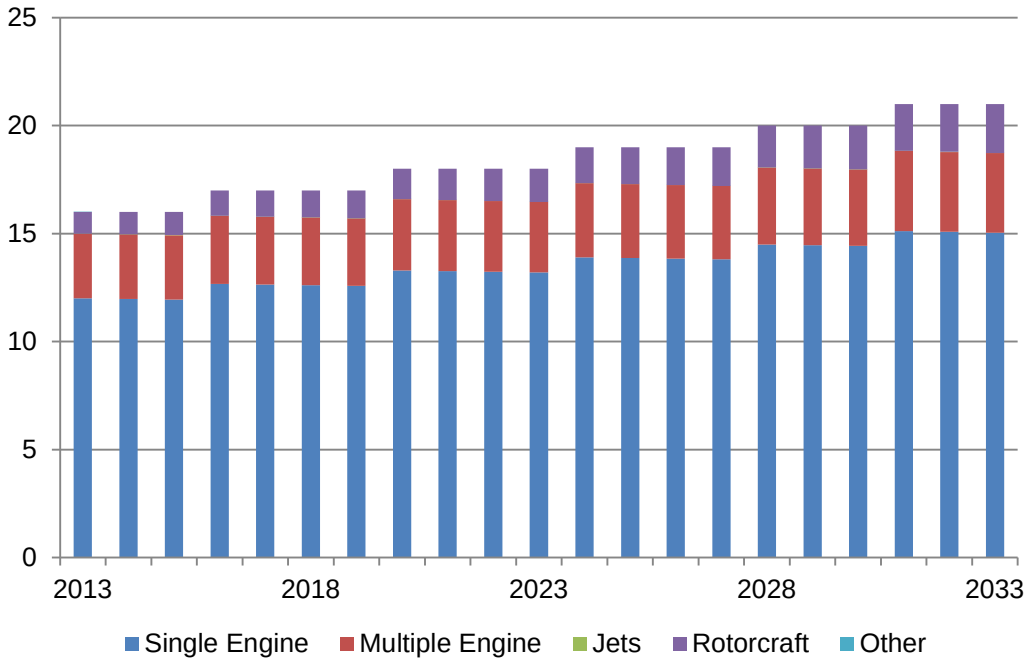
4.3.4 Forecast of Based Aircraft Fleet Mix

The forecast of based aircraft fleet mix is based on the preferred based aircraft forecast. The preferred based aircraft forecast is divided by the number of single engine aircraft, multiple engine aircraft, jets, rotorcraft and "other" types of aircraft that are likely to be based at the Airport in any given year. The "other" classification of aircraft could include ultra-light aircraft, powered parachutes, gliders, balloons, and other light sport or experimental aircraft. The various percentages of these types of aircraft are based on the average annual rate of growth projected in each category by the *FAA Aerospace Forecasts 2014-2034.* The resulting fleet mix is shown in Table 4-12 and Figure 4-13.

Table 4-12
FUTURE BASED AIRCRAFT FLEET MIX

Year	Single Engine	Multiple Engine	Jets	Rotorcraft	Other	Total
Historical						
2013	12	3	0	1	0	16
Forecast						
2018	13	3	0	1	0	17
2023	13	3	0	2	0	18
2028	14	4	0	2	0	20
2033	15	4	0	2	0	21
Percentage of Aircraft						
Historical						
2013	75.0%	18.7%	0.0%	6.2%	0.0%	100.0%
Forecast						
2018	74.2%	18.5%	0.0%	7.4%	0.0%	100.0%
2023	73.3%	18.2%	0.0%	8.5%	0.0%	100.0%
2028	72.5%	17.9%	0.0%	9.7%	0.0%	100.0%
2033	71.6%	17.6%	0.0%	10.8%	0.0%	100.0%

Figure 4-13
FUTURE BASED AIRCRAFT FLEET MIX



The number of single engine aircraft operating in the United States and at the Airport is projected to decline over the next 20 years. Currently, there are 12 single-engine aircraft based at the Airport or 75.0 percent of the total 16 based aircraft. The Airport is anticipated to have 15 single-engine based aircraft in the year 2033, which will represent only 71.6 percent of the total based aircraft.

Multiple engine aircraft are projected to remain relatively steady over the same period from the 3 in 2013 to 4 in the year 2033. The percentage of multiple engine aircraft will descend from 18.7 percent in 2013 to 17.6 percent in 2033.

There are currently no jets based at the Airport. No jets are anticipated to be based at the Airport through the year 2033.

There was one rotorcraft based at the Airport in 2013. This number is projected to increase to 2 in 2033. This will represent 10.8 percent of the total fleet in 2033.

There are currently no “other” aircraft based on the Airport. This is anticipated to remain the same through the planning period of 2033.

4.4 FORECAST OF ANNUAL OPERATIONS

Perry-Foley Airport is classified as a general aviation airport. General aviation activities include all segments of the aviation industry except those conducted by commercial carriers. Typical activities include the training of new pilots, medical flights, aerial surveys, recreational flying, law enforcement, spraying services, sightseeing, aerial photography, and business and personal travel among others.

An operation is defined by the FAA to be either the takeoff or the landing of a single aircraft. A touch and go training procedure would be considered two operations. Operations are further divided into the categories of local or itinerant. Local operations are those performed by aircraft that remain in the airport traffic pattern, or are within sight of the local airport. This area is considered to cover a 20 nautical mile radius of the airfield. Local operations are often associated with training activities and flight instruction. At Perry-Foley Airport, recreational flying makes up the majority of the local operations.

Itinerant operations are arrivals or departures other than local operations performed by either based or itinerant aircraft. Itinerant general aviation operations include business or personal operations to or from another airport. However, itinerant operations may also include law enforcement or medical flights that operate outside of the local limits of an airport.

4.4.1 Forecast of Annual Operations

Forecasts of annual operations allow the Airport to predict the number of operations that are likely to occur at the Airport over the next 20 years. This provides the Airport with the basis for deciding both the level of capital improvements and the timing for the necessary investments.

4.4.1.1 Previous Forecasts of Annual Operations

Four forecasts of annual operations at Perry-Foley Airport were completed prior to the initiation of this Master Plan Update. These include forecasts developed by the FAA, the 2005 Master Plan Update, the 2013 Florida Aviation Database (2013 FAD), and the 2009 FASP forecasts.

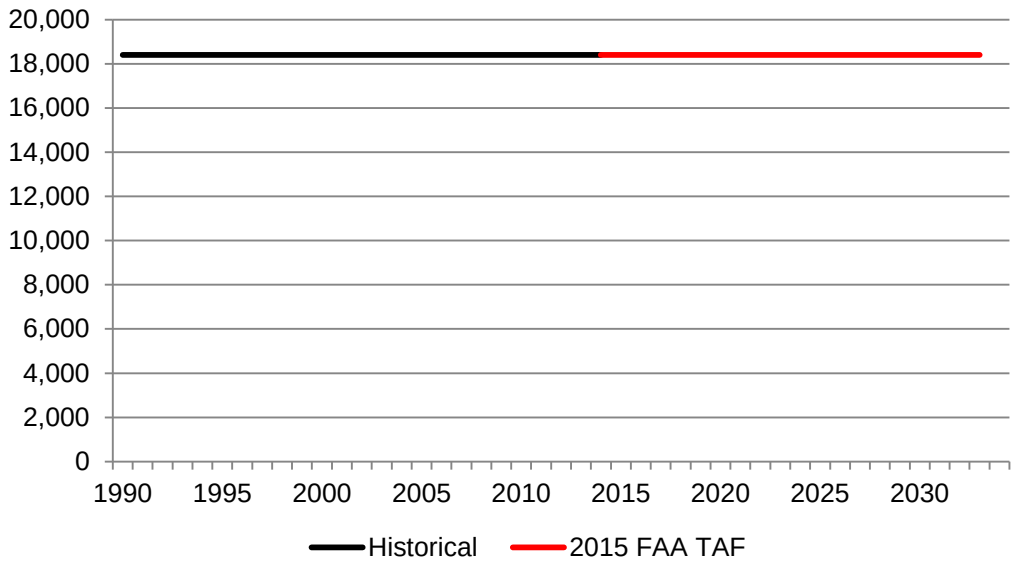
Not only does the 2015 FAA TAF give historical data and forecast projections for based aircraft, it also provides the same information for annual operations. Further, the 2015 FAA TAF breaks the annual operations into local and itinerant traffic. The latest FAA TAF was published in January 2015 and the annual operations for Perry-Foley Airport are shown in Table 4-13 and Figure 4-14.

Table 4-13
2015 FAA TAF FORECAST OF ANNUAL OPERATIONS

Year	Historical	2015 FAA TAF
1990	18,400	
1995	18,400	
2000	18,400	
2005	18,400	
2010	18,400	
2013	18,400	
2018		18,400
2023		18,400
2028		18,400
2033		18,400
Average Annual Growth		
1990-2013	0.0%	
2013-2018		0.0%
2018-2023		0.0%
2023-2028		0.0%
2028-2033		0.0%

Source: 2015 FAA Terminal Area Forecast

Figure 4-14
2015 FAA TAF FORECAST OF ANNUAL OPERATIONS



The 2015 FAA TAF predicts that the annual operations at the Airport will remain at the same reported level of 18,400 annual operations for the next twenty years. This represents no growth over the next twenty years.

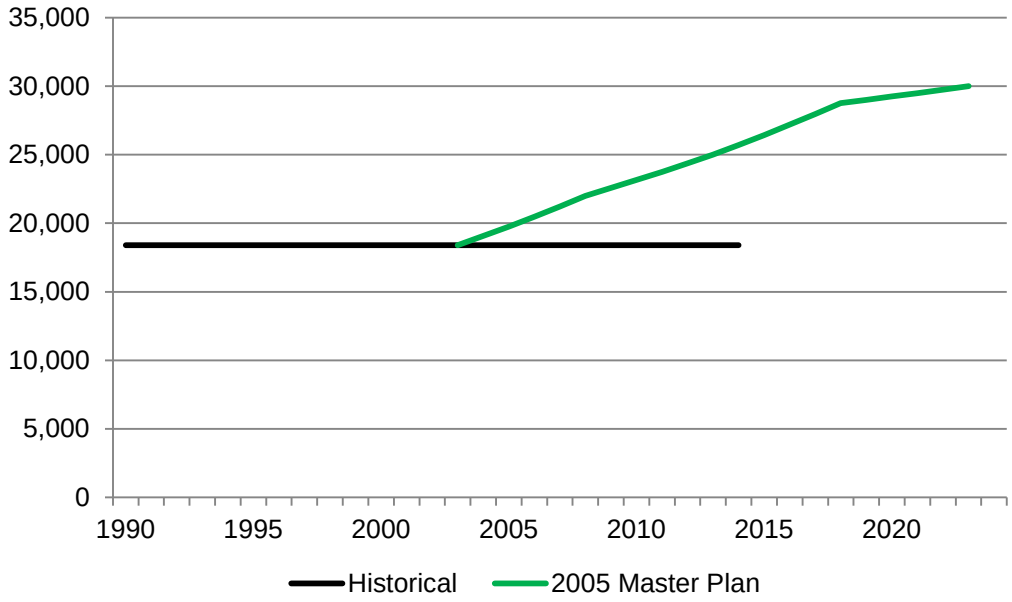
The last Master Plan done for the Airport, the 2005 Master Plan Update, developed a forecast that can be seen in Table 4-14 and Figure 4-15.

Table 4-14
2005 MASTER PLAN FORECAST OF ANNUAL OPERATIONS

Year	Historical	2005 Master Plan
1990	18,400	
1995	18,400	
2000	18,400	
2005	18,400	19,763
2010	18,400	23,154
2013	18,400	25,000
2018		28,750
2023		30,000
Average Annual Growth		
1990-2013	0.0%	
2013-2018		2.8%
2018-2023		0.9%

Source: 2005 Perry-Foley Airport Master Plan

Figure 4-15
2005 MASTER PLAN FORECAST OF ANNUAL OPERATIONS



The 2005 Master Plan reported that there were 18,400 annual operations at the Airport in 2004. It forecast that there would be 19,763 annual operations in 2013, and 30,000 in the year 2023. This projection represents an average annual compounded growth rate of 2.5 percent over the twenty year planning period of that Master Plan forecast.

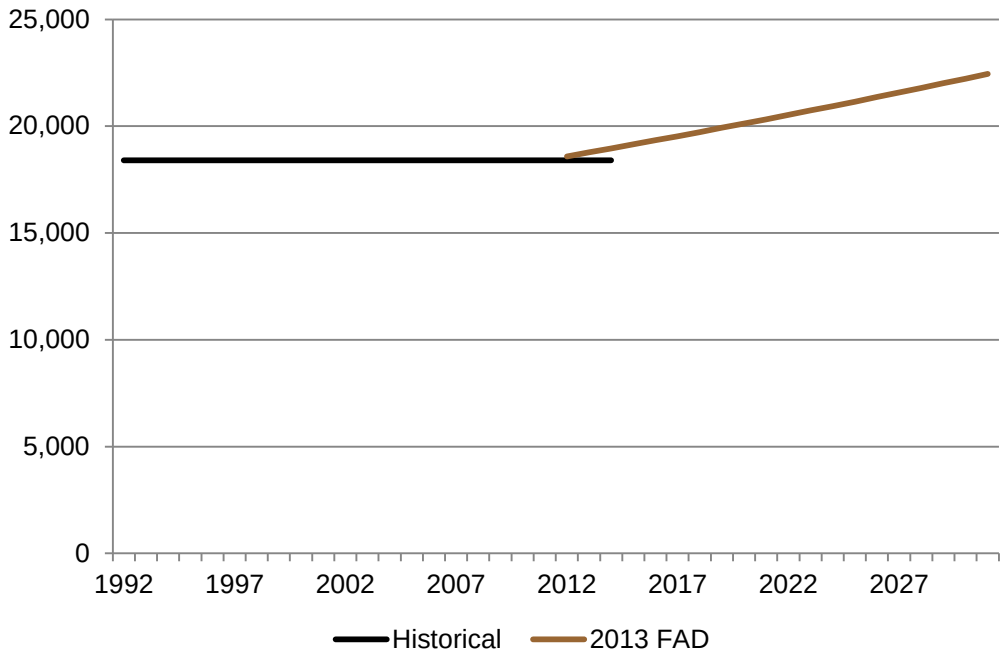
The Florida Aviation Database (2013 FAD) developed a forecast of annual operations for the Perry-Foley Airport in 2013. This was developed using 2011 data and makes projections for annual operations for the Airport through 2031. These are shown in Table 4-15 and Figure 4-16.

Table 4-15
2013 FAD FORECAST OF ANNUAL OPERATIONS

Year	Historical	2013 FAD
1995	18,400	
2000	18,400	
2005	18,400	
2010	18,400	
2013	18,400	18,770
2018		19,727
2023		20,734
2028		21,791
2033		n/a
Average Annual Growth		
1992-2013	0.0%	
2013-2018		1.0%
2018-2023		1.0%
2023-2028		1.0%
2028-2023		n/a

Source: Florida Aviation Database

Figure 4-16
2013 FAD FORECAST OF ANNUAL OPERATIONS



The 2013 FAD forecasts indicated that the 18,400 annual operations in 2011 would grow to 19,727 annual operations in the year 2018, and to 20,734 annual operations in the year 2023. Finally, in the year 2028 the Airport would have 21,791 annual operations. This represents an average annual compounded growth rate of 1.0 percent per year.

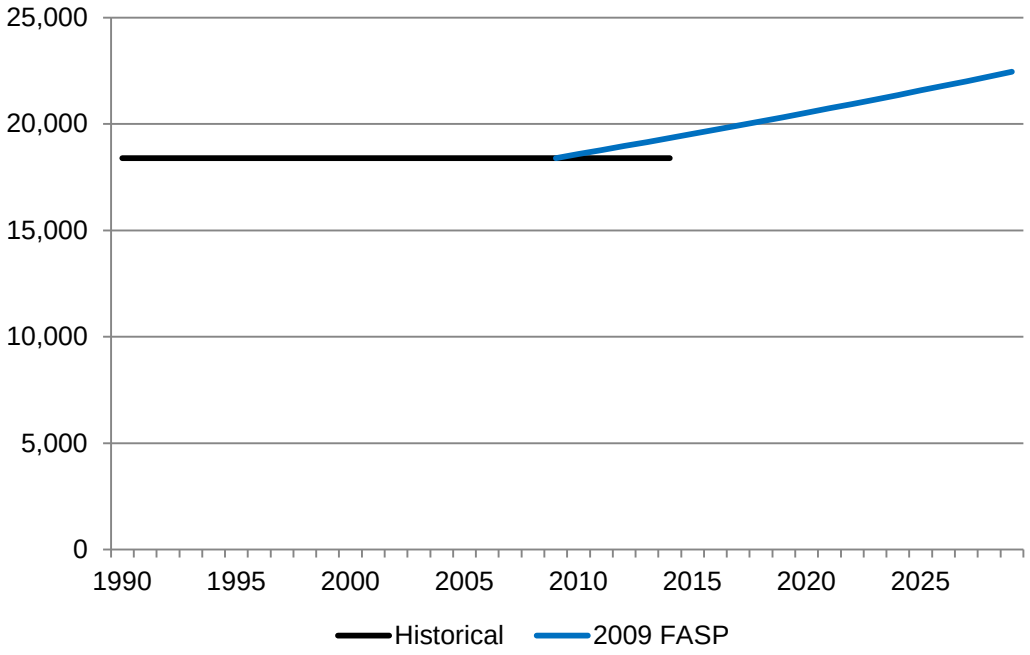
The Florida Aviation System Plan (2009 FASP) forecast of Perry-Foley Airport annual operations was completed in 2009 using 2008 data. This forecast made projections through 2029. It is shown in Table 4-16 and Figure 4-17.

Table 4-16
2009 FASP FORECAST OF ANNUAL OPERATIONS

Year	Historical	2009 FASP
1990	18,400	
1995	18,400	
2000	18,400	
2005	18,400	
2010	18,400	18,584
2013	18,400	19,147
2018		20,124
2023		21,150
2028		22,229
Average Annual Growth		
1990-2013	0.0%	
2013-2018		1.0%
2018-2023		1.0%
2023-2028		1.0%

Source: Florida Aviation System Plan

Figure 4-17
2009 FASP FORECAST OF ANNUAL OPERATIONS



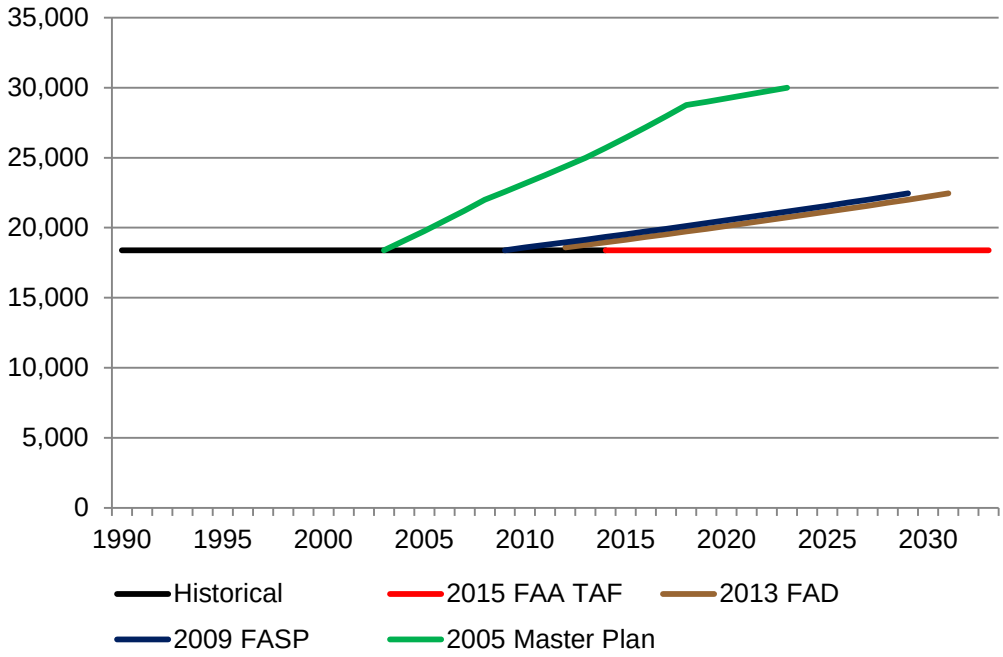
The 2009 FASP forecast of annual operations reports that there were 18,400 annual operations at the Airport in 2008. It predicts that this number would grow to 19,417 annual operations in the year 2013 and would grow to 22,229 annual operations by the year 2028. This represents a 1.0 percent average annual compounded rate of growth over the 20 year planning period represented in the document.

The four previously developed forecasts of annual operations for the Airport were compared to see how closely they are related. This comparison is shown in Table 4-17 and Figure 4-18.

Table 4-17
COMPARISON OF PREVIOUSLY DEVELOPED FORECASTS OF ANNUAL OPERATIONS

Year	Historical	2015 FAA TAF	2013 FAD	2009 FASP	2005 Master Plan
1990	18,400				
1995	18,400				
2000	18,400				
2005	18,400				19,763
2010	18,400			18,584	23,154
2013	18,400		18,770	19,147	25,000
2018		18,400	19,727	20,124	28,750
2023		18,400	20,734	21,150	30,000
2028		18,400	21,791	22,229	n/a
2033		18,400	n/a	n/a	n/a
Average Annual Growth					
1990-2013	0.0%				
2013-2018		0.0%	1.0%	1.0%	2.8%
2018-2023		0.0%	1.0%	1.0%	0.9%
2023-2028		0.0%	1.0%	1.0%	n/a
2028-2033		0.0%	n/a	n/a	n/a

Figure 4-18
COMPARISON OF PREVIOUS FORECASTS OF ANNUAL OPERATIONS



The 2005 Master Plan Update forecast, which is the oldest of the forecasts, shows a projection that is more aggressive than the other three. The 2009 FASP and the 2013 FAD have the same rate of average annual rate of growth, but the 2009 FAD began the ascent four years earlier and therefore yields a higher number of annual operations for each successive year. The 2015 FAA TAF shows the annual operations remaining for the next twenty years at the same level that the Airport has been reporting for the last twenty years.

It was determined that the forecast developed for the 2005 Master Plan Update was too outdated to be considered further within this Master Plan Update. The 2009 FASP and the 2013 FAD both fall within the acceptable range of the 2015 FAA TAF. Therefore, it was determined to keep both of these forecasts along with the 2015 FAA TAF under consideration for this Master Plan Update. The outer years of the 2009 FASP and the 2013 FAD will be projected at the same respective rates of average annual growth for comparison with the other forecasts.

4.4.1.2 Forecasts of Annual Operations

In addition to the previously developed forecasts of annual operations, this Master Plan Update also developed five additional forecasts of annual operations.

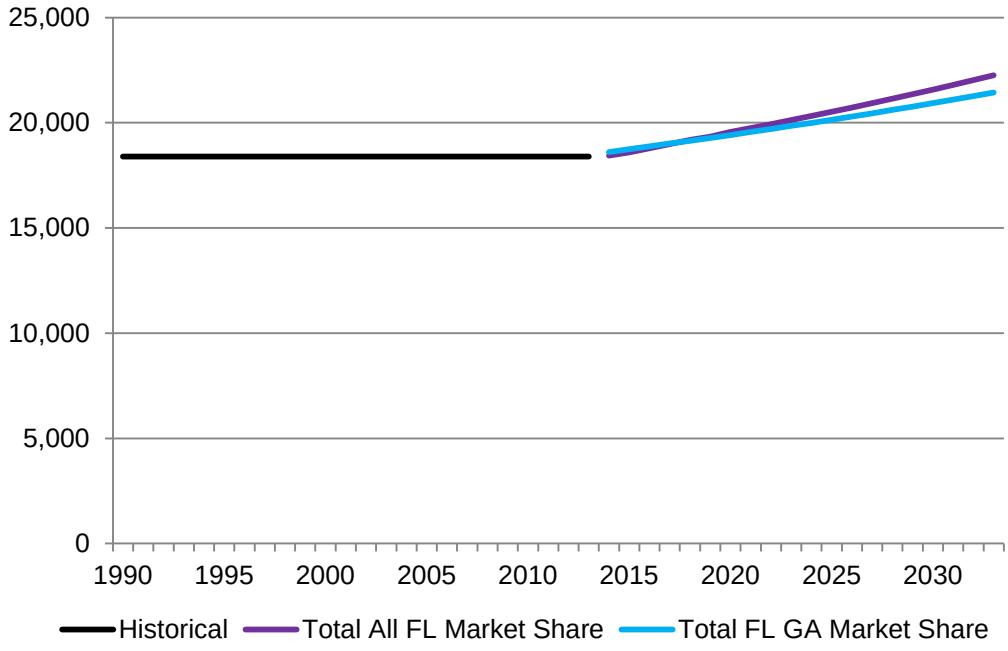
The first and second forecasts use the same methodology of forecasting annual operations developed for this Master Plan Update by using the Florida General Aviation Market Share of Annual Operations forecast and the Total Florida Market Share for another forecast. These

forecasts takes the annual operations at Perry-Foley Airport and compares them to the total annual operations at all general aviation airports in the State of Florida in the year 2013 and all of the annual operations in the State of Florida in 2013 respectively. These forecasts presume that the market share of the Airport will remain the same over the planning period with the results shown in Table 4-18 and Figure 4-19.

Table 4-18
MARKET SHARE OF FLORIDA ANNUAL OPERATIONS

Year	Historical	Total FL GA Market Share	Total All FL Market Share
1990	18,400		
1995	18,400		
2000	18,400		
2005	18,400		
2010	18,400		
2013	18,400		
2018		19,100	19,200
2023		19,800	20,100
2028		20,600	21,100
2033		21,400	22,300
Annual Average Growth			
1990-2013	0.0%		
2013-2018		0.7%	0.9%
2018-2023		0.7%	0.9%
2023-2028		0.8%	1.0%
2028-2033		0.8%	1.1%

Figure 4-19
MARKET SHARE OF FLORIDA ANNUAL OPERATIONS



Using the Florida General Aviation Market Share, the results would be 19,100 annual operations in the year 2018, 20,800 in the year 2023, and 21,400 in the year 2033. This is an average annual compounded growth rate of 0.7 percent.

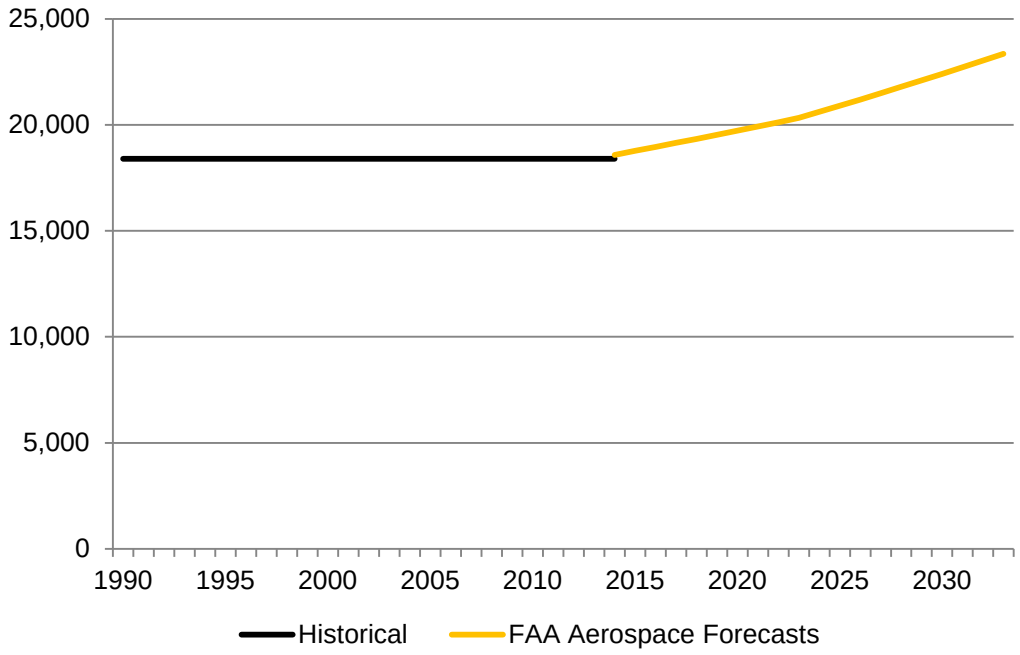
Using the Total Florida Aviation Market Share, the results would be 19,200 annual operations in the year 2018, 20,100 in the year 2023, and 22,300 in the year 2033. This is an average annual compounded growth rate of 1.0 percent.

The third forecast is one that was developed using the *FAA Aerospace Forecasts 2014-2034* similar to that done for the based aircraft. The *FAA Aerospace Forecasts 2014-2033*, Table 29, Active General Aviation and Air Taxi Hours Flown projects that the total number of general aviation hours flown will increase by an average of 1.0 percent per year from 2014-2023. They will continue to increase by an average of 1.4 percent per year from 2023 through 2034. By applying these percentages the resulting numbers of annual operations are shown in Table 4-19 and Figure 4-20.

Table 4-19
FAA AEROSPACE BASED FORECAST OF ANNUAL OPERATIONS

Year	Historical	FAA Aerospace Forecasts
1990	18,400	
1995	18,400	
2000	18,400	
2005	18,400	
2010	18,400	
2013	18,400	
2018		19,300
2023		20,300
2028		21,800
2033		23,400
Average Annual Growth		
1990-2013	0.0%	
2013-2018		1.0%
2018-2023		1.0%
2023-2028		1.4%
2028-2033		1.4%

Figure 4-20
FAA AEROSPACE BASED FORECAST OF ANNUAL OPERATIONS



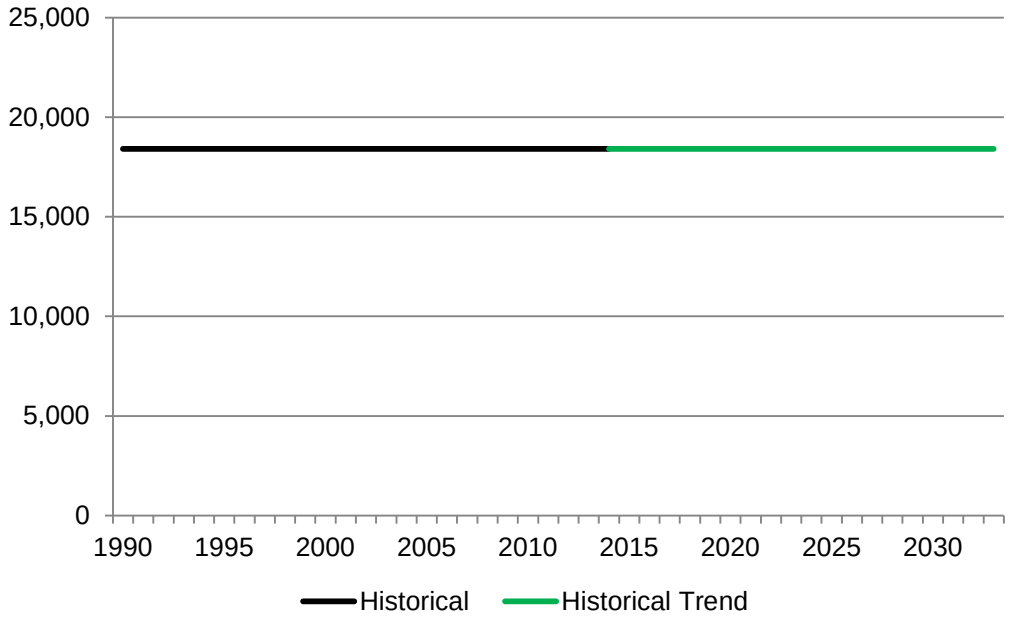
The forecast based on the FAA Aerospace Forecasts indicates that the annual operations would rise to 19,500 by the year 2018. They would continue to increase to 23,400 annual operations by the year 2033. This would represent an average annual growth rate of 1.2 percent over the twenty year forecast period.

The fourth forecasting methodology used to develop a forecast of annual operations is one that is based on the historic trend in the number of annual operations at Perry-Foley Airport and a trend line analysis similar to one that was done for based aircraft. The linear trend methodology examines historical growth trends in the number of annual operations and applies this trend to the current demand levels to produce projections of future activity. Over the period of the last 23 years, the Airport has averaged no growth in the number of annual operations. By projecting this percentage the results shown in Table 4-20 and Figure 4-21 are obtained.

Table 4-20
HISTORICAL TREND FORECAST OF ANNUAL OPERATIONS

Year	Historical	Historical Trend
1990	18,400	
1995	18,400	
2000	18,400	
2005	18,400	
2010	18,400	
2013	18,400	
2018		18,400
2023		18,400
2028		18,400
2033		18,400
Average Annual Growth		
1990-2013	0.0%	
2013-2018		0.0%
2018-2023		0.0%
2023-2028		0.0%
2028-2033		0.0%

Figure 4-21
HISTORICAL TREND FORECAST OF ANNUAL OPERATIONS



Obviously, if the trend over the last 23 years has been no growth, a trend analysis would project that there would be no growth over the next twenty years. The number of annual operations would remain the same at 18,400 annual operations.

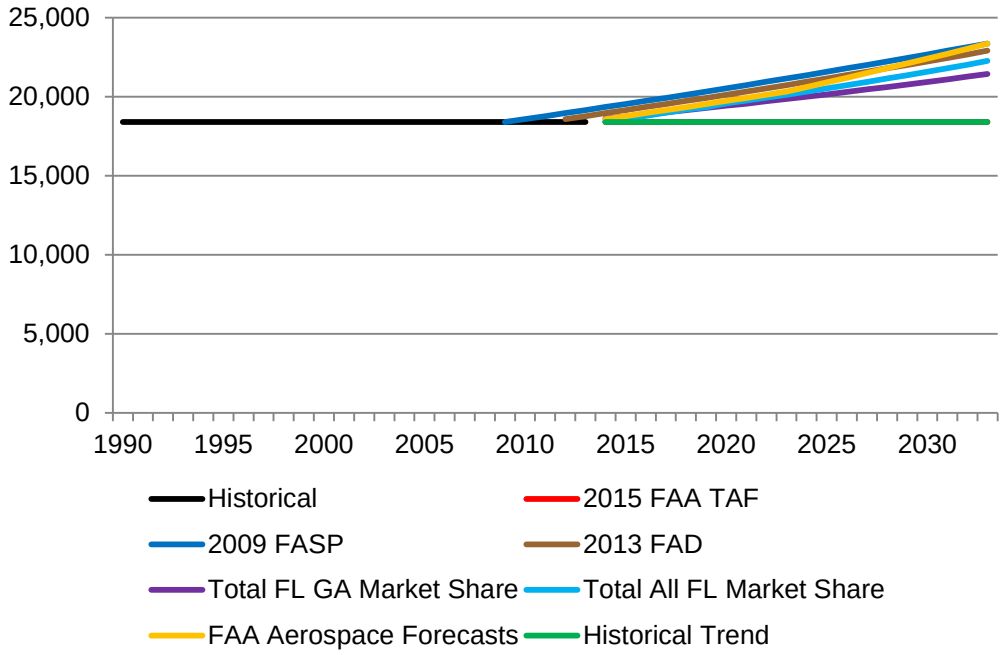
The fifth forecast developed for annual operations at the Airport was a regression analysis that paired the number of annual operations with socioeconomic indicators for Taylor County of population, employment, and personal income per capita. Unfortunately, no forecasts of statistical significance resulted and these forecasts have not been included in this report.

The remaining previously developed forecasts of annual operations, the 2015 FAA TAF, the 2009 FASP and the 2013 FAD were compared to the newly developed forecasts; the FL GA Market Share, the Total FL Market Share, the FAA Aerospace, and the Historical Trend forecasts. These are compared in Table 4-21 and Figure 4-22. The 2015 FAA TAF does not show in Figure 4-22 because the results were the same as that for the Historical Trend forecasts which is shown covering the 2015 FAA TAF line.

Table 4-21
COMPARISON OF CURRENT ANNUAL OPERATIONS FORECASTS

Year	Historical	2009 FASP	2013 FAD	2015 FAA TAF	Total FL GA Market Share	Total All FL Market Share	FAA Aerospace Forecasts	Historical Trend
1990	18,400							
1995	18,400							
2000	18,400							
2005	18,400							
2010	18,400							
2013	18,400							
2018		20,100	19,700	18,400	19,100	19,200	19,300	18,400
2023		21,200	20,700	18,400	19,800	20,100	20,300	18,400
2028		22,200	21,800	18,400	20,600	21,100	21,800	18,400
2033		23,400	22,900	18,400	21,400	22,300	23,400	18,400
Average Annual Growth								
1990-2013	0.0%							
2013-2018		1.8%	1.4%	0.0%	0.7%	0.9%	1.0%	0.0%
2018-2023		1.1%	1.0%	0.0%	0.7%	0.9%	1.0%	0.0%
2023-2028		0.9%	1.0%	0.0%	0.8%	1.0%	1.4%	0.0%
2028-2033		1.1%	1.0%	0.0%	0.8%	1.1%	1.4%	0.0%

Figure 4-22
COMPARISON OF CURRENT FORECASTS OF ANNUAL OPERATIONS



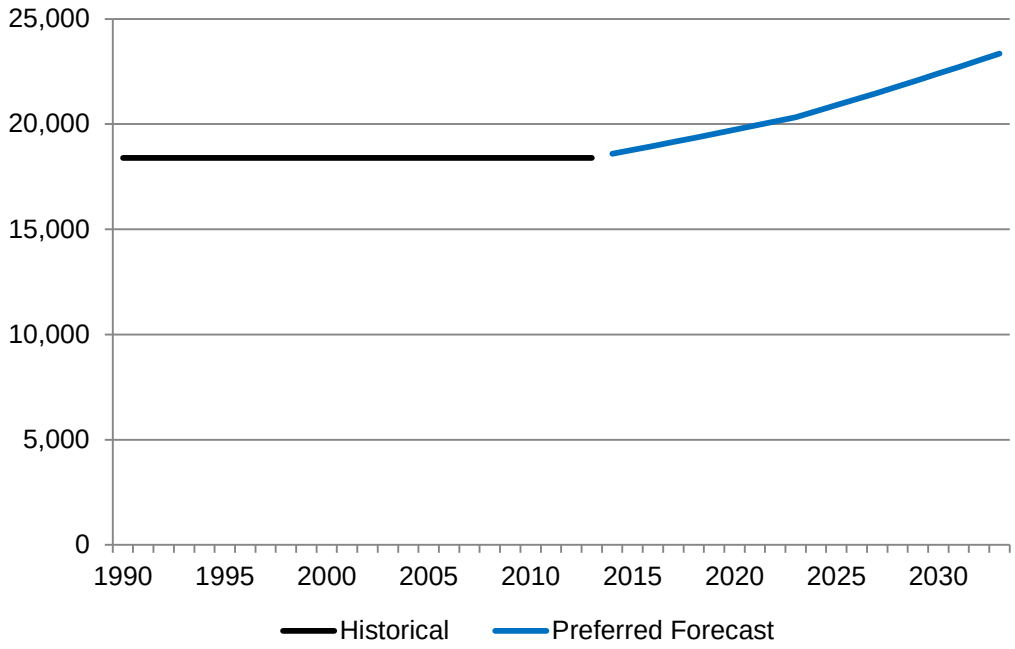
4.4.1.3 Preferred Forecast of Annual Operations

After comparing the seven remaining forecasts for annual operations, it was determined that the FAA Aerospace forecast resulted in the highest number of annual operations while still being within the acceptable range of the 2015 FAA TAF. The 2009 FASP resulted in a similar forecast. However, it was decided to use the more recent of the two forecasts. The forecast based on the FAA Aerospace Forecasts projects a 1.0 average annual rate of growth through 2013. From 2014 through 2033, a 1.4 percent average annual compounded growth is anticipated as shown in Table 4-22 and Figure 4-23.

Table 4-22
PREFERRED ANNUAL OPERATIONS FORECAST

Year	Historical	Preferred Forecast
1990	18,400	
1995	18,400	
2000	18,400	
2005	18,400	
2010	18,400	
2013	18,400	
2018		19,300
2023		20,300
2028		21,800
2033		23,400
Average Annual Growth		
1990-2013	0.0%	
2013-2018		1.0%
2018-2023		1.0%
2023-2028		1.4%
2028-2033		1.4%

Figure 4-23
PREFERRED ANNUAL OPERATIONS FORECAST



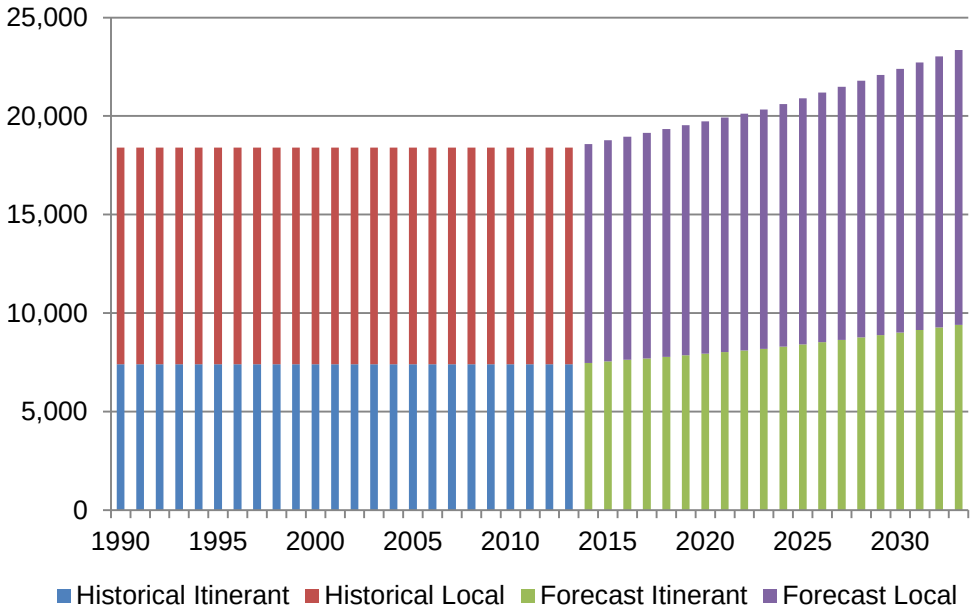
4.4.2 Forecast of Local Versus Itinerant Operations Distribution

Operations at an airport are either local or itinerant. The only data source where these types of historical activities are differentiated for the Perry-Foley Airport is the 2015 FAA TAF. The reported historical split between local and itinerant has remained constant over the years. The average split of local to itinerant between the years 1990 and 2013 has been 59.8 percent local and 40.2 percent itinerant. This split has been distributed across the preferred forecast for annual operations with the results as shown in Table 4-23 and Figure 4-24.

Table 4-23
LOCAL VERSUS ITINERANT OPERATIONS DISTRIBUTION

Year	Historical Local	Historical Itinerant	Preferred Forecast Local	Preferred Forecast Itinerant
1990	11,000	7,400		
1995	11,000	7,400		
2000	11,000	7,400		
2005	11,000	7,400		
2010	11,000	7,400		
2013	11,000	7,400		
2018			11,600	7,800
2023			12,200	8,200
2028			13,000	8,800
2033			14,000	9,400

Figure 4-24
LOCAL VERSUS ITINERANT DISTRIBUTION OF ANNUAL OPERATIONS



4.4.3 Commercial and General Aviation Operations

In addition to local and itinerant, operations are also divided between commercial operations and general aviation operations. Commercial operations include regularly scheduled passenger services, air taxi, charter, and air cargo services. Perry-Foley Airport has regularly reported 200 of its annual operations per year as air taxi commuter operations per year. It is unlikely that the number of these types of annual commercial operations will change.

General Aviation includes military operations. Military operations are those officially carried out by a branch of the U.S. military services. The 2015 FAA TAF indicates that the Airport has reported 200 itinerant military operations annually since 1990. The 2015 FAA TAF further projects that the number of itinerant military annual operations will remain constant at the Airport through 2033.

There have never been any local military operations reported. There is no evidence supporting an alternative forecast and no additional projections have been made. The remainder of the operations at the Airport is anticipated to continue to be general aviation operations.

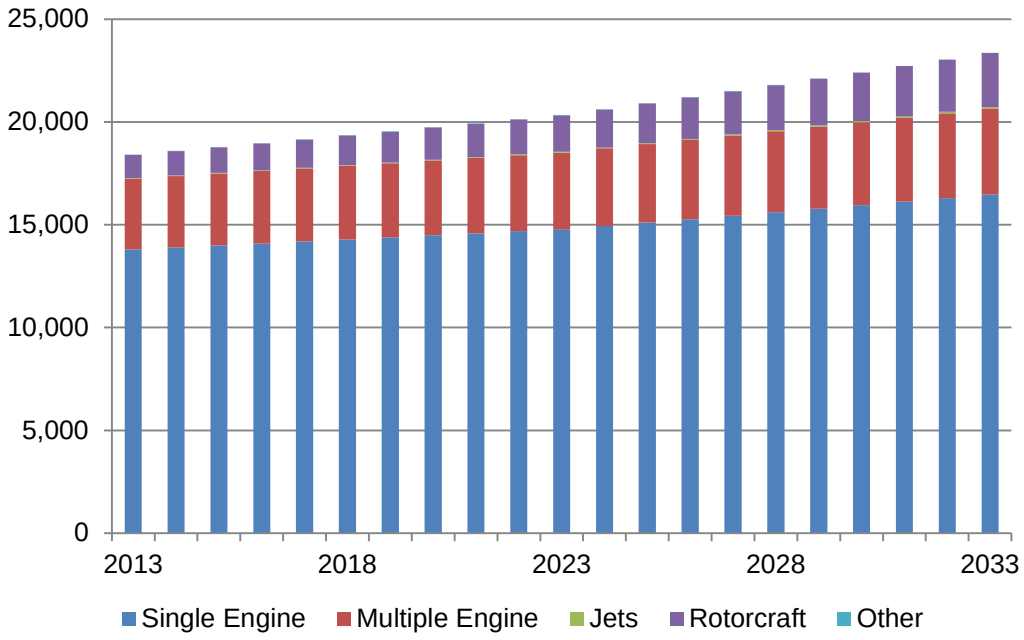
4.4.4 Airport Operational Fleet Mix

The forecast of the split of operations based on the forecast fleet mix is commonly called the operational fleet mix. This forecast is based on the based aircraft fleet mix and the preferred forecast of annual operations. The various percentages of these types of aircraft are based on the average annual rate of growth projected in each aircraft category by the *FAA Aerospace Forecasts 2014-2034.* The resulting operational fleet mix is shown in Table 4-24 and Figure 4-25.

Table 4-24
OPERATIONAL FLEET MIX

Year	Single Engine	Multiple Engine	Jets	Rotorcraft	Other	Total
Historical						
2013	13,800	3,400	0	1,100	0	18,400
Forecast						
2018	14,300	3,600	0	1,400	0	19,300
2023	14,800	3,700	0	1,800	0	20,300
2028	15,600	3,900	0	2,200	0	21,800
2033	16,500	4,200	0	2,600	0	23,400
Percentage of Aircraft						
Historical						
2013	75.0%	18.5%	0.0%	6.0%	0.0%	100.0%
Forecast						
2018	74.1%	18.7%	0.0%	7.3%	0.0%	100.0%
2023	72.9%	18.2%	0.0%	8.9%	0.0%	100.0%
2028	71.6%	17.9%	0.0%	10.1%	0.0%	100.0%
2033	70.5%	17.9%	0.0%	11.1%	0.0%	100.0%

Figure 4-25
OPERATIONAL Fleet Mix



The single-engine, multiple engine, and rotorcraft categories of operations are each anticipated to increase in the number of annual operations at the Airport over the next twenty years. Jets and "other" aircraft operations are not anticipated to increase their respective percentage of operations at the Airport; both of which are zero. The percentage of single-engine aircraft and multiple engine aircraft operations are forecast to decline as the rotorcraft sector increases. Single engine aircraft will still continue to perform the majority of the operations at the Airport throughout the planning period.

4.5 PEAKING ACTIVITY

Peak activity forecasts are used to size facilities. Typically, aircraft do not land and take off consistently from one hour to the next or even from one month to the next. The peak activity forecasts typically projected are the peak month, the average day of the peak month, and the peak hour of the average day. This is not intended to forecast the busiest hour of the busiest day of the year. If a facility were designed to accommodate the busiest day of the busiest month of the year, the facility would be underutilized the majority of the year. By designing to the peak hour of the average day of the peak month, the result is a facility that is comfortably utilized about 85 percent of the year. There will be times when the facility is underutilized, and there will also be times when it is crowded for short periods.

As Perry-Foley Airport has no air traffic control tower, monthly tabulations for the peak periods are not available. However, the Airport typically has the highest levels of activity during the months beginning in November and ending in April. This is largely due to the mild weather in Florida during these months. It was estimated that approximately 10 percent of the Airport's annual activity would occur during the peak month due to this activity. The peak month could occur during any of these six months. The 10 percent of annual operations was used to determine the peak month activities through the year 2033 as shown in Table 4-25.

Table 4-25
PROJECTED PEAK OPERATIONS

Year	Total Annual Operations	Peak Month Operations	Average Day Operations	Peak Hour Operations
2013	18,400	1,840	60	6
2018	19,300	1,930	60	6
2023	20,300	2,030	70	7
2028	21,800	2,180	70	7
2033	23,400	2,340	80	8

To achieve the average day peak month activity, the peak month activities would be divided by the number of days in the month identified as the peak month. In Table 4-25, each of the peak month activity numbers have been divided by 30.

No historical data was available to determine the peak hour operations at the Airport. Therefore, an estimate of a tenth of the average day operations was used to calculate the peak hour operations.

4.6 COMPARISON OF PREFERRED FORECASTS TO FAA TERMINAL AREA FORECASTS

If an airport is included in the FAA TAF, any new aviation activity forecasts must be reviewed and approved by the FAA before they can be applied to further analyses. During this review, the FAA looks to see if the based aircraft and annual operations forecasts differ from the current FAA TAF by less than 10 percent in the first five years and 15 percent in the first 10 years. An FAA Memorandum dated 23 December 2004 states "Where the 5- or 10-year forecast does not exceed 100,000 total annual operations or 100 based aircraft, then it does not need headquarters review, and should be provided for use in the annual update of the TAF." This is the case with Perry-Foley Airport with respect to reported annual operations and the number of based aircraft. In accordance with FAA preference and for informational purposes, a comparison of the preferred forecast to the 2015 FAA TAF is shown in Table 4-26.

Table 4-26
COMPARISON OF FAA TAF AND PREFERRED FORECASTS

	Preferred Forecast	2015 FAA TAF	Difference
Based Aircraft			
Base Year (2013)	16	16	0.0%
5 Year (2018)	16	16	1.3%
10 Year (2023)	16	16	2.8%
Annual Operations			
Base Year (2013)	18,400	18,400	0.0%
5 Year (2018)	19,300	18,400	4.9%
10 Year (2023)	20,300	18,400	10.3%

The based aircraft and annual operations forecasts are well within the limits set by the FAA. The preferred forecast for based aircraft is based on the All Florida Market Share and the All Florida General Aviation Market Share forecasts. The annual operations forecasts are based on the FAA Aerospace forecast. Both preferred forecasts are within the limits set by the FAA. For the reasons stated in this chapter, the forecasts of based aircraft and annual operations selected in this study are considered reasonable and valid for planning purposes.

4.7 SUMMARY OF AVIATION ACTIVITY FORECASTS

The data and methods used to forecast aviation demand for the Airport are consistent with those used by the FAA and other general aviation airports around the nation. The forecasts selected in this study reflect the activity anticipated at the Perry-Foley Airport over the next 20 years without being either too conservative or too optimistic. Table 4-27 shows an overview of the selected forecasts.

Table 4-27
SUMMARY OF AVIATION ACTIVITY FORECASTS

	2013	2018	2023	2028	2033
Based Aircraft Fleet Mix					
Single-engine	12	13	13	14	15
Multiple Engine	3	3	3	4	4
Jet	0	0	0	0	0
Rotorcraft	1	1	2	2	2
Other	0	0	0	0	0
Total	16	17	18	20	21
Annual Operations					
Local	11,000	11,600	12,200	13,000	14,000
Itinerant	7,400	7,800	8,200	8,800	9,400
Total					
Operational Fleet Mix					
Single-engine	13,800	14,300	14,800	15,600	16,500
Multiple Engine	3,400	3,600	3,700	3,900	4,200
Jet	-	-	-	-	-
Rotorcraft	1,100	1,400	1,800	2,200	2,600
Other	-	-	-	-	-
Total	18,400	19,300	20,300	21,800	23,400

5. FACILITY REQUIREMENTS

5.1 Introduction

This chapter builds upon the Inventory of Existing Conditions and the Forecast of Aviation Activities chapters to develop an understanding of how many and what types of facilities will be required to meet the forecast demand. It compares what is already available with what will be required over the next 20-year planning period and determines in five-year increments what facilities are likely to be needed and when.

5.2 Airspace

There are two commercial service airports located within 50 nautical miles of the Perry-Foley Airport; Tallahassee Regional and Gainesville Regional. These are augmented by seven public-use general aviation airports located within 60 nautical miles and 40 private general aviation airports located within 40 nautical miles. In addition, there is a military operating area (MOA) located to the east of the area; Live Oak MOA. However, based on available data, no known airspace conflicts currently exist. The airspace around the Airport is relatively uncongested.

5.2.1 Approaches

There are many types of approaches that can be executed into airports. There are those that occur during Visual Flight Rules (VFR) operations and those that occur during Instrument Flight Rules (IFR) operations. VFR operations are those that occur under visual meteorological conditions (VMC) that are clear enough that the pilot can see where the aircraft is going. IFR operations are those that occur during Instrument Meteorological Conditions (IMC), or where the pilot's visibility is obscured.

IFR approaches are designed so that the pilot of an aircraft in IMC can land by using instruments, Global Positioning System (GPS), or Inertial Navigation System (INS) navigation without assistance from air traffic control. IFR approaches are generally classified as either precision or non-precision approaches. Precision approaches are those that provide both lateral (through use of a localizer or very high frequency omnidirectional range (VOR)) and vertical (through use of a glideslope) electronic information. Non-precision approaches provide lateral information only.

Perry-Foley Airport does not have any precision approaches. Existing IFR approaches to the Airport are non-precision. GPS based non-precision approaches are published for both Runway 18 and Runway 36. GPS is a satellite-based navigation system that provides location and time information in all weather, anywhere there is an unobstructed line of sight to four or more GPS satellites. The GPS system is maintained by the U.S. government and is freely accessible to anyone with a GPS receiver.

The approach plates for the Airport indicate that for Aircraft Category A and B, the visibility minimum is one mile. For an Aircraft Category C, the visibility minimum is 1 ¾ miles for Runway 18 and 1 ¼ miles for Runway 36. For an Aircraft Category D, the visibility minimum is 2 miles for Runway 18 and 1 ¼ miles for Runway 36. Approaches with lower visibility minimums would require:

- The widening of the Part 77 Primary Surface from the existing 500 feet to 1,000 feet
- Significant lengthening and widening of the Runway Protection Zone (RPZ). It is recommended by the FAA that the Airport sponsor (Taylor County) acquire or control the land in the RPZ. No public roads are allowed within the RPZ.
- Runway approach lights would need to be installed.

The widening of the primary surface, to achieve the lower visibility minimums would encroach on and diminish the utility of the developable land within the current Airport boundaries. Records show that weather conditions with lower than one mile visibility minimums only occur between one and three percent of the time annually at the Airport.

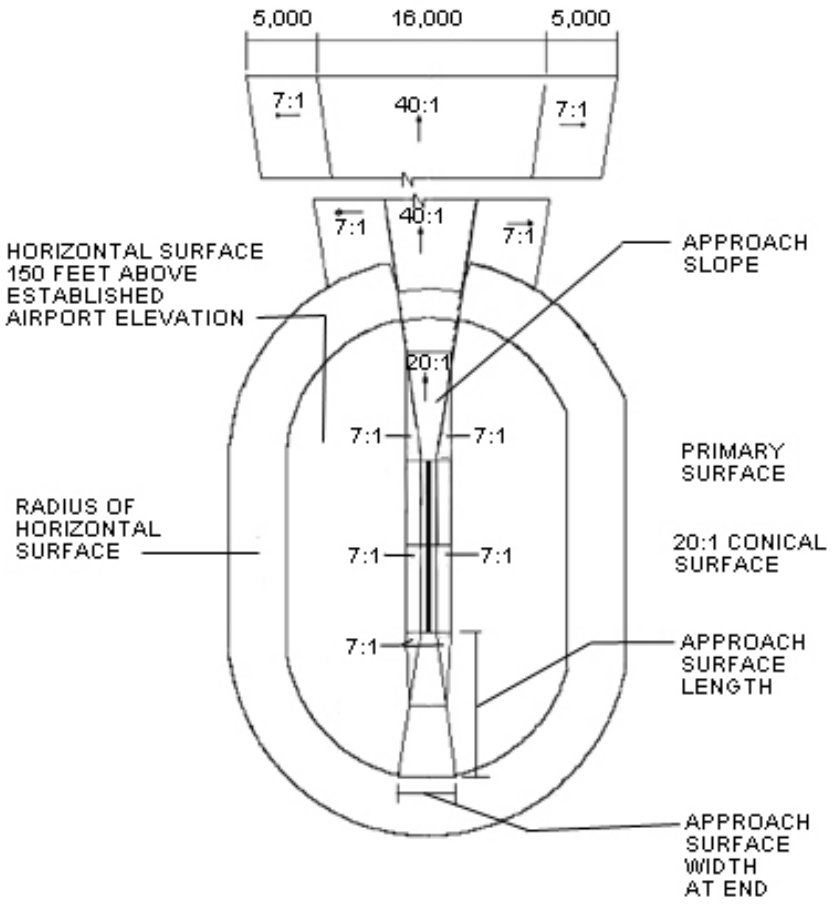
5.2.2 Part 77 Surfaces

Code of Federal Regulations (CFR) Title 14, Chapter 1, Part 77, *Objects Affecting Navigable Airspace* (Part 77), sets criteria for protecting airspace near airports. These regulations define numerous airspace surfaces that exist on and around airports. The size and dimensions of these surfaces are dependent upon the runway type, i.e. utility, or non-utility, and the approved or planned approach procedures. Objects, whether natural or man-made, should not penetrate these defined Part 77 surfaces. The dimensions of the existing Part 77 surfaces for Perry-Foley Airport are given in Table 5-1 and the surfaces themselves are depicted in Figure 5-1.

Table 5-1
EXISTING PART 77 SURFACES

Surface	Non-Precision Instrument Runway (in feet) (Runways 18 and 36)	Visual Runway Larger Than Utility (in feet) (Runways 6, 12, 24, and 30)
Width of Primary Approach Surface and Approach Surface Width at Inner End	500	500
Radius of Horizontal Surface	10,000	5,000
Approach Surface Width At End	3,500	1,500
Approach Surface Length	10,000	5,000
Approach Slope	34:1	20:1

Figure 5-1
EXISTING PART 77 SURFACES



5.3 Airfield

The airfield is a system of components upon which aircraft operate. These include runways, taxiways, and aircraft parking aprons. Airfield requirements are affected by demand capacity, aircraft mix, runway and taxiway design standards, airspace, and navigational and visual aids. This section looks at each of these factors as they relate to the Perry-Foley Airport.

5.3.1 Airfield Configuration

The number, orientation, and spatial layout of the runways at an airport make up the airfield configuration. The configuration is adequate if it provides sufficient operational capacity and appropriate wind coverage for the aircraft operating or expected to operate at the Airport through the end of the planning period.

The existing airfield configuration at the Airport consists of three runways, one of 4,986 feet in length, Runway 18/36; one of 4,754 feet in length, Runway 12/30; and one 4,378 feet in length, Runway 6/24. Runway 18/36 is situated in a north-south direction on the airfield and was designated the primary runway for the Airport by the Taylor County Board of County Commissioners and the FAA in 2007. Runway 12/30 is situated in an east/southeast by

west/northwest direction. Runway 12/30 has been designated the crosswind or secondary runway. Runway 6/24 is situated in a southwest by northeast direction and the three runways form a triangle. Runway 6/24 was recommended for closure in the 2005 Master Plan update and is scheduled to be closed by the County within the short-term planning period of this Master Plan Update.

5.3.2 Airfield Demand/Capacity

It is recommended by the FAA that the operational capacity of an airport be determined on a periodic basis. This allows for any adjustments that might be required based on such an analysis. An airfield capacity analysis determines what percentage of the airfield's theoretical capacity is being used and what potential delays might develop given the calculated capacity. The FAA Advisory Circular (AC) 150/5060-5, *Airport Capacity and Delay*, provides a methodology for performing the analysis.

The Annual Service Volume (ASV) is the theoretical capacity of the Airport on an annual basis given the runway configuration, the number and location of taxiways, the aircraft fleet mix, the percentage of aircraft arrivals, the percentage of touch-and-go activity at the Airport, and the historical meteorological conditions. The analysis performed with the methodology provided in FAA AC 150/5060-5 indicates that the current theoretical hourly capacity for the Airport during Visual Flight Rules (VFR) weather is approximately 132 operations as shown in Table 5-2.

Table 5-2
AIRFIELD CAPACITY

	Theoretical Capacity	2013 Operations	Percent of Capacity	2033 Operations	Percent of Capacity
Operations Per Hour During VFR Weather	132	6	4.6%	8	5.9%
Operations Per Hour During IFR Weather	59	4	6.2%	5	7.9%
Operations Per Year	260,000	18,400	7.1%	23,400	9.0%

While the theoretical capacity of the Airport indicates as many as 132 operations per hour could occur during VFR weather, the Airport is not anticipated to approach this number of hourly operations during the planning period. The forecasts of aviation activity indicate that the average peak hour operations in 2013 were six and that they are expected to rise to eight in the year 2033. The ASV of the Airport is calculated at 260,000 annual operations. However, it is reported that only 18,400 annual operations occurred at the Airport in 2013. This is approximately 7.1 percent of the ASV. The forecasts of aviation activity indicate that the annual operations will increase to 23,400 by the year 2033. This would equate to approximately 9.0 percent of the ASV.

5.3.3 Runway Design Code

Each runway on an airport has an established Runway Design Code (RDC), which is determined by the Aircraft Approach Category (AAC), the Airplane Design Group (ADG), and the approach visibility minimums for that runway. The first component, the AAC, is depicted by a letter and relates to aircraft approach speed as shown in Table 5-3.

Table 5-3
AIRCRAFT APPROACH CATEGORIES

Aircraft Approach Category	Aircraft Approach Speed
A	Approach speed less than 91 knots
B	Approach speed 91 knots or more but less than 121 knots
C	Approach speed 121 knots or more but less than 141 knots
D	Approach speed 141 knots or more but less than 166 knots
E	Approach speed 166 knots or more

The second component, the ADG, is depicted by a Roman numeral and relates to either the wingspan or the tail height of the aircraft; whichever is more restrictive. The levels of the ADG are shown in Table 5-4.

Table 5-4
AIRPLANE DESIGN GROUPS

Group Number	Tail Height in Feet	Wingspan in Feet
I	Less than 20	Less than 49
II	20 to less than 30	49 to less than 79
III	30 to less than 45	79 to less than 118
IV	45 to less than 60	118 to less than 171
V	60 to less than 66	171 to less than 214
VI	66 to less than 80	214 to less than 262

The third component, the approach visibility minimums, are expressed by Runway Visual Range (RVR) values in feet of 1200, 1600, 2400, and 4000 as shown in Table 5-5. The third component should read “VIS” for runways designated with a visual approach only.

Table 5-5
VISIBILITY MINIMUMS

RVR in Feet	Flight Visibility Category in Statute Miles
4,000	Lower than 1 mile but not lower than ¾ mile (APV ≥ ¾ but <1 mile)
2,400	Lower than ¾ mile but not lower than ½ mile (CAT-I PA)
1,600	Lower than ½ Mile but not lower than ¼ mile (CAT-II PA)
1,200	Lower than ¼ mile (CAT-III PA)

Note: APV = Approach Procedure with Vertical Guidance

Given the above parameters, Runway 18/36 currently has a Runway Design Code of B-II-VIS. The design aircraft identified for this runway in the 2005 Master Plan Update was the Beechcraft King Air B200. This aircraft has an approach speed of 103 knots, a wingspan of 54.5 feet, a tail height of 14.83 feet, and a Maximum Take Off Weight (MTOW) of 12,500 pounds. This brings the design aircraft solidly into the B-II category. The design aircraft identified for Runways 12/30 and 6/24 was also the Beechcraft King Air B200.

The Airport has GPS coverage, but does not have vertical guidance. A visibility of not less than one mile has been implemented at the Airport. Therefore, the visibility minimum is Visual or "VIS". This results in a Runway Design Code (RDC) of B-II-VIS for all three runways. The RDC is based on current or planned development and does not have an operational application.

5.3.4 Airport Reference Code

The FAA has established a tiered system of Airport Reference Codes (ARC), which determines the design standards for runways, separation distances, safety areas, and many other airfield facilities. The ARC is an airport designation that signifies the airport's highest Runway Design Code (RDC), minus the third component, visibility, of the RDC. The ARC is used for planning and design only and does not limit the aircraft that may be able to operate safely on the Airport. Currently, the Airport ARC is B-II. This is not projected to change, unless the fleet mix at the Airport changes significantly. An aircraft with a higher AAC and/or ADG would have to document 500 or more annual operations before this change could be considered.

5.3.5 Runway Length Analysis

Runway length analyses were performed for the current runways, based on the Aviation Activity Forecasts presented in Chapter 4 of this report and approved by the FAA. The FAA Advisory Circular 150/5328-4B, *Runway Length Requirements for Airport Design*, was used in the preparation of this analysis.

All three runways have an ARC of B-II. The B-II designation indicates that the runway is designed to accommodate aircraft with approach speeds up to but not including 121 knots and wingspans up to but not including 79 feet. In addition to the Beechcraft King Air B200, aircraft that are within the B-II designation include aircraft found in Table 5-6.

Table 5-6
SAMPLE ARC B-II AIRCRAFT

Aircraft	MTOW (pounds)	Approach Speed (knots)	Wingspan (feet)
Aerospatiale NORD 262	23,810	96	74.2
ATR 42-300	33,450	103	58
Beechcraft 1900	17,120	113	58
Beechcraft King Air C90-1	10,100	100	50.3
Beechcraft King Air B200	12,500	103	54.5
Beechcraft 60 Duke	6,768	98	39.4
Beechcraft King Air F90	10,950	108	45.9
Cessna 441	9,925	100	49.3
Cessna 675	8,000	104	52.1
Cessna Citation C25A	12,500	118	49.8
Cessna Citation C550	14,800	112	52.2
Cessna Citation C560	16,830	107	55.8
Cessna Citation C650	22,000	114	53.5
Dassault Falcon 900	45,500	100	63.4
Embraer 110 Bandeirante	13,007	92	50.3
Grumman Gulfstream I	36,000	113	78.3
Raytheon 300	12,500	103	54.1
Rockwell Aero Commander 500	6,750	97	49.1
Sabreliner 65	24,000	105	50.5
Shorts 360	26,000	104	74.8

Potentially, the Airport could receive aircraft that have an ARC of C-II. These are aircraft that have approach speeds up to but not including 141 knots and wingspans up to but not including 79 feet in width. Examples of ARC C-II aircraft are shown in Table 5-7.

Table 5-7
SAMPLE ARC C-II AIRCRAFT

Aircraft	MTOW (pounds)	Approach Speed (knots)	Wingspan (feet)
Canadair CL-600	41,250	125	61.8
Cessna Citation Ten	36,600	130	69.2
Embraer ERJ135	41,887	130	65.8
Grumman Gulfstream G350	70,900	140	77.8
Lockheed 1329 Jetstar	43,750	132	54.4
Rockwell Sabre 80	24,500	128	50.4
Rockwell 980	10,325	121	52.1

The methodology used for determining the applicable runway length is contained in Table 1-1, *Airplane Weight Categorization for Runway Length Requirements*, of the FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*. The line for aircraft weighing in excess of 12,500 pounds but less than 60,000 pounds was used.

Information specific to Perry-Foley Airport was used in conjunction with Figure 3-1, 75 *Percent of Fleet at 90 Percent Load Factor*, of FAA AC 150/5325-4B to obtain a single runway length for the entire group of B-II aircraft. The Airport specific information used is found in Table 5-8.

Table 5-8
PERRY-FOLEY AIRPORT SPECIFIC DATA

Category	Information
Hottest Month	July
Mean Daily Maximum Temperature for July from 2006-2012	92° F
Airport Elevation	145 feet Above Mean Sea Level

As the Perry-Foley Airport is not located on the fringes of a metropolitan area, it was determined that 75 percent of the fleet mix from Table 3-1 of the FAA AC 150/5325-4B would be used. Using this and 60 percent of the Useful Load together with Figure 3-1 of the AC results in an initial runway length of 4,550 feet.

Title 14, Code of Federal Regulations (CFR), *Aeronautics and Space*, requires that runway landing distances for turbo-jet aircraft be increased by 15 percent when landing on wet or slippery runways. Further, the take-off distances are to be increased by 15 percent or up to 5,500 feet, whichever is less, for effective runway gradients greater than zero. This would result in a runway length of 5,233 feet. However, as the Perry-Foley Airport is not anticipated to have 500 turbojet operations per year within the planning period, this calculation is not valid.

For takeoff only, the effective runway gradient is also considered. The 4,500 foot runway length taken from the initial calculation would be increased at a rate of 10 feet for each foot of elevation

difference between the high and low points of the centerline. For Runway 18/36, the difference in elevation between the runway ends is two feet. This would equate to 20 feet or a total runway length of 4,570 lineal feet. Runway 18/36 is currently 4,986 feet in length. For Runway 12/30, which has an elevation difference of 1.3 feet, this would result in a total runway length of 4,563 feet. Runway 12/30 currently has a runway length of 4,754 feet.

An analysis of Runway 6/24 was not done as it is anticipated that this runway will be closed as recommended in the 2005 Master Plan Update. The results of the analyses are shown in Table 5-9.

Table 5-9
RUNWAY LENGTH ANALYSIS

Runway	Recommended Length	Current Length
18/36	4,570 feet	4,986 feet
12/30	4,563 feet	4,754 feet

5.3.6 Primary Runway

Currently, Runway 18/36 is the designated Primary Runway. However, due to land uses on either end of the Runway, this runway is unlikely to be able to be extended. When an extended runway is justified at the Perry-Foley Airport, it is likely that Runway 12/30 will be designated as the Primary Runway, at that time. Currently, the RPZ for Runway 12/30 has public roads in it. When it is justified to extend Runway 12/30, it is likely that Runway 12/30 will have to slide southeast along its centerline in order to remove the Runway 12 RPZ from these roads.

5.3.7 Runway Width Analysis

For runways such as those at Perry-Foley Airport that have an AAC of A or B, an ADG of II, and a visibility minimum of not lower than one mile, the FAA approved runway width would be 75 feet with 10-foot wide shoulders. Runways 18/36 and 12/30 are currently 100 feet in width with 10 foot wide stabilized turf shoulders and exceed FAA standards. Runway 6/24 is currently 150 feet wide, has no shoulders, and also exceeds FAA standards.

5.3.8 Runway Design Standards

The FAA requires certain dimensional standards be met for a runway based on the identified RDG. Table 5-10 compares the dimensions of the runways and various safety areas with the FAA standards for B-II runways. All runways meet or exceed these standards. Table 5-11 compares the existing runway protection zone dimensions with those recommended by the FAA. All runway protection zone dimensions meet the FAA standards. Table 5-12 shows runway separation distances to a holding position, a parallel taxiway/taxilane centerline, and an aircraft parking area with the design standards for B-II runways, which are representative of the existing runways. All runways meet or exceed these standards.

Table 5-10
RUNWAY DESIGN STANDARDS

Design Parameter	B-II Standards (in feet)	Runway 18/36 Existing (in feet)	Runway 12/30 Existing (in feet)	Runway 6/24 Existing (in feet)
Width	75	100	100	150
Shoulder Width	10	25	25	10 (stabilized turf)
Crosswind Component	13 knots	13 knot	13 knot	13 knot
Runway Safety Area				
Length Beyond Departure End	300	300	300	300
Length Prior to Threshold	300	300	300	300
Width	150	150	150	150
Runway Obstacle Free Area				
Length Beyond Runway End	300	300	300	300
Length Prior to Threshold	300	300	300	300
Width	500	500	500	500
Runway Obstacle Free Zone				
Length	200 feet beyond each runway end	200 feet beyond each runway end	200 feet beyond each runway end	200 feet beyond each runway end
Width	400	400	400	400

Table 5-11
RUNWAY PROTECTION ZONE DIMENSIONS

Design Parameter	B-II Standards Not Lower than 1 Mile (in feet)	Runway 18	36	12	30	6	24
Approach Runway Protection Zone							
Length	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Inner Width	500	500	500	500	500	500	500
Outer Width	700	700	700	700	700	700	700
Departure Runway Protection Zone							
Length	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Inner Width	500	500	500	500	500	500	500
Outer Width	700	700	700	700	700	700	700

Table 5-12
RUNWAY SEPARATION STANDARDS

	B-II Standards	Existing Runway 18/36	Existing Runway 12/309	Existing Runway 6/24
Holding Position	200	300	300	300
Parallel Taxiway/Taxilane Centerline	240	n/a	n/a	n/a
Aircraft Parking Areas	250	n/a	n/a	n/a

5.3.9 Runway Designation

Runway designation markings are provided on each end of a runway and are used by pilots to properly identify the runway. The designation identifies a runway according to the inbound compass heading and consists of a number. The designation number represents the whole number nearest the compass heading when viewed from the direction of approach. For example, where a compass heading is 183 degrees, the runway designation would be 18, and for a compass heading of 87 degrees, the runway designation would be 9.

Compass readings are affected by the earth's magnetic field and by large magnetic objects in the vicinity. The effect of magnetic objects in the vicinity is called "deviation". The effect of the Earth's magnetic field is called "variation". Compass headings corrected for nearby objects (deviation) are "magnetic" directions. Correcting for the Earth's magnetic field (variation) gives us a "true" direction. When on land, "variation" is referred to as "magnetic declination" or sometimes "deviation".

The compass heading is determined by correcting a runway's true bearing for magnetic declination. To accomplish this modification, westerly magnetic declination values are added to a runway's true bearing, while easterly magnetic declination values are subtracted. The magnetic declination for Perry-Foley Airport is 04° 54' 00" West. Since the magnetic declination is westerly, the compass headings associated with the runways at the Airport are determined by adding the declination value to the true bearing values. The true bearing, the compass heading, the true designation, and the next anticipated designation change for each runway is shown in Table 5-13.

Table 5-13
RUNWAY DESIGNATIONS

Category	Measure
Airport Declination	4° 54' 00" West
Rate of Declination Change Per Year	0° 6' W
Runway 6	
True Bearing	N 59° 48' 05"
Compass Bearing	N 64° 40' 05"
Correct Runway Designation	6
Approximate Years to Next Designation Change	4
Runway 12	
True Bearing	N 120° 3' 12"
Compass Bearing	N 124° 57' 24"
Correct Runway Designation	12
Approximate Years to Next Designation Change	1
Runway 18	
True Bearing	N 0° 17' 53"
Compass Bearing	N 5° 11' 53"
Correct Runway Designation	19
Approximate Years to Next Designation Change	99
Runway 30	
True Bearing	N 300° 3' 12"
Compass Bearing	N 304° 3' 12"
Correct Runway Designation	30
Approximate Years to Next Designation Change	1
Runway 24	
True Bearing	N 239° 48' 05"
Compass Bearing	N 244° 42' 58"
Correct Runway Designation	24
Approximate Years to Next Designation Change	4
Runway 36	
True Bearing	N 180° 17' 53"
Compass Bearing	N 185° 11' 53"
Correct Runway Designation	1
Approximate Years to Next Designation Change	99

Source: National Oceanic and Atmospheric Administration National Geophysical Data Center accessed 9 March 2015

As can be seen from Table 5-13, the designation for Runway 18/36 has changed and should actually be 1/19. The designations for Runways 12/30 and 6/24 will change within one to four years respectively at the current rate of change. Runway 12/30's designation will change to 13/31 and Runway 6/24's designation will change to 7/25 if it remains open.

5.3.10 Runway Pavement Condition and Strength

Through the planning period, the condition of all pavement should be monitored to ensure that basic maintenance of the pavement is assured. It is recommended that pavement with a

Pavement Condition Index (PCI) ranging from 90 to 75 be maintained with crack sealing, partial depth patching, full depth patching, or surface treatments. Once the PCI reaches 74 or lower, it is recommended that rehabilitation in the form of mill and overlay, concrete pavement restoration, or full depth pavement reconstruction be considered and planned for before the pavement reaches a PCI of 40 or below, which would indicate that the pavement is in poor condition. Typically, new pavement would not require full rehabilitation or reconstruction for 15 to 20 years. It may, however, require some rehabilitation approximately every five to 10 years depending on the wear. Pavement maintenance and rehabilitation will lengthen the useful life of the Runway and ensure that it is operable well into the future.

The FDOT, as part of its Statewide Airfield Pavement Management Program, recently assessed the pavement at Perry-Foley Airport and issued their report in December of 2013. The pavement of Runway 18/36 is predominantly grooved asphalt concrete pavement and is currently considered to be in good condition as it was last constructed in 2013. The ends of Runway 18/36 are Portland Cement Concrete (PCC), were last constructed in 1945, and have PCIs of 41-68, which is considered to be fair to poor. The runway ends should be considered for rehabilitation within the short-term planning period

The pavement of Runway 12/30 is predominantly an asphalt overlay on asphalt concrete pavement. The majority of this runway was last constructed in 1997. However, the runway ends were last constructed in 1945 and are made of PCC. The majority of the pavement for Runway 12/30 had a PCI of 71 and a category of satisfactory in 2013. At that time, it was anticipated that the runway would require at least a mill and overlay in the year 2018. The runway ends had PCIs varying from 62 to 46 or from satisfactory to poor. The runway ends should be rehabilitated within the short-term planning period.

The pavement for Runway 6/24 was last constructed in 1945. The majority of the pavement is made up of asphalt concrete pavement. The runway ends, however, are made up of PCC. The major portion of the runway has a PCI of 24 or serious. The shoulders have a PCI of 19 or serious. The runway ends have a PCI of 75-42 or satisfactory to poor. It is anticipated that this runway will be closed in the short-term planning period and will not require either maintenance or rehabilitation.

Airports have varying pavement strengths based on the aircraft types they expect to serve. All of the runways at Perry-Foley have pavement strengths of 30,000 pounds for single-wheel gear aircraft. The existing pavement strength is anticipated to be suitable for the projected operations throughout the planning period.

5.3.11 Runway Markings and Lighting

The current non-precision markings at both ends of Runway 18/36 are in good condition. These are in compliance with the FAA required non-precision markings for GPS non-precision approaches. Runway 12/30 has basic runway markings that are also in good condition. Runway 6/24 also has basic runway markings; however these are in poor condition.

Runway 18/36 has Medium Intensity Runway Lights (MIRL). Neither Runway 12/30 nor Runway 6/24 has any edge lights.

5.3.12 Taxiways and Taxilanes

5.3.12.1 Taxiway Design Standards

Taxiways and taxilanes also have design standards that are detailed in FAA AC 150/5300-13A, *Airport Design*. The design standards for taxiways and taxilanes are based in part on the Airplane Design Group (ADG) of the critical aircraft of the runway. However, taxiway design is also based on a Taxiway Design Group (TDG) designation, which is based on the dimensions of an aircraft's Main Gear Width (MGW) and the Cockpit to Main Gear (CMG) distance as shown in Figure 4-1 of the Advisory Circular. The Beechcraft King Air B200, the critical aircraft for all three runways, is an ADG-II aircraft. The Beechcraft King Air B200 is in the TDG-2 category.

Runway 18/36 is served by Taxiway A, which connects Runway 18 to the terminal apron area. Taxiway A is 35 feet in width, which places it in the TDG-2 group. Runway 18/36 is also served by Taxiway B which connects Runway 36 with the terminal apron area. Taxiway B is also 35 feet in width. Therefore, it is also in the TDG-2 group.

Runway 12/30 is also served by two taxiways, Taxiway A, which connects Runway 12 with the terminal apron area and Taxiway C, which connects Runway 30 with the terminal apron area. Taxiway C is also 35 feet in width and is in the TDG-2 group.

Runway 6/24 is also served by two taxiways, Taxiway B, which connects Runway 6 with the terminal area and Taxiway C, which connects Runway 24 with the terminal apron area.

The taxiway design standards based on Airplane Design Group for ADG-II are shown in Table 5-14. The existing dimensions for each of the existing taxiways are also shown. The taxiway design standards based on Taxiway Design Standards for TDG-2 are shown in Table 5-15.

Table 5-14
TAXIWAY DESIGN STANDARDS BASED ON AIRPLANE DESIGN GROUP

Item	ADG II (in feet)	Taxiway		
		A	B	C
Taxiway Protection				
Taxiway Safety Area (TSA) Width	79	79	79	79
Taxiway Object Free Area (OFA) Width	131	131	131	131
Taxiway Separation				
Taxiway Centerline to Parallel Taxiway/Taxilane Centerline	105	105	105	69
Taxiway Centerline to Fixed or Movable Object	65.5	65.5	65.5	65.5
Taxilane Centerline to Fixed or Moveable Object	57.5	57.5	57.5	57.5
Wingtip Clearance				
Taxiway Wingtip Clearance	26	26	26	26

Table 5-15
TAXIWAY DESIGN STANDARDS BASED ON TAXIWAY DESIGN GROUPS

Item	TDG 2 (in feet)	Taxiway		
		A	B	C
Taxiway Width	35	35	35	35
Taxiway Edge Safety Margin	7.5	7.5	7.5	7.5
Taxiway Shoulder Width	10	n/a	n/a	n/a
Taxiway/Taxilane Centerline to Parallel Taxiway/Taxilane Centerline	69	160	n/a	n/a

5.3.12.2 Taxiway Conditions Assessment

Taxiway A was last constructed of asphalt overlay on asphalt concrete pavement in 1995. In 2013 it had a PCI of 62 or fair condition. The FDOT recommended at that time that Taxiway A receive a mill and overlay in 2014. A graphic from the 2013 FDOT *Statewide Airfield Pavement Management Program* for the Airport is shown as Figure 5-2

Taxiway B is constructed of asphalt overlay on asphalt concrete pavement and was last constructed in 1995. In 2013, it had a PCI of 60 or fair and the FDOT advised that Taxiway B should be milled and overlaid in 2014.

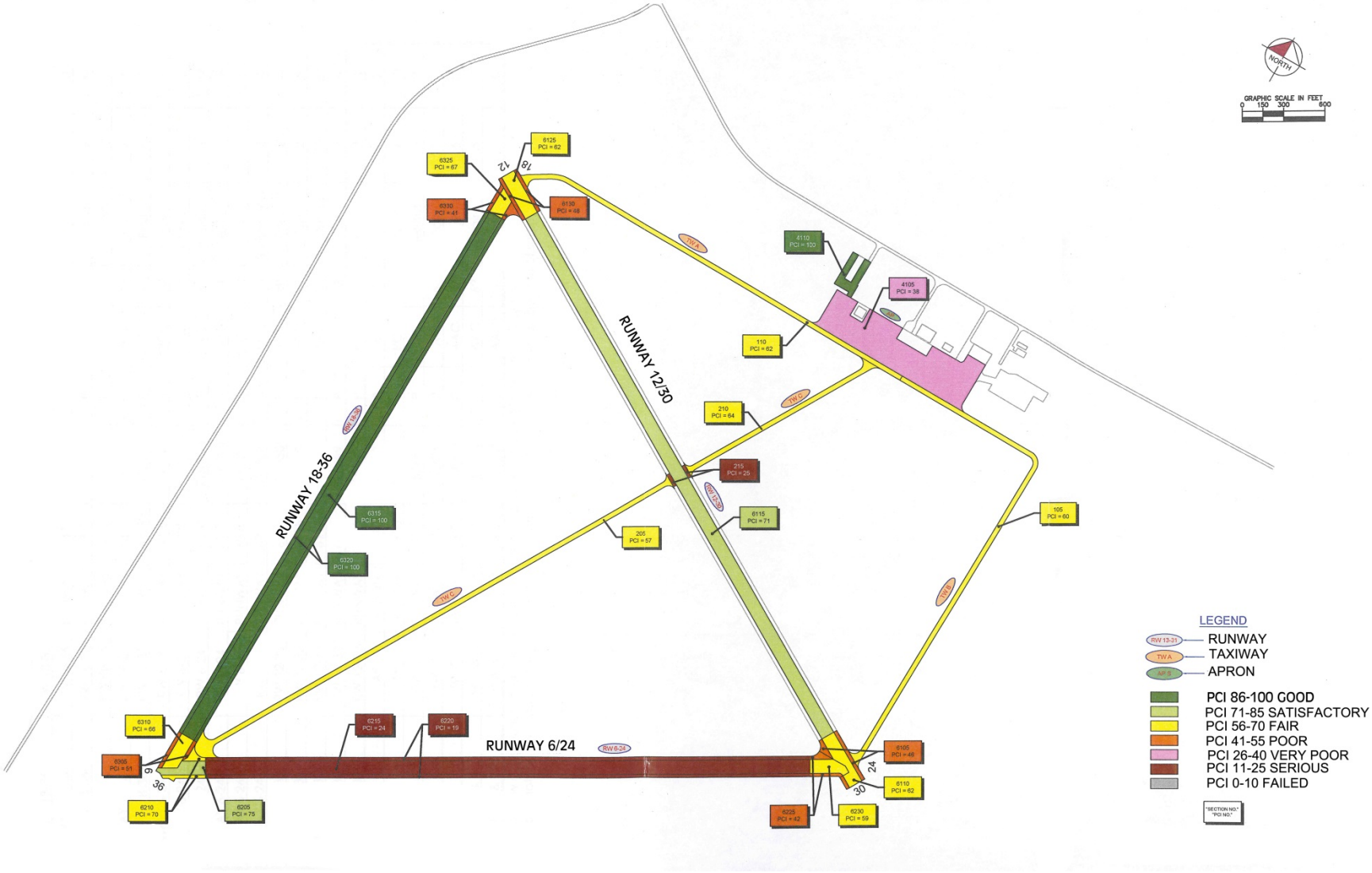
The majority of Taxiway C was constructed in 1995 of asphalt concrete and had a PCI of 57 to 64 or fair in 2013. Taxiway C was recommended by the FDOT for reconstruction in 2014. Where Taxiway C meets Runway 12/30, the pavement had a PCI of 25 or serious in 2013. The FDOT recommended reconstruction of these areas in 2014.

5.3.12.3 Taxiway Markings and Lighting

All taxiways at the Airport are currently marked with yellow centerline markings in fair to good condition. All holdlines are marked and are in good condition.

Taxiway A has Medium Intensity Taxiway Lights (MITL). Taxiways B and C do not have any edge lights.

Figure 5-2
AIRFIELD PAVEMENT CONDITIONS MAP



5.3.12.4 Additional Taxiways

Additional taxiways and taxilanes will likely be required as further aviation development occurs at the Airport. New taxiways could also support development in new areas of the Airport. Taxilanes would also be required to access new hangars or aprons.

5.3.13 Apron Pavement

The apron that fronts onto Taxiway A has approximately 37,700 square yards of Portland Cement concrete pavement. It was last constructed in 1945. In 2013 it had a PCI of 38 or very poor. The FDOT recommended that it be reconstructed in 2014.

The apron that is associated with the T-hangars was constructed with the T-hangars, in 2009. It is made up of asphalt concrete and in 2013 it had a PCI of 100 or good. It is not anticipated that this apron will require anything but routine maintenance within the planning period.

5.3.14 Navigational Aids

Runway 18 and Runway 36 have published Global Positioning System (GPS) approaches and has a 2-light Precision Approach Path Indicator (PAPI) system on each end of the runway. PAPIs provide vertical guidance information to help a pilot acquire and maintain the correct approach to the Airport. Runway 12/30 also has a 2-light PAPI system. Runway 6/24 does not have a PAPI system.

None of the runways have Runway End Identifier Lights (REILs). It is recommended that REILS be considered for at least Runway 18/36 as both ends currently have published GPS approaches. The REILs will assist pilots to visually acquire the runway end at night and during periods of low visibility.

The Airport has a Rotating Beacon that is in good condition. The Airport also has one wind sock, which is illuminated. Additional windsocks might be considered to be located at the ends of Runway 36 and Runway 30. The Airport does not have a segmented circle and it is recommended that one be installed as they are required by the FAA.

The Airport has an Automated Weather Observing Station (AWOS). The AWOS at Perry Foley is an AWOS III, which monitor and record wind speed and gusts, wind direction, temperature, dew point, altimeter settings, density altitudes, visibility, sky condition, cloud ceiling, and precipitation. AWOS facilities are a joint effort of the National Weather Service (NWS), the FAA, and the Department of Defense (DOD).

5.4 Landside

Landside facilities are those that interface between the airfield and the public infrastructure. Landside facilities typically include hangars, terminals, roads, vehicular parking, utilities and other support structures.

5.4.1 Based Aircraft Storage

Based aircraft are typically housed in conventional hangars, T-hangars, or other single-module types of hangars. In addition, based aircraft can also be stored at tie downs in a specified area of the ramp or grassy areas on an airport. There is currently one T-hangar building with a total of eight T-hangar units. In addition, there are two conventional hangars and four shade hangars.

The terminal apron has tie down facilities for both based and itinerant aircraft. There are currently 20 tie down positions marked on the terminal apron. There are currently no grass tie down areas at the Airport and none are currently planned. Table 5-16 shows the distribution of the based aircraft stored in hangars and at tie downs.

Table 5-16
STORAGE OF BASED AIRCRAFT IN HANGARS AND AT TIE DOWNS

	2013	2018	2023	2028	2033
Based Aircraft	16	17	18	20	21
Based Aircraft in T-Hangars	8	8	8	8	8
Based Aircraft in Conventional Hangars	2	3	4	5	5
Based Aircraft in Shade Hangars	4	4	4	4	4
Based Aircraft at Tie-downs	2	2	2	3	4

As the number of based aircraft grows over the planning period, it is anticipated that some aircraft will continue to be stored at tie down areas. In 2018, it is anticipated that two based aircraft will be stored at tie down areas and that 15 based aircraft will be stored in hangars. By the year 2033, four based aircraft are forecast to be stored at tie downs and 17 would be stored in hangars.

There are currently approximately 14 units of hangar space at the Airport. These are distributed between the T-hangars, the shade hangars, and the conventional hangars. Table 5-17 shows how the hangar storage of based aircraft might be distributed between T-hangars, shade hangars, and conventional hangars throughout the planning period.

Table 5-17
NUMBER OF AVAILABLE AIRCRAFT STORAGE SPACES IN HANGARS

	2013	2018	2023	2028	2033
Number of Required Hangar Spaces for Based Aircraft	14	15	16	17	17
T-Hangars					
Number of Required Spaces	8	8	8	8	8
Number of Existing T-hangar Units	8	8	8	8	8
Surplus/(Deficit)	0	0	0	0	0
Conventional Hangars					
Number of Required Spaces	2	3	4	5	5
Number of Existing Conventional Hangar Spaces	2	5	5	5	5
Surplus/(Deficit)	0	2	1	0	0
Shade Hangars					
Number of Required Spaces	4	4	4	4	4
Number of Existing Conventional Hangar Spaces	4	4	4	4	4
Surplus/(Deficit)	0	0	0	0	0

Note: Year 2018 and all subsequent years show the addition of three conventional hangar spaces as the Airport is currently constructing a three unit conventional hangar.

Table 5-17 indicates that there will be a surplus of two conventional hangar units in 2018. This is because the Airport is currently constructed a 3,600 square foot hangar at the Airport that will be able to accommodate three parked aircraft. By the year 2033, based solely on the aviation activity forecasts, it is anticipated that there will be no surpluses and no deficits for hangar spaces at the Airport.

Not only should the recommended number of aircraft parking spaces in hangars be provided, but the size of the hangars should also be taken into consideration. Table 5-18 shows the comparison of the amount of hangar space available to the amount that will be required throughout the planning period.

Table 5-18
HANGAR SPACE AVAILABLE VERSUS REQUIRED

	2013	2018	2023	2028	2033
Existing and Planned Hangar Areas					
Square Foot Area of T-Hangars	10,725	10,725	10,725	10,725	10,725
Average Square Foot Area Per T-hangar	1,341	1,341	1,341	1,341	1,341
Square Foot Area of Conventional Hangars	21,350	24,950	24,950	24,950	24,950
Average Square Foot Area Per Conventional Hangar	10,675	8,317	8,317	8,317	8,317
Square Foot Area of Shade Hangars	9,490	9,490	9,490	9,490	9,490
Average Square Foot Area Per Shade Hangar	2,373	2,373	2,373	2,373	2,373
Total Square Foot Area of Aircraft Storage	41,565	45,165	45,165	45,165	45,165
Average Square Feet Per Stored Aircraft	2,969	2,962	2,823	2,657	2,657
Hangar Requirements					
Number of Single Engine Aircraft in Hangars	10	11	11	12	12
Square Feet per Single Engine Aircraft	850	850	850	850	850
Number of Multi-engine Aircraft in Hangars	3	3	3	3	3
Square Feet per Multi-engine Aircraft	1,550	1,550	1,550	1,550	1,550
Number of Jets in Hangars	0	0	0	0	0
Square Feet per Jets in Hangars	2,450	2,450	2,450	2,450	2,450
Number of Rotorcraft in Hangars	1	1	2	2	2
Square Feet per Rotorcraft	850	850	850	850	850
Number of Others in Hangars	0	0	0	0	0
Square Feet per Other Aircraft	850	850	850	850	850
Total Area Required for Based Aircraft in Hangars	14,000	14,850	15,700	16,550	16,550
Surplus/(Deficit) Square Feet from Existing	27,565	30,315	29,465	28,615	28,615

Currently, there are approximately 41,565 square feet of aircraft storage in hangars located across the Airport. Of this amount, 21,350 square feet are located in conventional hangars. By the year 2018, an additional 3,600 square feet of space will have been constructed.

However, only 14,850 square feet of space will be required for stored aircraft founded on the forecast of based aircraft. It is understood that not all of the space within the conventional hangars is used for aircraft storage. Area within these hangars is also used for offices, work areas, maintenance, and storage of aviation material. The surplus space will reduce as additional aircraft are based at the Airport. By the year 2033, it is anticipated that there will be at least 45,165 square feet of hangared aircraft storage and there will be a requirement for at least 16,550 square feet of additional space needed.

As an alternative to storing aircraft in hangars, owners may elect to store their aircraft at dedicated tie down positions. While this alternative exposes the aircraft to the elements, it is typically a less expensive alternative to storage in aircraft hangars. Table 5-19 shows the number of based aircraft tie down positions that were in existence in 2013, as well as those likely to be required in each of the planning periods.

Table 5-19
BASED AIRCRAFT STORED AT TIE DOWN AREAS

	2013	2018	2023	2028	2033
Number of Based Aircraft Tie Downs	20	20	20	20	20
Number of Based Aircraft at Tie Downs	2	2	2	3	4
Surplus/(Deficit)	18	18	18	17	16

There are currently 20 marked aircraft tie down positions on the terminal ramp. There were two based aircraft at tie down positions in 2013. This number is anticipated to grow to three in 2028 and four in the year 2033. Based on these parameters, it is likely that there will be sufficient tie down spaces for based aircraft throughout the planning period.

Approximately 19,650 square yards of pavement are currently dedicated to aircraft tie down positions. The need for additional tie down area is not anticipated based on the forecasts of aviation activity as shown in Table 5-20.

Table 5-20
AREA OF DEMAND AND CAPACITY OF THE BASED AIRCRAFT TIE DOWN AREAS

	2013	2018	2023	2028	2033
Total Square Yard Area of Tie Down Spaces	19,650	19,650	19,650	19,650	19,650
Square Yards Required for Tie-down Spaces	1,920	2,040	2,160	2,880	3,840
Surplus/(Deficit)	17,730	17,610	17,490	16,770	15,810

In the year 2018, it is anticipated that there will need to be approximately 2,040 square yards of pavement dedicated to based aircraft tie downs. By the year 2033, a total of 3,840 square yards of based aircraft tie down area is anticipated to be required. This will leave a surplus of based aircraft tie down areas of approximately 15,810 square yards.

5.4.2 Itinerant Aircraft Storage

Itinerant aircraft are those aircraft that are not based at the Airport, but which are visiting. Alternatively, itinerant aircraft can spend extended periods of time at the Airport as the owner/pilot may be a “snowbird”. The pilots could be visiting for reasons of business or pleasure; however itinerant aircraft also arrive for special events either at the Airport or within the community. The itinerant aircraft require an area where they can be stored on a temporary basis. The majority of itinerant aircraft are typically stored for only for a couple of days.

Table 5-21 shows the methodology for calculating the apron requirements for itinerant aircraft as defined in FAA AC 150/5300-13 Change 18, *Airport Design*, Appendix 5, *Small Airport Buildings, Airplane Parking and Tiedowns*. The revised FAA AC 150/5300-13A does not include this methodology, however it is still available as a resource on the FAA website and it is used in this report as a viable guideline.

Table 5-21
ITINERANT AIRCRAFT STORAGE

	2013	2018	2023	2028	2033
Number of Based Aircraft	16	17	18	20	21
Number of Operations Per Based Aircraft	1,150	1,135	1,128	1,090	1,114
Total Annual Operations	18,400	19,300	20,300	21,800	23,400
Percent of Annual Operations Occurring in Busiest Month	10%	10%	10%	10%	10%
Busiest Month Operations	1,840	1,930	2,030	2,180	2,340
Average Day Operations of Busiest Month	61	64	68	73	78
Busiest Day Operations (Average Day + 10%)	67	71	74	80	86
Percent of Itinerant Operations	40.2%	40.2%	40.2%	40.2%	40.2%
Number of Itinerant Operations on Busiest Day	27	28	30	32	34
Number of Itinerant Aircraft Landing Operations	14	14	15	16	17
Percent of Itinerant Operations on Ground at Same Time	50%	50%	50%	50%	50%
Number of Itinerant Aircraft on Ground at Same Time	7	7	7	8	9
Square Yards Per Group I Aircraft on Apron	960	960	960	960	960
Percent of Group I Aircraft	91%	90%	88%	86%	84%
Number of Group I Aircraft	6	6	7	7	7
Square Yards Per Group II Aircraft on Apron	1,385	1,385	1,385	1,385	1,385
Percent of Group II Aircraft	9%	10%	12%	14%	16%
Number of Group II Aircraft	1	1	0	1	2
Square Yards of Itinerant Aircraft Apron Required	7,145	7,145	6,720	8,105	9,490
Existing and Planned Square Yards of Itinerant Apron After Based Aircraft Parking	17,730	17,610	17,490	16,770	15,810
Surplus/(Deficit)	10,585	10,465	10,770	8,665	6,320

Using the FAA methodology shown in Table 5-21, six Group I itinerant aircraft tie-down spaces were required in 2013 with an associated required area of 5,760 square yards. The number of Group I tie-down spaces is anticipated to reach seven by the year 2033. One Group II aircraft tie-down space was needed in 2013. It is anticipated that there will be a need for two Group II itinerant aircraft parking at tie downs in the year 2033. The Airport had 20 marked tie down positions on terminal ramp in 2013. There is currently no differentiation between base aircraft tie downs and itinerant aircraft tie downs. This ramp has about 19,650 square yards of pavement. It is anticipated that the based aircraft will use four of the spaces or about 3,840 square yards in the year 2033. Combined with the nine itinerant aircraft anticipated to require tie down spaces and requiring 9,490 square yards of pavement, it is anticipated that there will still be a surplus of seven aircraft tie down spaces and 6,320 square yards of pavement in the year 2033.

5.4.3 Apron Capacity

It is not recommended that based aircraft stored at the tie downs and the itinerant aircraft parking occur in the same area. Some consideration should be given to keeping these areas separate as they typically support different levels and types of activities. Fortunately, it is

anticipated that the current apron will be able to easily accommodate both activities separately throughout the planning period.

While the previous paragraphs indicate that there will likely be a surplus of apron area to serve both the based aircraft and the itinerant aircraft, it is possible that the number of aircraft requiring tie down space in either category could increase unexpectedly and the facilities of the other could be used on a temporary basis. This is particularly likely during periods of high activity. The total anticipated aircraft parking apron requirements and existing and planned capacity are shown in Table 5-22.

Table 5-22
AIRCRAFT PARKING AREA REQUIREMENTS

Year	Required Itinerant Aircraft Apron in Square Yards	Required Based Aircraft Apron in Square Yards	Total Square Yards of Apron Required	Square Yards of Existing and Planned Apron	Surplus/ (Deficit) in Square Yards
2013	7,145	1,920	9,065	19,650	10,585
2018	7,145	2,040	9,185	19,650	10,465
2023	6,720	2,160	8,880	19,650	10,770
2028	8,105	2,880	10,985	19,650	8,665
2023	9,490	3,840	13,330	19,650	6,320

The Airport should have no trouble accommodating aircraft owners who wish to use tie down spaces at the Airport through at least the year 2033. However, as previously mentioned, the based aircraft storage and the itinerant aircraft storage should be separated as each supports different types and level of activity.

In addition to the aprons that are used to store aircraft, there is also a need for aprons to be located in front of conventional hangars. These aprons serve as transition aprons between a taxiway/taxilane and can be used for temporary storage or staging of the aircraft housed in the hangar. This is particularly true if the hangar is to be used for aircraft service or maintenance. Typically, these aprons are sized to be no less than the same size as the hangar that it serves, with one and one half the size of the hangar size being optimal. Table 5-23 shows the existing conventional hangars and their associated apron and compares that apron to the typically sized apron for a conventional hangar.

Table 5-23
CONVENTIONAL HANGAR APRON AREA

Building	Existing Hangars in Square Feet	Existing Hangar Apron in Square Yards	Minimum Recommended Apron Size in Square Yards	Optimum Recommended Apron Size	Surplus/ (Deficit) in Square Yards
Conventional Hangar	11,000	1,333	1,222	1,833	111
Taylor County Fire and Rescue	10,350	2,500	1,150	1,725	1,350
New Hangar	3,600	n/a	400	600	
Total	24,950	3,833	2,772	4,158	1,061

At 1,333 square yards, the existing conventional hangar apron size falls between the minimum recommended size and the optimum recommended size. The apron associated with the Taylor County Fire and Rescue Hangar has an area of 2,500 square yards. This is well above the optimum recommended apron size. The apron for the new conventional hangar has not yet been designated. It is anticipated that the four shade hangars that are currently on the terminal apron will be relocated. When this occurs, it is recommended that between 400 and 600 square yards of the apron pavement be dedicated to the new conventional hangar. It is recommended that in the future, when new conventional hangars are designed that at least the minimum recommended size be allowed for an associated apron to ensure flexibility of operations within and around these facilities.

5.4.4 Support Facilities

In addition to the primary facilities located on the airside and landside of the Perry-Foley Airport, there are other facilities located on the Airport that support the operation of the airside and landside facilities. These include the fueling station, the FBO facilities, and the utilities.

5.4.4.1 Fueling Station

The existing fueling station has the capability to allow self-fueling credit card purchases. It has two tanks of 10,000 gallons each. One serves 100LL Avgas and the other serves Jet A fuel. The tanks are of sufficient size to meet the need of the Airport throughout the planning period without excessive deliveries.

5.4.4.2 FBO Facilities

A new terminal and Fixed Base Operator (FBO) facility was completed in 2006 and is located in the north section of the Airport. This facility has direct access to Industrial Park Boulevard (State Road 362) and houses the Airport's administration offices, the FBO, pilot's lounge, a conference room, and restrooms. The terminal has approximately 1,800 square feet and is considered to be of a size adequate to meet the demands of the Airport throughout the planning period.

5.4.4.3 Access Roads

The north side of Perry-Foley Airport is accessed by Industrial Park Boulevard. The south side of the Airport is accessed via Holt Road (State Road 30 A, County Road 510).

Since September 21, 2012, the FAA has reiterated and clarified its position that it is not acceptable for public roads to be located within Runway Protection Zones (RPZ) as shown in **Appendix K**. Currently, three of the six Runway Protection Zones for the existing runways have roads that pass through the respective RPZs.

- Puckett Road is located within the RPZ for Runway 18
- Holt Road is just located within the RPZ for Runway 6, however Runway 6 is scheduled to be closed
- Holt Road is located within the RPZ for Runway 36

Should any modification or rehabilitation be planned for any of these runways, including restriping or maintenance for which Federal funds are anticipated, the issue with these roads being in the RPZ will have to be resolved first.

5.4.4.4 Aircraft Rescue and Fire Fighting Facilities

The Taylor County Fire and Rescue Station No. 1 is located on the Airport and provides fire services for the Airport, responding to aircraft emergencies, fuel spills, fuel fires, and structural fires. As the Airport is not a Part 139 certificated airport, it is not required that an Aircraft Rescue and Fire Fighting (ARFF) facility be located on the Airport.

5.4.4.5 Vehicular Parking

It is common at general aviation airports for automobiles to be parked in the various hangar facilities or adjacent to the structure while an aircraft is in use. Parking of personal vehicles on the airside should be avoided as it increases the risk of an incursion between an aircraft and a personal vehicle. It is recommended that vehicular parking be made available to pilots on the landside of the Airport.

Taylor County does not specifically address required off-street parking spaces for airport or industrial facilities. It does however address parking for offices and this has been applied to the offices in the terminal and the existing conventional hangar lean-to. The quotient of 1.0 parking spaces per 1,000 square feet of building area has been used for the remainder of the buildings as this is relatively typical of airport facilities. The results are shown in Table 5-24.

Table 5-24
VEHICULAR PARKING

Building	Square Feet	No. of Existing Parking Spaces	Number Recommended	Surplus/(Deficit)
Terminal	1,800	9	9	-
Fire Rescue Facility	10,350	12	10	2
Conventional Hangar	11,000	10	11	(1)
Conventional Hangar Offices	2,800	0	14	(14)
Leased Building	1,875	7	2	5
New Conventional Hangar	3,600	0	4	(4)
T-Hangars	10,725	0	11	(11)
Shade Hangars	9,350	0	9	(9)
Maintenance Yard	2,795	0	3	(3)
Total	54,295	38	73	(35)

There are nine paved automobile spaces adjacent to the terminal building, these should be sufficient to meet the needs of those using the FBO and Airport Administration facilities. There are 10 parking spaces associated with the existing conventional hangar and associated office lean-to structures. These appear to be less than would be called for, but this could depend upon the uses for which the current tenants of the facility are using it. There are 12 vehicle parking spaces located adjacent to the Taylor County Fire and Rescue Station No. 1. Based on the square foot area of the building, it would appear that this facility has a surplus of two parking spaces. There are seven marked parking spaces adjacent to the leased building located just off of Industrial Park Boulevard. This exceeds the number required.

The T-hangars, the new conventional hangar, the shade hangars, and the maintenance yard do not have any marked vehicular parking associated with them. It is estimated that approximately 27 vehicle parking spaces should be associated with these facilities.

As new facilities are built and the use of existing facilities change function, the needs for the vehicle parking at each structure will also change. When developing future facilities, an adequate amount of parking spaces should be considered to meet both the local codes as well as the functional requirements of the facility. Each new conventional hangar should have a separate parking area dedicated to that hangar. Each set of T-hangars should also consider conveniently located joint-use parking to accommodate the pilots and passengers without influencing them to park on the airside of the Airport.

5.4.4.6 Perimeter Fencing

The Airport is currently enclosed with security fencing. All of the fencing consists of a six foot high section of chain link with three strands of barbed wire on top. Approximately seven gates exist within this fencing. Access is monitored by the FBO and through a punch code at two of

the gates and the remainder are protected with padlock and key. If additional land is added to the Airport, the chain-link fence should be extended to enclose the airside potions of the land, at a minimum.

5.4.4.7 Utilities

The utilities described in Section 2.8 of this Master Plan Update are adequate for the development anticipated within the next five to ten years. As specific projects are identified for design and construction, however, careful coordination with Taylor County and the City of Perry should take place to ensure that this is still the case.

5.4.4.8 Stormwater Management

Currently, there is a system of ditches and ponds that control the drainage of stormwater in the different basins on Airport property. The system appears to be working well. These facilities should be monitored and maintained by the County to ensure that they continue to work properly. Routine maintenance includes trimming vegetation, cleaning pipes, and removing silt where applicable to ensure that the system continues to function properly.

As new facilities are constructed on the Airport, the stormwater management system will require modification and expansion to control the increased volume of runoff. Additional inlets, pipes and dry retention ponds will need to be constructed as more impervious surfaces are added.

During construction activities, topsoil and vegetation are typically removed. This exposes the underlying soil to erosion during rainfall events. Contractors should be required to use best management practices, such as silt barriers, hay bales, and temporary seeding to minimize erosion and silt contamination of neighboring waterways. It is recommended that the County secure for the Airport a General Permit for Construction, Operation, Maintenance, Alternation, Abandonment or Removal of Airport Airside Stormwater Management Systems as set forth in the Florida Administrative Code 62-330.449.

5.5 Demand Capacity and Facility Requirements Summary

This chapter has addressed a number of development issues that may need to be addressed over the 20-year planning period. Many of these are tied to the FAA approved Forecasts of Aviation Activity. Table 5-25 is a summary of the requirements and recommendations from this chapter. Each of these requirements and recommendations is tied to a “trigger” that will allow the County to know when an event is being approached that would trigger additional development regardless of the time period.

Table 5-25
FACILITY REQUIREMENTS SUMMARY

Facility	Existing Capacity	Recommendations	Trigger
Runway 18/36	4,986' x 100', PCI = 41-100 (2014)	Mill and Overlay (M&O) Runway ends with Taxiway A M&O Project	Runway ends have PCI of 41-67. Monitor PCI.
Runway 12/30	4,754' x 100', PCI = 46-71 (2014)	Mill and Overlay (M&O) Runway ends with Taxiways A& B M&O Projects	Runway ends have PCI of 46-62. Monitor PCI.
Runway 6/24	4,378' x 150', PCI = 19-75 (2014)	Close Runway	Recommended for closure in 2005 Master Plan
Taxiway A	35' wide, PCI = 62 (2013)	Mill and Overlay	PCI at 62 in 2014
Taxiway B	35' wide, PCI = 60 (2013)	Mill and Overlay	PCI at 60 in 2014
Taxiway C	35' wide, PCI = 57-64 (2013)	Mill and Overlay	PCI varied from 57 to 64 in 2014
		Equip with Medium Intensity Taxiway Lights (MITL)	Runway 18/36 currently has a GPS approach
Aircraft Parking Apron	37,700 square yards, PCI = 38 (2013)	Reconstruct	Pavement has reached its useful lifespan.
Itinerant Aircraft Tie-downs	20 marked spaces shared with based aircraft tie-downs, 19,650 square yards	Recommend 7 in 2013, 7 in 2018, 7 in 2023, 8 in 2028, and 9 in 2033. Recommend separating from based aircraft	Monitor demand
Based Aircraft Tie-downs	20 marked spaces shared with based aircraft tie-downs, 19,650 square yards	Recommend 2 in 2013, 2 in 2018, 2 in 2023, 3 in 2028, and 4 in 2033. Recommend separating from itinerant aircraft.	Monitor demand
T-Hangars	8 T-hangars in one building	Based solely on forecasts, sufficient to meet projected demand	Monitor demand

Facility	Existing Capacity	Recommendations	Trigger
Conventional Hangars	2 conventional hangars; 21,350 square feet. One additional planned with 3,600 square feet	Based solely on forecasts, sufficient to meet projected demand	Monitor demand
Communications, Navigation, Surveillance and Weather	Non-Directional Beacon, PAPI-2 on Runways 18/36 and 12/30, illuminated wind sock, Automated Weather Observation Station (AWOS-III)	REILs for Runways 18/36 and 12/30,	
Visual NAVAIDS		Segmented Circle	Required by FAA
	One windsock	Supplemental wind socks at runway ends	
Vehicular Parking	38 marked parking spaces in north of the Airport	Additional parking spaces for T-hangars, shade hangars, and conventional hangars	Add additional parking incrementally and with all new structures.
Access Roads	Access roads currently run through three of the six RPZs	Re-route roads where possible. Look for alternative solutions	
Fuel Facilities	Two 10,000 fuel tanks	Replace fuel facility tanks in the interim planning period	Fuel tanks will have reached their useful life span

6. DEVELOPMENT AND EVALUATION OF ALTERNATIVES

6.1 Introduction

This chapter takes into consideration the facility requirements developed in the last chapter, which were developed to address the requirements of the Airport based on the Forecasts of Aviation Activity. The potential location of new, rehabilitated, or replacement facilities is considered in this chapter. Additional development is also considered including the development of non-aeronautical land on the Airport to provide alternative sources of revenue. This chapter looks not only at the improvements that could ideally be made to the Airport, but also considers how these improvements will affect the Airport operationally, while avoiding as much as possible any environmental conflicts.

6.2 Development of Alternatives

The facility requirements were generated based on the Forecasts of Aviation Activity and were created to develop the required facilities immediately prior to when they would most likely be needed. However, future events do not always follow a predictable timeline. Future events could change the development that is required. The Airport should be developed so that the facilities meet the identified demand and minimize the operational constraints. Facilities should not be implemented if the demand has not materialized as forecast.

6.2.1 Roads and Runway Protection Zones

Four of the six Runway Protection Zones (RPZ) at the Airport have public roads that travel through them. Public Roads are currently located in the RPZs for Runway 18, Runway 36, Runway 12, and Runway 6.

Public roads are not considered by the FAA to be compatible land uses within an RPZ. A memorandum from the FAA discussing this issue can be found in **Appendix K**. This memorandum advises that the FAA Airports District Offices should work with airport sponsors to remove or mitigate the risk of any existing incompatible land uses in an RPZ as practical. However, currently, the FAA is only enforcing this memorandum for existing land uses when one or more of three conditions are planned to occur:

- An extension of the runway
- The changing of the size of the RPZ
- The changing of the critical aircraft to a larger aircraft.

None of these are currently planned at Perry-Foley Airport. Indeed, it is planned that Runway 6/24 will be closed, eliminating at least one occurrence.

6.2.2 Potential Airport Development Areas

The potential Airport development areas are defined by the existing Airport Property Line, the RPZs for the runway ends, the limits of the approach and departure slopes to each runway end, the Runway Visibility Zone, and the Building Restriction Lines as shown in Figure 6-1.

The Runway Visibility Zone is a zone around the intersection of two runways that must remain clear of obstructions so that pilots on one runway can see aircraft on the other runway. The Building Restriction Line (BRL) is a line on either side of the runway past which no buildings should be built as it would then penetrate the navigable airspace of the runway. Typically, the BRL is located to allow the building of a twenty foot high structure immediately adjacent to the BRL.

A Departure Surface is shown for each end of Runway 18/36. As this runway has instrument approaches, it also has FAA required defined departure surfaces that must be protected. While Runway 18/36 also has approach surfaces, a departure surface covers more area than an approach surface. Therefore, the departure surface is shown on this exhibit.

Runway 12/30 is shown with an approach surface. As it is not an instrumented runway, it does not have a defined departure surface that requires protection.

While several development areas are shown in green in Figure 6-1, only two areas have been identified for alternative development: the North Development Area and the South Development Area. The Airport Industrial Park has been assigned to the Taylor County Economic Development Authority to attract potential lessees to the properties in that area. The remaining areas are very small, very narrow, removed from the remainder of the Airport property, or do not have convenient landside access.

6.2.3 North Development Area

The North Airport Development Area is located between Industrial Drive, Taxiway A, the departure surface for Runway 18, and the eastern Airport property line. Almost all of the development that has occurred on the Airport to date has occurred within this Development Area. Each of the North Development Area alternatives shows the relocation of three of the four existing shade hangars. The largest shade hangar is proposed to be relocated south of its current position to allow airside access for new hangars proposed in the area. Two shade hangars are being relocated to the revetment area, and the fourth hangar is leaving the Airport. Each alternative also shows a 60 foot by 60 foot hangar with future shops that is currently under development by the Airport. Also shown in each alternative is a future fueling pad for the parking of fuel delivery trucks to be used while they are off-loading fuel.

6.2.3.1 North Development Area Alternative One

Alternative One shows the potential for adding 11 60 foot by 60 foot hangars to the area. It also shows the potential for adding 74 T-hangars to this North Development Area along with associated vehicle parking. Alternative One is shown in Figure 6-2.

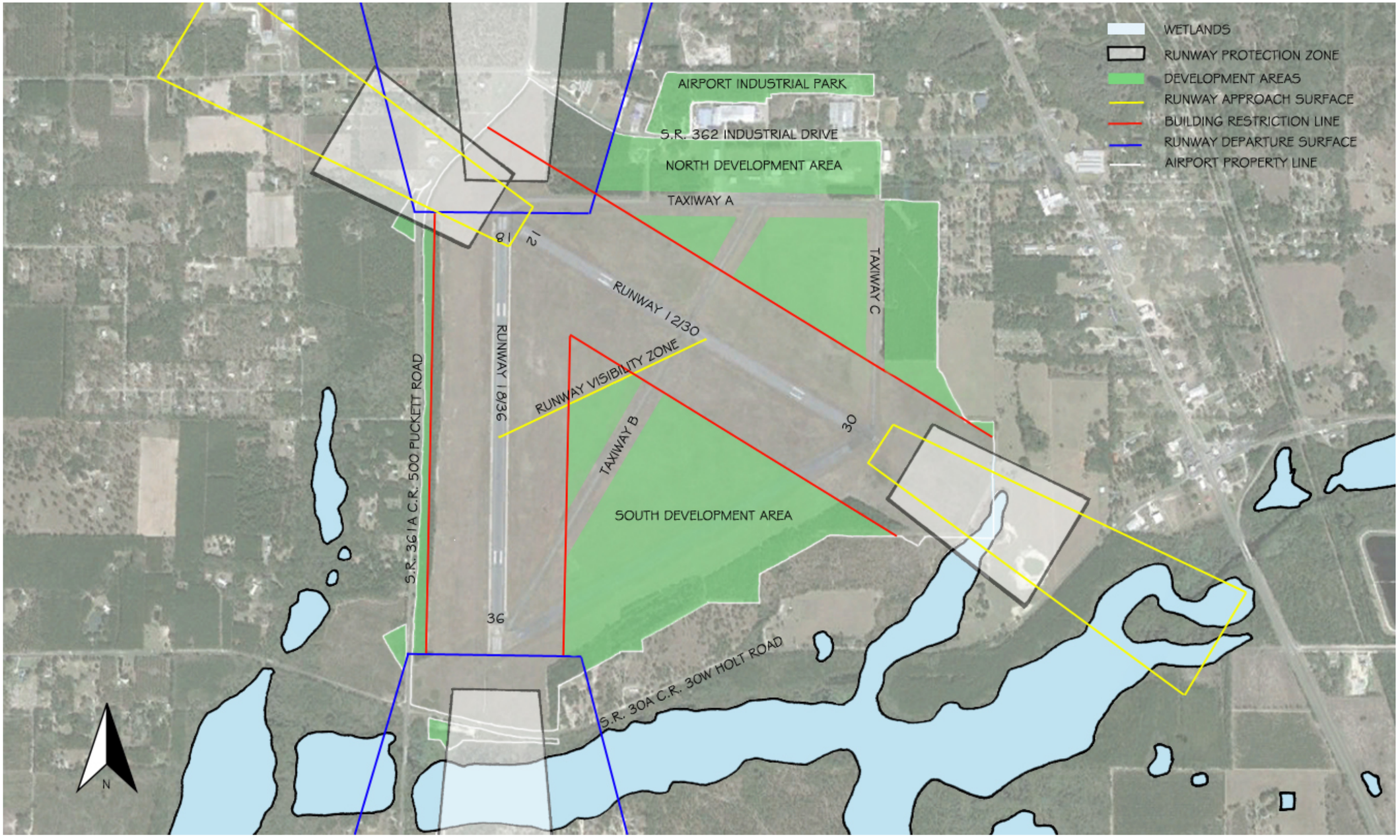


Figure 6-1
POTENTIAL DEVELOPMENT AREAS

Figure 6-2
NORTH DEVELOPMENT AREA ALTERNATIVE ONE

6.2.3.2 North Development Area Alternative Two

Alternative Two for the North Development Area would add only eight 60 foot by 60 foot hangars to the area but would add 94 T-hangars to the area. This alternative is shown in Figure 6-3.

6.2.3.3 North Development Area Alternative Three

The third alternative for the North Development Area would include six additional 60 foot by 60 foot hangars adjacent to Taxiway A. This alternative also would add 106 T-hangars to this development area. This alternative is shown in Figure 6-4.

6.2.4 South Development Area

The South Development Area is bordered by the Building Restriction Lines (BRL) for Runway 18/36 and Runway 12/30, the Runway Visibility Zone, Taxiway B, and the southern Airport property line. Two alternatives were developed for this area. Each includes an industrial park that the Airport has been working to develop through previous studies. This southern industrial park would have airside access by closing Runway 6/24 and converting the northern most edge of the Runway into a future taxiway, Taxiway D. The parcels fronting onto Taxiway D are owned by the Airport. The parcels adjacent to Holt Road are owned by Taylor County. Vehicular access to the industrial park would be from Holt Road through the County owned property.

6.2.4.1 South Development Area Alternative One

South Development Area Alternative One explores the possibility of putting T-hangars into the mid-field of the Airport. Figure 6-5 shows that it would be possible to place 110 T-hangars into the area. Also included is vehicular parking for the T-hangars, as well as vehicular access from Holt Road.

6.2.4.2 South Development Area Alternative Two

Alternative Two for the South Development Area shows that at least 11 100 foot by 100 foot conventional hangars could be located in this area. Again, vehicular parking is provided, as well as vehicular access from Holt Road. This alternative is shown in Figure 6-6.

Figure 6-3
NORTH DEVELOPMENT AREA ALTERNATIVE TWO

Figure 6-4
NORTH DEVELOPMENT AREA ALTERNATIVE THREE

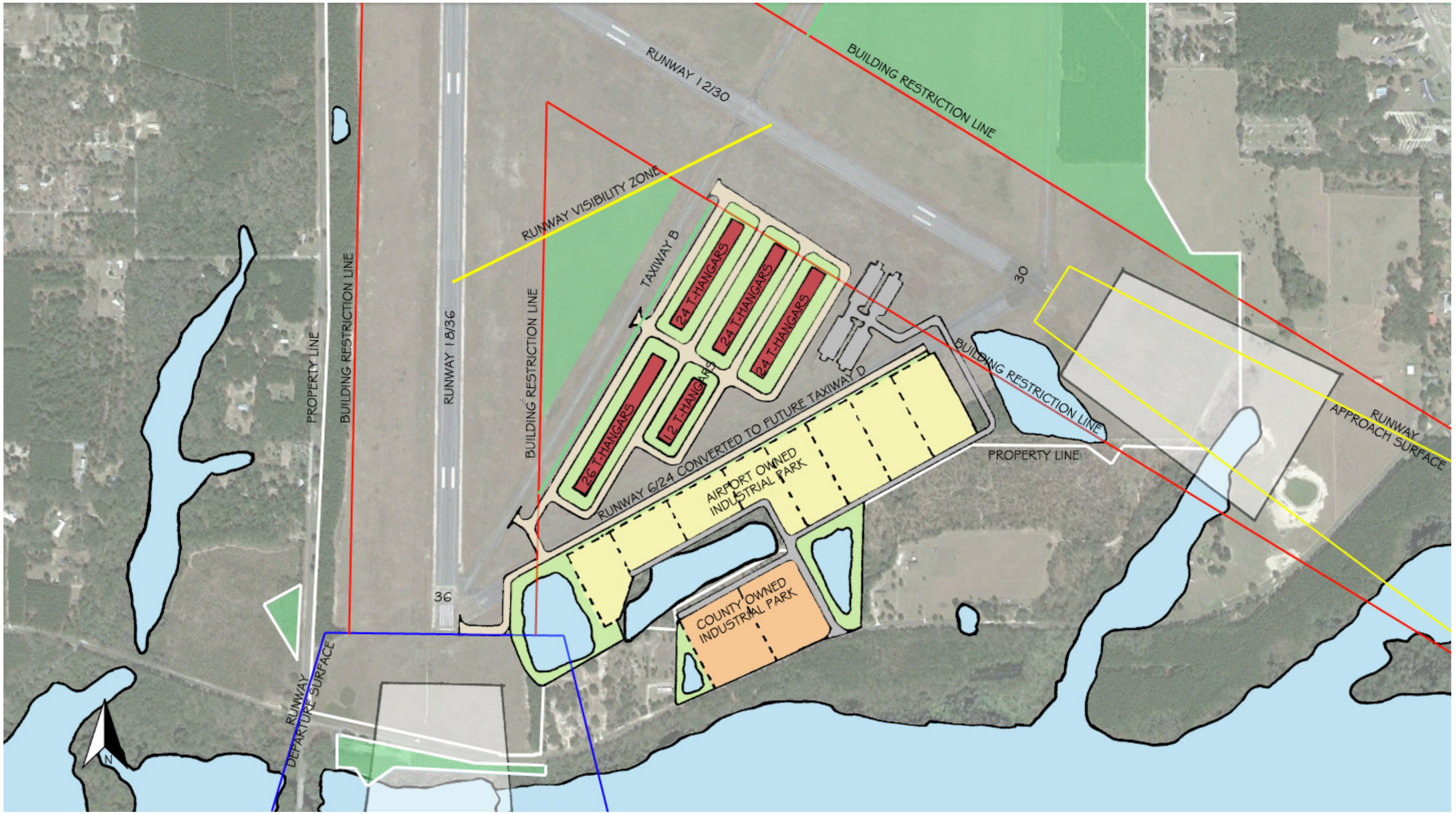


Figure 6-5
SOUTH DEVELOPMENT AREA ALTERNATIVE ONE

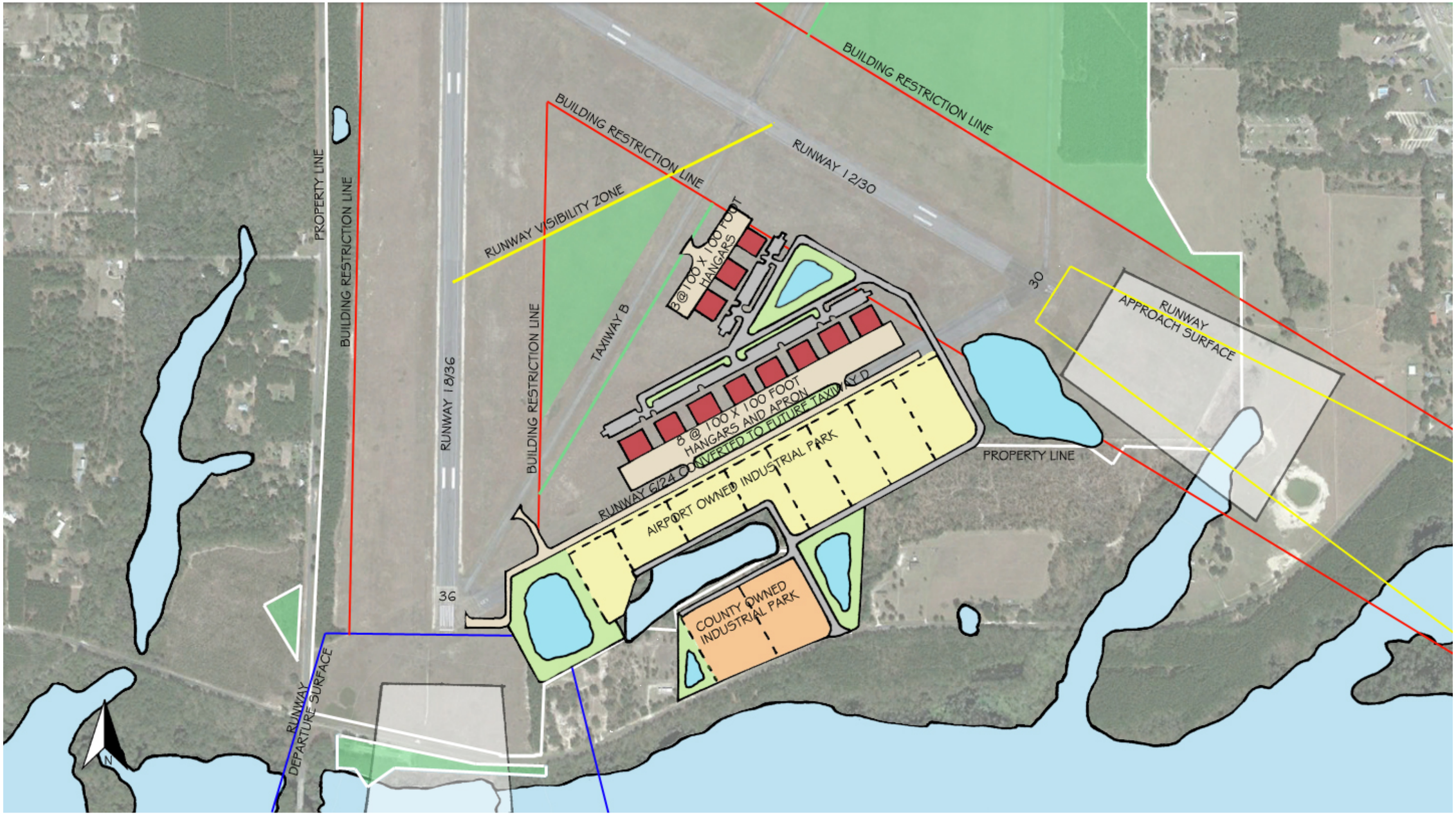


Figure 6-6
SOUTH DEVELOPMENT AREA ALTERNATIVE TWO

6.2.5 Composite Airport Development Alternatives

By combining various alternatives from each of the two development areas, three composite alternatives have been developed. Each of these composites addresses different potential growth scenarios for the Airport. Each of the Composite Airport Development Alternatives would include the proposed southern industrial park.

6.2.5.1 Airport Development Composite One

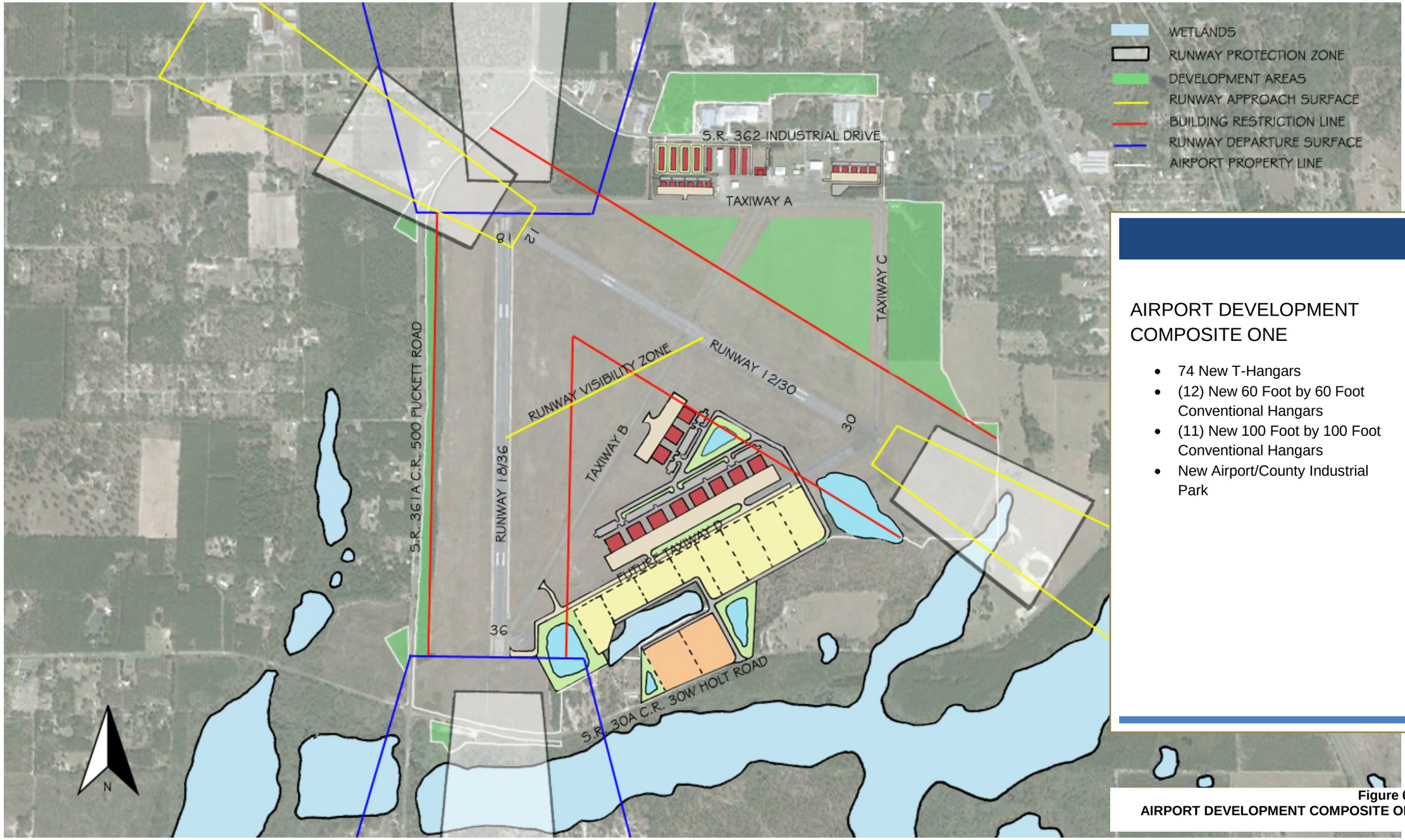
Airport Development Composite One as shown in **Error! Not a valid bookmark self-reference.** would maximize the use of conventional hangars on the Airport. While there would be 74 new T-hangars as well, this composite alternative would provide the maximum number of conventional hangars. There would be 12 new 60 foot by 60 foot conventional hangars, and 11 new 100 foot by 100 foot conventional hangars.

6.2.5.2 Airport Development Composite Two

The second of the Airport Development Composites is shown in Figure 6-8. This alternative would maximize the T-hangars on the Airport. There would still be six 60 foot by 60 foot T-hangars located in the North Development Area, however, the remainder of both development areas would accommodate 216 new T-hangars.

6.2.5.3 Airport Development Composite Three

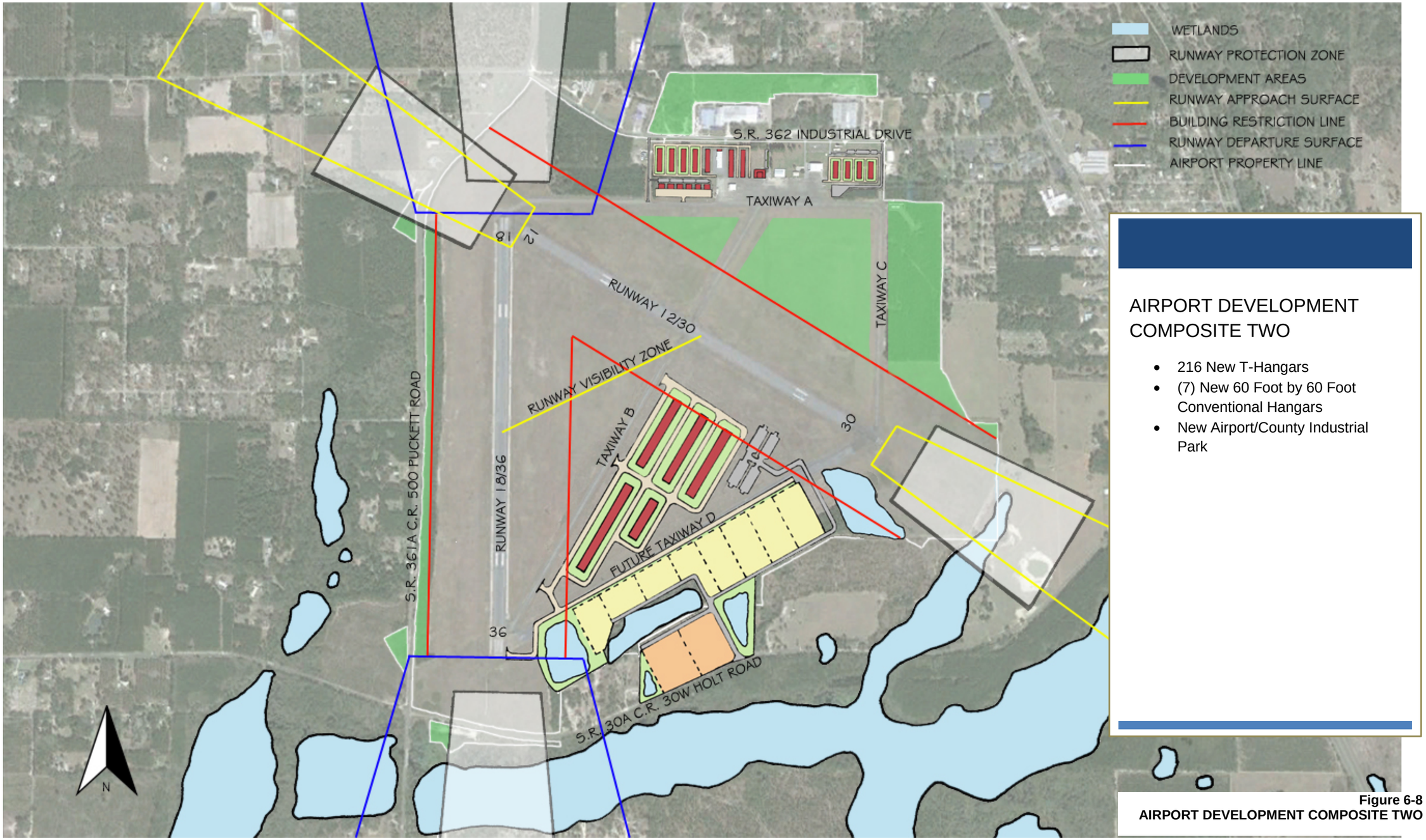
Airport Development Composite Three is shown in Figure 6-9. This composite shows a blend of T-hangars and conventional hangars. There would be 106 new T-hangars, seven new 60 foot by 60 foot conventional hangars, and 11 new 100 foot by 100 foot conventional hangars.



AIRPORT DEVELOPMENT COMPOSITE ONE

- 74 New T-Hangars
- (12) New 60 Foot by 60 Foot Conventional Hangars
- (11) New 100 Foot by 100 Foot Conventional Hangars
- New Airport/County Industrial Park

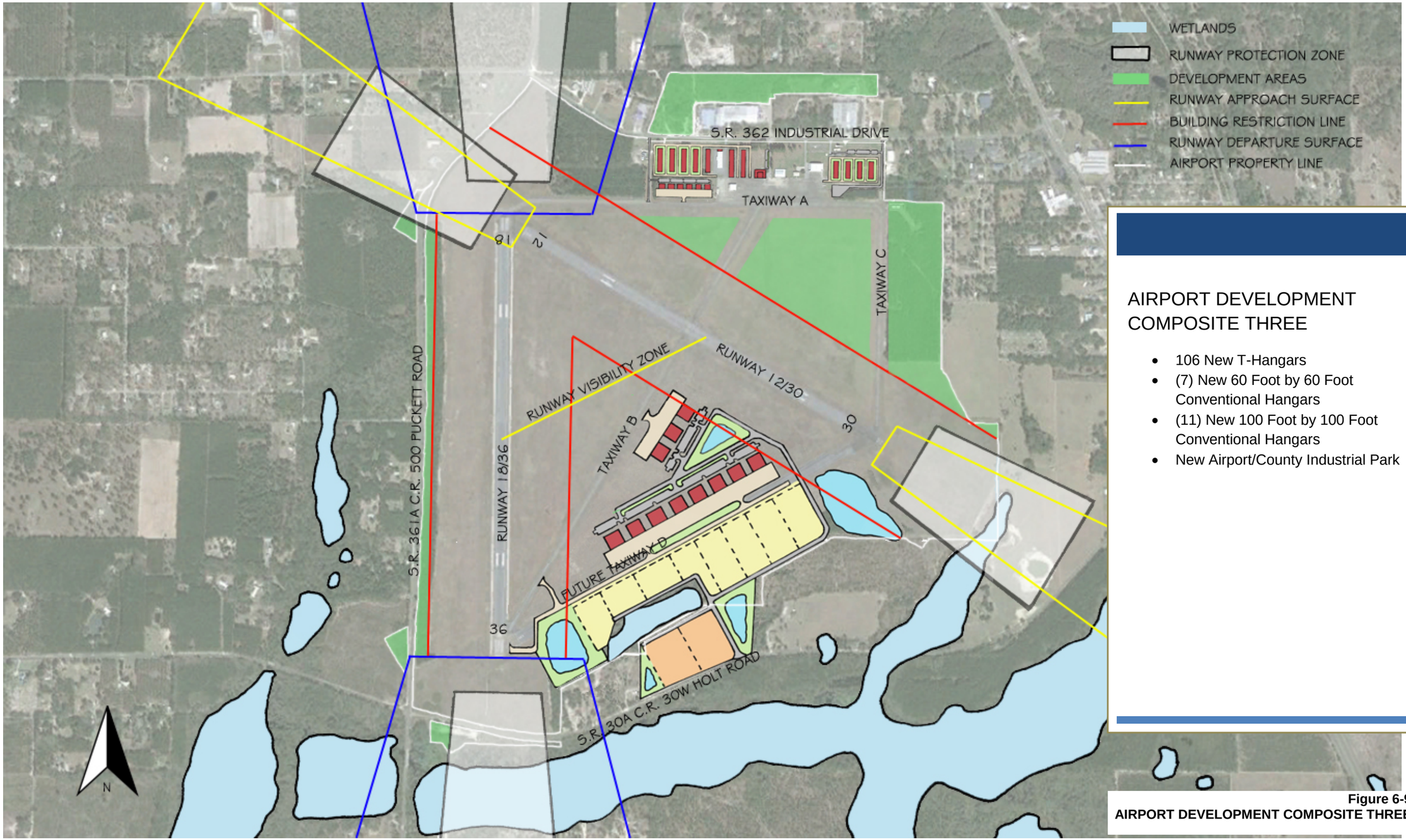
Figure 6-7
AIRPORT DEVELOPMENT COMPOSITE ONE



AIRPORT DEVELOPMENT COMPOSITE TWO

- 216 New T-Hangars
- (7) New 60 Foot by 60 Foot Conventional Hangars
- New Airport/County Industrial Park

Figure 6-8
AIRPORT DEVELOPMENT COMPOSITE TWO



AIRPORT DEVELOPMENT COMPOSITE THREE

- 106 New T-Hangars
- (7) New 60 Foot by 60 Foot Conventional Hangars
- (11) New 100 Foot by 100 Foot Conventional Hangars
- New Airport/County Industrial Park

Figure 6-9
AIRPORT DEVELOPMENT COMPOSITE THREE

6.3 Evaluation of Alternatives and Recommended Preferred Alternative

The requirements of the Facility Requirements Forecast, which are based on the FAA approved Aviation Activity Forecasts indicate the following requirements for additional or rehabilitated facilities:

- Mill and overlay all three existing taxiways
- Mill and overlay the runway ends for Runway 18/36
- Mill and overlay the runway ends for Runway 12/30
- Closure of Runway 6/24
- Medium Intensity Taxiway Lights (MITL) for Taxiway C
- Runway End Identification Lights (REILS) for Runways 18/36 and 12/30
- A Segmented Circle for the Airport
- Additional vehicular parking for all hangars
- Replacement of fuel facility tanks in the interim planning period

Each of these facilities will be addressed in further detail within the following chapters. They will be placed on the Airport Layout Plan and the funding and phasing of each will be addressed in the Capital Improvement Program.

The Facility Requirements Forecast indicated that it is not likely that additional T-hangars, conventional hangars, or aircraft tie-down areas would be required during the planning period of this Master Plan Update. However, Taylor County is committed to improving the economic viability of the County and the Airport. They are actively engaged in pursuing new industries and development for the County. When these efforts are successful, it is likely that the Airport will also reap benefits. It is essential that the Airport have a plan for development when this occurs.

This chapter developed three Composite Airport Development Plans with the following attributes:

- Airport Development Composite One provides:
  - 74 new T-hangars
  - (12) 60 foot by 60 foot conventional hangars
  - (11) 100 foot by 100 foot conventional hangars
  - An Airport/County industrial park

Airport Development Composite Two provides:

- 216 new T-hangars
- (7) 60 foot by 60 foot conventional hangars
- An Airport/County industrial park

Airport Development Composite Three provides:

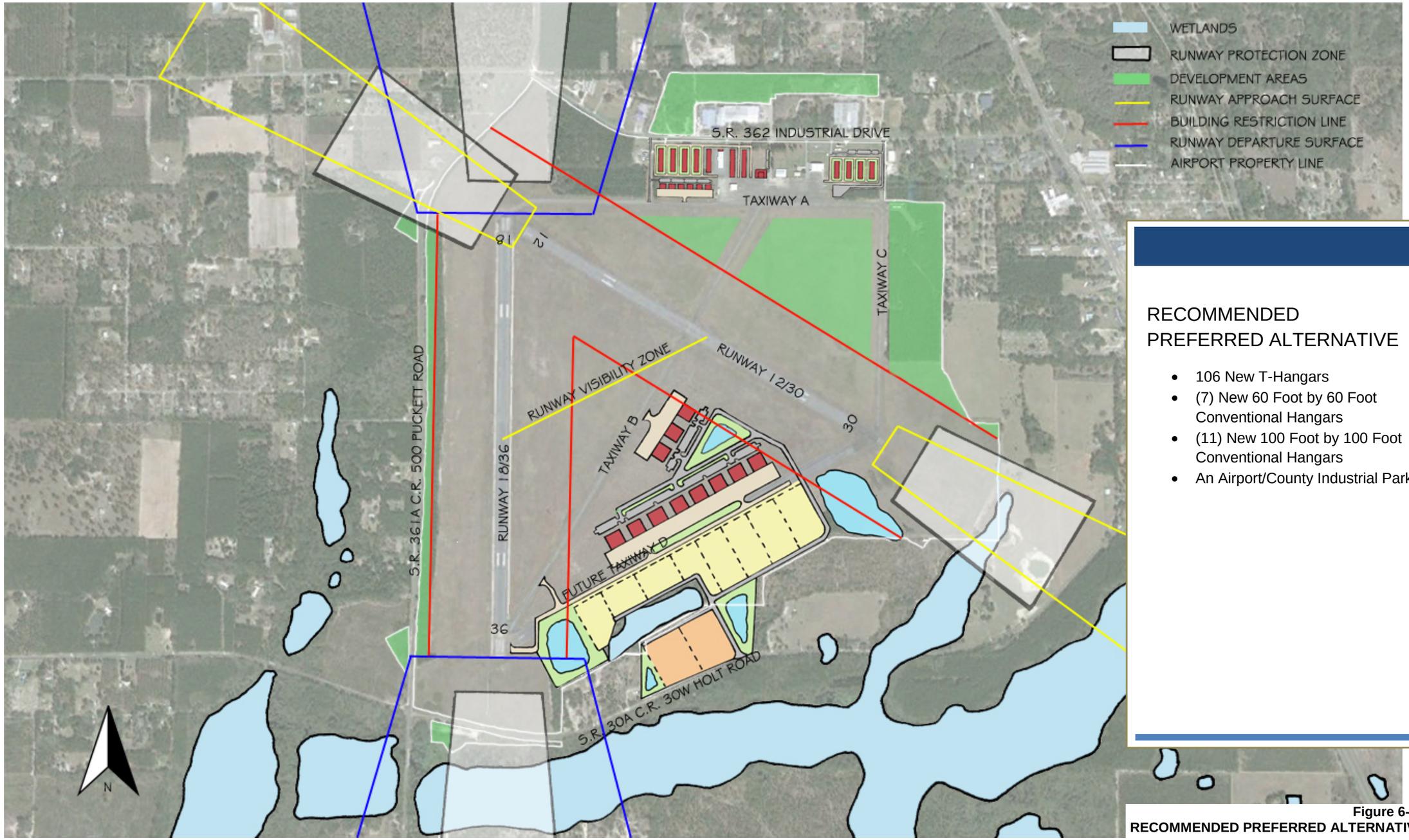
- 106 new T-hangars

- (7) 60 foot by 60 foot conventional hangars
- (11) 100 foot by 100 foot conventional hangars
- An Airport/County industrial park

Airport Development Composite Three is recommended as the Preferred Alternative because it provides a balance between T-hangars and conventional hangars. It also provides a balance between both the 60 foot by 60 foot hangars and the 100 foot by 100 foot hangars. The development in the south, in this alternative, is intended to keep those Airport functions more suited to industrial activities in the south of the Airport, while the facilities in the north would be more geared toward the recreational activities.

6.4 Summary

This chapter takes into consideration the Facility Requirements forecasts developed in the last chapter, which are based on the Aviation Activity Forecasts. This chapter developed a number of alternatives that addresses the potential future growth of the Airport, while considering the existing facilities and the future industrial park that the Airport and the County are developing to the south of the Airport. These considerations resulted in a recommended Preferred Alternative as shown in Figure 6-10.



RECOMMENDED PREFERRED ALTERNATIVE

- 106 New T-Hangars
- (7) New 60 Foot by 60 Foot Conventional Hangars
- (11) New 100 Foot by 100 Foot Conventional Hangars
- An Airport/County Industrial Park

Figure 6-10
RECOMMENDED PREFERRED ALTERNATIVE

7. AIRPORT LAYOUT PLAN

7.1 Introduction

This chapter describes the Airport Layout Plan (ALP) set for the development of the Perry-Foley Airport from 2015 through 2034, presents the Airport's compliance with Federal Aviation Administration (FAA) design standards, lists revisions to the ALP, and presents a reduced size ALP set. The ALP graphically illustrates the existing facilities of the Airport, as well as the proposed development based on the aviation forecasts, facility requirements, and the alternatives analysis. An ALP set is made up of the ALP drawing, as well as other supporting drawings that are considered to be appended to the ALP drawing. As presented in the FAA Advisory Circular 150/5070-6B, *Airport Master Plans*, five primary functions of the ALP define its purpose:

- The approved plans are necessary in order to receive financial assistance under terms of the Airport and Airway Improvement Act of 1982 (AIP), as amended, and specific passenger facility charge actions. The maintenance of a current plan and conformity to the plan are grant assurance requirements at an airport on which Federal funds have been expended under the AIP Program (ADAP) and the Federal Air Airports Program (FAAP) of 1946, as amended. While ALPs are not required for airports other than those developed with assistance under the previously mentioned Federal programs, this guidance can be applied to all airports.
- The plans create a blueprint for airport development by depicting proposed facility improvements consistent with the strategic vision of the airport sponsor. The plans provide a guideline by which the airport sponsor can assure that development maintains airport design standards and safety requirements, and is consistent with airport and community land use plans.
- The ALP serves as a public document that is a record of aeronautical requirements, both present and future, and as a reference for community deliberations on land use proposals and budget resource planning.
- The approved ALP provides the FAA and the FDOT with a plan for airport development. This will allow compatible planning for FAA owned facility improvements at the Airport. It also allows the FAA and the FDOT to anticipate needs for budgetary and procedural needs. The approved ALP will also allow the FAA to protect necessary airspace for planned facility or approach procedure improvements.
- The plans can be a working tool for use by Tylor County and Airport management.

The FAA and the Florida Department of Transportation (FDOT) require a complete ALP set for consideration of future funding. Programming of FAA and FDOT funds are based on development projects depicted on the ALP sheet.

The FAA provides airport design standards to ensure safe and efficient airport operations. The plans have been developed in accordance with the following:

- FAA Advisory Circular 150/5070-6B, *Airport Master Plans*
- FAA Advisory Circular 150/5070-6B, Appendix F, *Airport Layout Plan Drawing Set*

- FAA Advisory Circular 150/5300-13A, *Airport Design*
- Federal Regulations Part 77, *Objects Affecting Navigable Airspace*
- FAA Order 5200, *Runway Safety Area Program*
- FAA ARP Standard Operating Procedures No. 2, *ALP Review Checklist*
- FAA ARP Standard Operating Procedures No. 3, *Exhibit 'A' Review Checklist*

The ALP Drawing Set developed as a part of this master plan update complies with each of these documents.

7.2 ALP Set

The complete Perry-Foley Airport Layout Plan set consists of twenty-one drawings. The purpose of these drawings is described in this section. The ALP drawing set is produced on 24-inch by 36-inch sheets and is submitted by Taylor County, Florida to FDOT and FAA for review and approval. Reduced reproductions of the draft ALP are included at the end of this chapter for illustration purposes. All of the ALP set drawings were created using AutoCAD version 2012.

7.2.1 Cover Sheet

The cover sheet of the ALP set provides basic Airport data that is not found elsewhere on the ALP. The cover sheet includes the Airport's name, the associated city, date, the project name, FAA, and FDOT grant numbers and the name of Taylor County, Florida as the Airport Sponsor. The cover sheet also displays a location map, which indicates the Airport, major cities in Florida, and major roads near the Airport.

7.2.2 Data Sheets

The two data sheets are separate sheets that contain the basic Airport and runway data tables. In this case, one also includes the wind roses and the wind observation data.

7.2.3 Airport Layout Plan

The ALP is a graphic representation of existing and future Airport facilities. The ALP is the key document that reflects changes in physical features on and near the Airport, which may affect navigable airspace or the ability of the Airport to operate. The ALP includes dimensional information in order for recommended development to be in accordance with FAA planning and design recommendations outlined in FAA Advisory Circular 150/5300-13A, *Airport Design*, and 150/5070-6B, *Airport Master Plans*. Development shown on the ALP corresponds to the Airport's Capital Improvement Program (CIP) for the 20-year period, with emphasis on the first five-year period.

7.2.4 General Aviation Building Area Plan

The General Aviation Building Area Plan is the area surrounding the General Aviation Terminal as shown on the ALP, except at a larger scale for clarity.

7.2.5 Inner Portion of the Approach Surface for Runway 18

Sheets six and seven show the plan and profile views of the inner portion of the approach surface to Runway 18 at the Perry-Foley Airport, as well as the Obstacle Action and Disposition Plans for Runway 18. In addition to the approach surfaces contained in FAR Part 77, *Objects Affecting Navigable Airspace*, the drawing also depicts the threshold siting surfaces. Sheet seven shows the Obstacle Actin and Disposition Plans for all currently known obstructions, as well as those that have been removed since the last ALP update.

7.2.6 Inner Portion of the Approach Surface for Runway 36

Sheets eight and nine show the plan and profile views of the inner portion of the approach surface to Runway 36 at the Perry-Foley Airport, as well as the Obstacle Action and Disposition Plans for Runway 36. In addition to the approach surfaces contained in FAR Part 77, *Objects Affecting Navigable Airspace*, the drawing also depicts the threshold siting surfaces. Sheet seven shows the Obstacle Actin and Disposition Plans for all currently known obstructions, as well as those that have been removed since the last ALP update.

7.2.7 Inner Portion of the Approach Surface for Runway 12

Sheets ten and eleven show the plan and profile views of the inner portion of the approach surface to Runway 12 at the Perry-Foley Airport, as well as the Obstacle Action and Disposition Plans for Runway 12. In addition to the approach surfaces contained in FAR Part 77, *Objects Affecting Navigable Airspace*, the drawing also depicts the threshold siting surfaces. Sheet seven shows the Obstacle Actin and Disposition Plans for all currently known obstructions, as well as those that have been removed since the last ALP update.

7.2.8 Inner Portion of the Approach Surface for Runway 30

Sheets 12 and 13 show the plan and profile views of the inner portion of the approach surface to Runway 30 at the Perry-Foley Airport, as well as the Obstacle Action and Disposition Plans for Runway 30. In addition to the approach surfaces contained in FAR Part 77, *Objects Affecting Navigable Airspace*, the drawing also depicts the threshold siting surfaces. Sheet seven shows the Obstacle Actin and Disposition Plans for all currently known obstructions, as well as those that have been removed since the last ALP update.

7.2.9 FAR Part 77 Airport Airspace Drawing

The Airport Airspace Drawing depicts “imaginary surfaces” that surround the Airport as defined in Federal Aviation Regulation (FAR) Part 77. They consist of the Primary Surface, the Approach Surface, the Transitional Surface, the Horizontal Surface, and the Conical Surface. The drawing is based on the runway configuration as planned to occur within the twenty-year planning period. Known obstructions have been identified.

7.2.10 Runway 18/36 Departures Surfaces Plan

The 18/36 Departure Surfaces Plan shows the departure surfaces for instrument departures for the Airport. These are shown only for Runway 18/36 as this is the only runway on the Airport

with Instrument procedures. The slopes shown are 40:1. Those obstacles that penetrate the Departure Surfaces are identified for both runway ends on Sheet 16, which has the Obstacle Action and Disposition Plans for the Departure Surfaces..

7.2.11 Airport Exhibit 'A' Property Inventory Maps

The Airport Exhibit 'A' Property Inventory Map consists of five sheets and depicts the Airport's boundary, the various tracts of land that make up the current Airport property and those parcels that have been sold since the Airport was acquired from the Federal Government. This plan must be updated when the Airport changes any property boundary, acquires new property, or acquires new easements. The five plans are made up of the Exhibit "A" Airport Property Inventory Map, the Property Survey Data, and Detailed Property Survey Information

7.3 ALP Highlights and Modifications

This section highlights significant elements of the proposed ALP and notes significant changes from the previous ALP (2008) prepared for the Inverness Airport.

- Closure of Runway 6/24
- Land that has been sold since the last Master Plan update
- The addition of the General Aviation Terminal
- The addition of an existing eight unit T-hangar building
- The addition of a corporate hangar on the north side of the apron
- The relocation of two shade hangars
- The demolition of one shade hangar
- The addition of a full-length parallel taxiway, future Taxiway D to Runway 12/30
- The proposed extension of Runway 30 and future Taxiway D in the future

7.4 SUMMARY

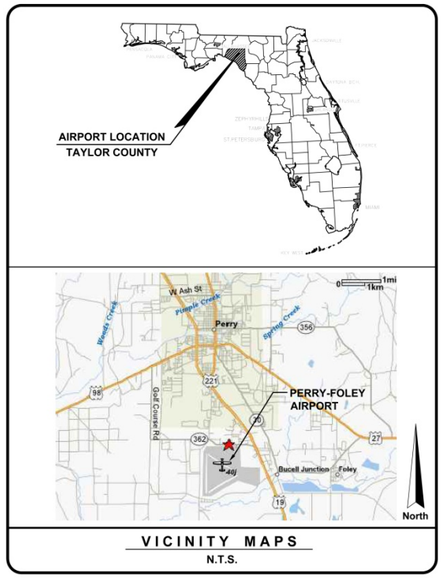
The Airport Layout Plan represents the facility needs that have been justified and documented in the preceding chapters. This development of the Airport Layout Plan brings the document up to date by showing development for which the construction is already complete or very near completion. This update shows projects that are proposed to be completed within the next twenty years with an emphasis on the next five years.

PERRY-FOLEY AIRPORT

TAYLOR COUNTY, FLORIDA

AIRPORT LAYOUT PLAN SET

JUNE 2016



VICINITY MAPS
N.T.S.

INDEX OF DRAWINGS

SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	AIRPORT DATA SHEET (SHEET 1 OF 2)
3	AIRPORT DATA SHEET (SHEET 2 OF 2)
4	AIRPORT LAYOUT PLAN
5	GENERAL AVIATION BUILDING AREA PLAN
6	RUNWAY 18 INNER PORTION APPROACH SURFACE PLAN AND PROFILE
7	RUNWAY 18 OBSTACLE ACTION AND DISPOSITION PLANS
8	RUNWAY 36 INNER PORTION APPROACH SURFACE PLAN AND PROFILE
9	RUNWAY 36 OBSTACLE ACTION AND DISPOSITION PLANS
10	RUNWAY 12 INNER PORTION APPROACH SURFACE PLAN AND PROFILE
11	RUNWAY 12 OBSTACLE ACTION AND DISPOSITION PLANS
12	RUNWAY 30 INNER PORTION APPROACH SURFACE PLAN AND PROFILE
13	RUNWAY 30 OBSTACLE ACTION AND DISPOSITION PLANS
14	FAR PART 77 AIRSPACE SURFACES AIRPORT VICINITY PLAN
15	RUNWAY 18–36 DEPARTURE SURFACE PLAN
16	DEPARTURE SURFACES OBSTACLE ACTION AND DISPOSITION PLANS
17	EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP
18	EXHIBIT "A" AIRPORT PROPERTY SURVEY DATA
19	EXHIBIT "A" AIRPORT PROPERTY DETAILED (SHEET 1 OF 3)
20	EXHIBIT "A" AIRPORT PROPERTY DETAILED (SHEET 2 OF 3)
21	EXHIBIT "A" AIRPORT PROPERTY DETAILED (SHEET 3 OF 3)

FLORIDA DEPARTMENT OF TRANSPORTATION APPROVAL

FDOT SIGNATURE _____ DATE _____

NAME _____

TITLE _____

SPONSOR APPROVAL
THIS AIRPORT DRAWING IS APPROVED BY:

SIGNATURE _____ DATE _____

NAME _____

TITLE _____

AVCON PROJECT NO. 2014.148.01

FAA AIP NO. 3-12-0064-012-2014
FDOT FM NO. 43135719414

REVISIONS

NO.	DATE	DESCRIPTION	SHEETS

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Figure 7-1
COVER SHEET

AIRPORT DATA TABLE

DESCRIPTION	EXISTING	FUTURE
AIRPORT IDENTIFIER	40J	SAME
AIRPORT REFERENCE CODE (ARC) FOR THE AIRPORT	B-II	SAME
MEAN MAXIMUM TEMPERATURE OF THE HOTTEST (MO.)	91.2° F	SAME
AIRPORT ELEVATION – (NAVD88)	44.1'	SAME
AIRPORT NAVIGATIONAL AIDS	BEACON, GPS	SAME
AIRPORT REFERENCE POINT LATITUDE – (NAD83)	N30° 04' 09.439"	SAME
AIRPORT REFERENCE POINT LONGITUDE – (NAD83)	W83° 34' 50.093"	SAME
MISCELLANEOUS FACILITIES		
AIRPORT CRITICAL AIRCRAFT – EXISTING AND FUTURE	GRUMMAN GULFSTREAM I	SAME
AIRPORT MAGNETIC VARIATION	4° 54' W	TBD
AIRPORT MAGNETIC VARIATION DATE	9 MARCH 2015	TBD
AIRPORT MAGNETIC VARIATION SOURCE	NATIONAL GEOPHYSICAL DATA CENTER	SAME
NPIAS SERVICE LEVEL	GENERAL AVIATION	SAME

TAXIWAY DESIGN GROUPS (TDG)

TAXIWAY	TDG
TAXIWAY A	1
TAXIWAY B	1
TAXIWAY C	1
TAXIWAY D (FUTURE)	1

MODIFICATIONS TO STANDARDS APPROVAL TABLE

DESCRIPTION OF MODIFICATION	REQUIRED STANDARD	DATE OF MODIFICATION APPROVAL

ABBREVIATIONS

AMSL	ABOVE MEAN SEA LEVEL
ARC	AIRPORT REFERENCE CODE
ARP	AIRPORT REFERENCE POINT
AS	APPROACH SLOPE
ASDA	ACCELERATED STOP DISTANCE AVAILABLE
AWOS	AUTOMATIC WEATHER OBSERVATION STATION
BRL	BUILDING RESTRICTION LINE
DS	DEPARTURE SLOPE
EL	ELEVATION
F	FAHRENHEIT
GA	GENERAL AVIATION
GPS	GLOBAL POSITIONING SYSTEM
IFR	INSTRUMENT FLIGHT RULES
LAT	LATITUDE
LDA	LANDING DISTANCE AVAILABLE
LONG	LONGITUDE
LBS	POUNDS
MIRL	MEDIUM INTENSITY RUNWAY LIGHTS
MN	MAGNETIC NORTH
MPH	MILES PER HOUR
NAD83	NORTH AMERICAN DATUM OF 1983
NAVAIDS	NAVIGATIONAL AIDS
NAVD 88	NORTH AMERICAN VERTICAL DATUM OF 1988
NGDC	NATIONAL GEOPHYSICAL DATA CENTER
NOAA	NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NPIAS	NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS
PAPI	PRECISION APPROACH PATH INDICATORS
PCN	PAVEMENT CONDITION INDEX
RDC	RUNWAY DESIGN CODE
REIL	RUNWAY END IDENTIFIER LIGHTS
ROFA	RUNWAY OBJECT FREE AREA
ROFZ	RUNWAY OBJECT FREE ZONE
RPZ	RUNWAY PROTECTION ZONE
RRC	RUNWAY REFERENCE CODE
RSA	RUNWAY SAFETY AREA
RW	RUNWAY
SW	SINGLE WHEEL
TBD	TO BE DETERMINED
TDZE	TOUCHDOWN ZONE ELEVATION
TN	TRUE NORTH
TODA	TAKE OFF DISTANCE AVAILABLE
TOFA	TAXIWAY OBJECT FREE AREA
TORA	TAKE OFF RUN AVAILABLE
TSA	TAXIWAY SAFETY AREA
TSS	THRESHOLD SITING SURFACE
TW	TAXIWAY

RUNWAY DATA TABLE

	RUNWAY 18		RUNWAY 36		RUNWAY 12		RUNWAY 30	
DESCRIPTION	**EXISTING**	**FUTURE**	**EXISTING**	**FUTURE**	**EXISTING**	**FUTURE**	**EXISTING**	**FUTURE**
RUNWAY DESIGN CODE (RDC)	B-II-5000	SAME	B-II-5000	SAME	B-II-VIS	C-II-5000	B-II-VIS	C-II-5000
APPROACH REFERENCE CODE (APRC)	B-II-5000	SAME	B-II-5000	SAME	B-III-VIS	C-II-5000	B-III-VIS	C-II-5000
DEPARTURE REFERENCE CODE (DPRC)	B/III	SAME	B/II	SAME	B/III	D/IV	D/IV	SAME
RUNWAY PAVEMENT MATERIAL	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME
PAVEMENT STRENGTH BY WHEEL LOADING	SW 30,000 LBS.	SAME	SW 30,000 LBS.	SAME	SW 30,000 LBS.	SAME	SW 30,000 LBS.	SAME
PAVEMENT STRENGTH BY PCN	6/F/B/X/U	TBD	6/F/B/X/U	TBD	6/F/B/X/U	TBD	6/F/B/X/U	TBD
PAVEMENT SURFACE TREATMENT	GROOVED	SAME	GROOVED	SAME	GROOVED	SAME	GROOVED	SAME
EFFECTIVE RUNWAY GRADIENT	0.04%	SAME	0.04%	SAME	0.03%	SAME	0.03%	0.04%
PERCENT WIND COVERAGE IFR (10.5 KNOTS/13 KNOTS)	98.30 / 99.45				93.82 / 96.60			
PERCENT WIND COVERAGE ALL WEATHER (10.5 KNOTS/13 KNOTS)	97.35 / 98.89				94.42 / 96.86			
RUNWAY DIMENSIONS (LENGTH X WIDTH)	100' X 4,986'	SAME	100' X 4,986'	SAME	100' X 4,754'	100' X 5,500'	100' X 4,754'	100' X 5,500'
DISPLACED THRESHOLD	NONE	SAME	NONE	SAME	NONE	SAME	NONE	SAME
RUNWAY SAFETY AREA DIMENSIONS	150' X 5,586'	SAME	150' X 5,586'	SAME	150' X 5,354'	150' X 6,100'	150' X 5,354'	150' X 6,100'
RUNWAY END LATITUDE – (NAD83)	N30°04'34.1152"	SAME	N30°03'44.7701"	SAME	N30°04'32.5118"	N30°04'00.15"	N30°04'08.6166"	N30°04'04.865"
RUNWAY END LONGITUDE – (NAD83)	W83°35'05.9433"	SAME	W83°35'06.6937"	SAME	W83°35'03.4114"	N83°34'00.30"	W83°34'16.8020"	W83°34'09.488"
RUNWAY END ELEVATION – (NAD88)	42.6'	SAME	40.6'	SAME	42.8'	39.0'	44.1'	43.0'
TRUE BEARING	N00°17'53"E	SAME	N180°17'53"E	SAME	S120°03'12"E	SAME	N300°03'12"E	SAME
RUNWAY LIGHTING TYPE	MIRL	SAME	MIRL	SAME	MIRL	SAME	MIRL	SAME
RPZ INNER WIDTH DIMENSION	500'	SAME	500'	SAME	500'	SAME	500'	500'
RPZ OUTER WIDTH DIMENSION	700'	SAME	700'	SAME	700'	SAME	700'	1,010'
RPZ LENGTH	1,000'	SAME	1,000'	SAME	1,000'	SAME	1,000'	1,700'
RUNWAY MARKING TYPE	NON-PRECISION	SAME	NON-PRECISION	SAME	BASIC	NON-PRECISION	BASIC	NON-PRECISION
14 CFR PART 77 APPROACH CATEGORY	34:1	SAME	34:1	SAME	20:1	34:1	20:1	34:1
APPROACH TYPE	NON-PRECISION	SAME	NON-PRECISION	SAME	VISUAL	NON-PRECISION	VISUAL	NON-PRECISION
VISIBILITY MINIMUMS	NPI > 1 MILE	SAME	NPI > 1 MILE	SAME	VISUAL	NPI > 1 MILE	VISUAL	NPI > 3/4 MILE
TYPE OF AERONAUTICAL SURVEY REQUIRED	NOT VERTICALLY GUIDED	SAME	NOT VERTICALLY GUIDED	SAME	NOT VERTICALLY GUIDED	SAME	NOT VERTICALLY GUIDED	SAME
RUNWAY DEPARTURE SURFACE	YES	SAME	YES	SAME	NO	YES	NO	YES
RUNWAY OBJECT FREE AREA DIMENSIONS	500' X 5,586'	SAME	500' X 5,586'	SAME	500' X 5,354'	500' X 6,100'	500' X 5,354'	500' X 6,100'
RUNWAY OBSTACLE FREE ZONE DIMENSIONS	250' WIDE X 200' BEYOND THRESHOLD	SAME	250' WIDE X 200' BEYOND THRESHOLD	SAME	250' WIDE X 200' BEYOND THRESHOLD	SAME	250' WIDE X 200' BEYOND THRESHOLD	SAME
THRESHOLD SITING SURFACE (TSS)	20:1	SAME	20:1	SAME	20:1	SAME	20:1	SAME
DEPARTURE SITING SURFACE (DSS)	40:1	SAME	40:1	SAME	NONE	40:1	NONE	40:1
VISUAL AND INSTRUMENT NAVAIDS	2-LIGHT PAPI	SAME	2-LIGHT PAPI	SAME	2-LIGHT PAPI	SAME	2-LIGHT PAPI	SAME
TOUCHDOWN ZONE ELEVATION	43 FEET	SAME	42 FEET	SAME	43 FEET	SAME	44 FEET	SAME
TAXIWAY AND TAXILANE WIDTH	35 FEET	SAME	35 FEET	SAME	35 FFET	SAME	35 FEET	SAME
TAXIWAY SAFETY AREA DIMENSIONS	79 FEET	SAME	79 FEET	SAME	79 FEET	79 FEET	79 FEET	SAME
TAXIWAY AND TAXILANE OBJECT FREE AREA	131 FEET/115 FEET	SAME	131 FEET/115 FEET	SAME	131 FEET/115 FEET	SAME	131 FEET/115 FEET	SAME
TAXIWAY AND TAXILANE SEPARATION	105 FEET	SAME	105 FEET	SAME	105 FEET	SAME	105 FEET	SAME
TAXIWAY A LIGHTING	MITL	SAME	MITL	SAME	MITL	SAME	MITL	SAME

GENERAL NOTES

1. ALL LATITUDE AND LONGITUDE COORDINATES ARE NORTH AMERICAN DATUM OF 1983 (NAD83)
2. ALL ELEVATIONS ARE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
3. RUNWAY MEETS RUNWAY VISIBILITY REQUIREMENTS

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PERRY-FOLEY AIRPORT

AIRPORT LAYOUT PLAN SET

AIRPORT DATA (SHEET 1 OF 2)

SCALE:

REVISIONS:

NO.	DATE	BY	DESCRIPTION

DESIGNED BY: M.S.
DRAWN BY: M.C.
CHECKED BY: M.S.
APPROVED BY: J.A.K.
DATE: JUNE 2016

FAA AIP NO. 3-12-0052-013-2014
FDOT FM NO. 43135719414
AVCON PROJECT NO. 2014.148.01

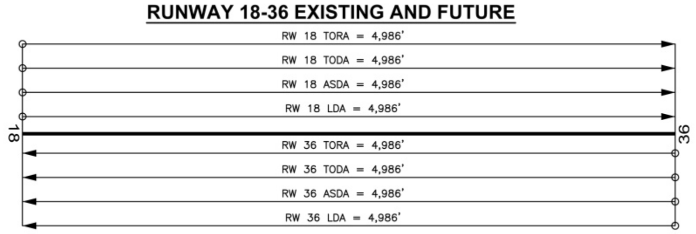
SHEET NUMBER

2

Figure 7-2
AIRPORT DATA (Sheet 1 of 2)

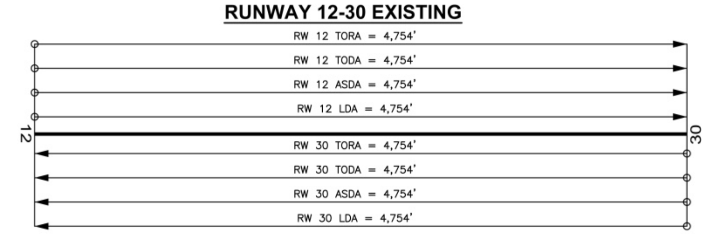
DECLARED DISTANCES TABLE				
	RUNWAY 18		RUNWAY 36	
	EXISTING	FUTURE	EXISTING	FUTURE
TAKE OFF RUN AVAILABLE (TORA)	4,986'	SAME	4,986'	SAME
TAKE OFF DISTANCE AVAILABLE (TODA)	4,986'	SAME	4,986'	SAME
ACCELERATED STOP DISTANCE AVAILABLE (ASDA)	4,986'	SAME	4,986'	SAME
LANDING DISTANCE AVAILABLE (LDA)	4,986'	SAME	4,986'	SAME

RUNWAY 18-36 EXISTING AND FUTURE

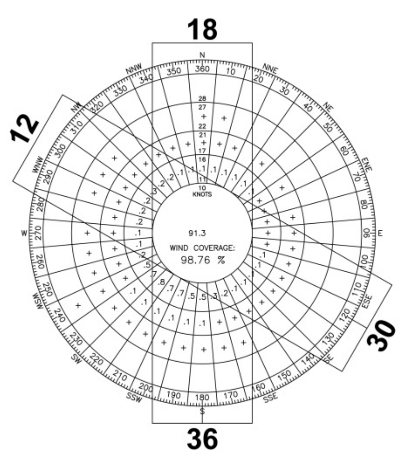


DECLARED DISTANCES TABLE				
	RUNWAY 12		RUNWAY 30	
	EXISTING	FUTURE	EXISTING	FUTURE
TAKE OFF RUN AVAILABLE (TORA)	4,754'	5,500'	4,754'	5,500'
TAKE OFF DISTANCE AVAILABLE (TODA)	4,754'	5,500'	4,754'	5,500'
ACCELERATED STOP DISTANCE AVAILABLE (ASDA)	4,754'	5,500'	4,754'	5,500'
LANDING DISTANCE AVAILABLE (LDA)	4,754'	5,500'	4,754'	5,500'

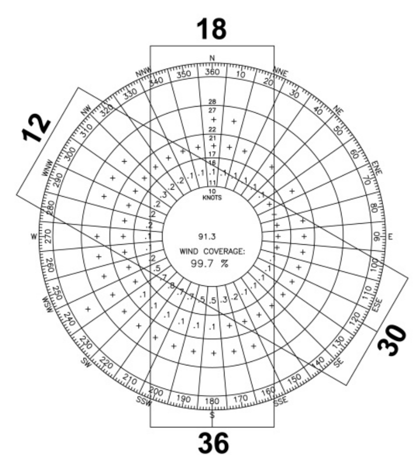
RUNWAY 12-30 EXISTING



RUNWAY 12-30 FUTURE



ALL WEATHER
WIND COVERAGE 10.5 KNOTS (12 MPH)
98.76%



ALL WEATHER
WIND COVERAGE 13 KNOTS (15 MPH)
99.70%

ALL WEATHER WIND COVERAGE		
RUNWAY	CROSSWIND COMPONENT	
	10.5 KNOTS (12 MPH)	13.0 KNOTS (15 MPH)
18–36	97.35%	98.89%
12–30	94.42%	96.86%
COMBINED	98.76%	99.70%

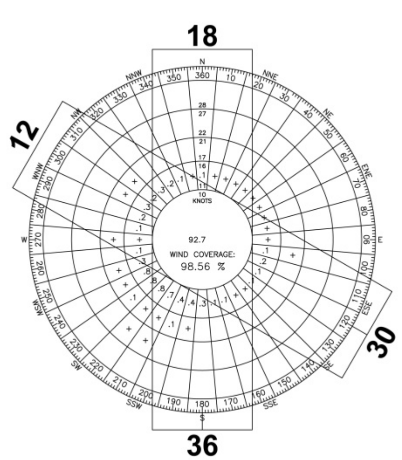
WIND DATA SOURCE: FAA AIRPORTS GIS YEARS 2006–2013 STATION: 40J

VFR WIND COVERAGE		
RUNWAY	CROSSWIND COMPONENT	
	10.5 KNOTS (12 MPH)	13.0 KNOTS (15 MPH)
18–36	97.20%	98.92%
12–30	95.40%	97.50%
COMBINED	98.56%	99.67%

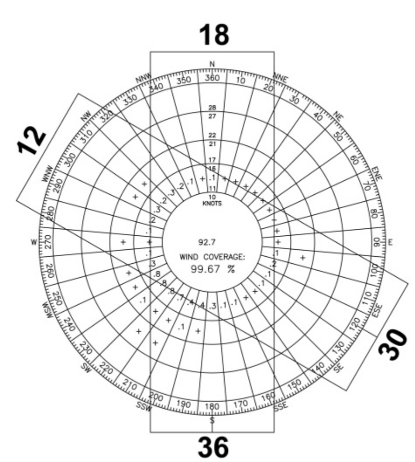
WIND DATA SOURCE: FAA AIRPORTS GIS YEARS 2006–2013 STATION: 40J

IFR WIND COVERAGE		
RUNWAY	CROSSWIND COMPONENT	
	10.5 KNOTS (12 MPH)	13.0 KNOTS (15 MPH)
18–36	98.30%	99.45%
12–30	93.82%	96.60%
COMBINED	99.21%	99.89%

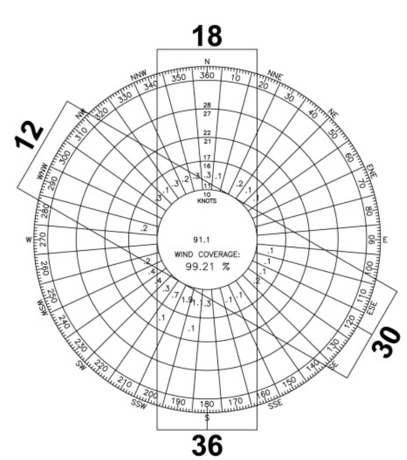
WIND DATA SOURCE: FAA AIRPORTS GIS YEARS 2006–2013 STATION: 40J



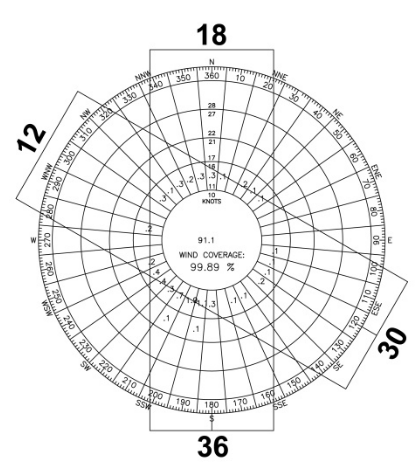
VISUAL FLIGHT RULES
WIND COVERAGE 10.5 KNOTS (12 MPH)
98.56%



VISUAL FLIGHT RULES
WIND COVERAGE 13 KNOTS (15 MPH)
99.67%



INSTRUMENT FLIGHT RULES
WIND COVERAGE 10.5 KNOTS (12 MPH)
99.21%



INSTRUMENT FLIGHT RULES
WIND COVERAGE 13 KNOTS (15 MPH)
99.89%

AVCON
AVCON, INC.
ENGINEERS & PLANNERS

PERRY-FOLEY AIRPORT

AIRPORT LAYOUT PLAN SET

AIRPORT DATA
(SHEET 2 OF 2)

SCALE:

REVISIONS:

NO.	DATE	BY	DESCRIPTION

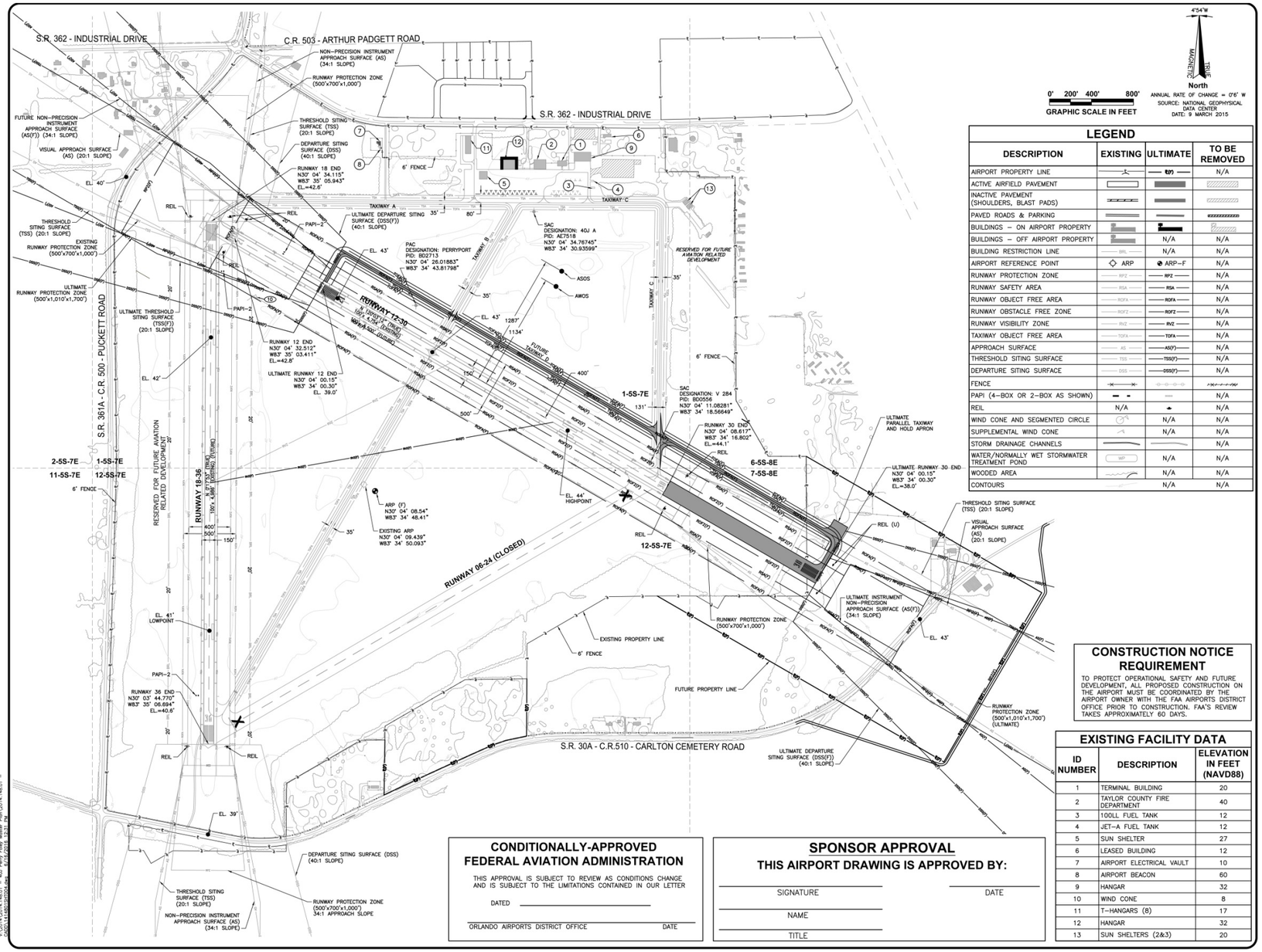
DESIGNED BY: M.S.
DRAWN BY: M.C.
CHECKED BY: M.S.
APPROVED BY: J.A.K.
DATE: JUNE 2016

FAA AIP NO. 3-12-0052-013-2014
FDOT FM NO. 43135719414
AVCON PROJECT NO. 2014.148.01

SHEET NUMBER

3

Figure 7-3
AIRPORT DATA (Sheet 2 of 2)



LEGEND

DESCRIPTION	EXISTING	ULTIMATE	TO BE REMOVED
AIRPORT PROPERTY LINE			N/A
ACTIVE AIRFIELD PAVEMENT			
INACTIVE PAVEMENT (SHOULDERS, BLAST PADS)			
PAVED ROADS & PARKING			
BUILDINGS – ON AIRPORT PROPERTY			
BUILDINGS – OFF AIRPORT PROPERTY		N/A	N/A
BUILDING RESTRICTION LINE	BRL	N/A	N/A
AIRPORT REFERENCE POINT	ARP	ARP–F	N/A
RUNWAY PROTECTION ZONE	RPZ	RPZ	N/A
RUNWAY SAFETY AREA	RSA	RSA	N/A
RUNWAY OBJECT FREE AREA	ROFA	ROFA	N/A
RUNWAY OBSTACLE FREE ZONE	ROFZ	ROFZ	N/A
RUNWAY VISIBILITY ZONE	RVZ	RVZ	N/A
TAXIWAY OBJECT FREE AREA	TOFA	TOFA	N/A
APPROACH SURFACE	AS	AS(F)	N/A
THRESHOLD SITING SURFACE	TSS	TSS(F)	N/A
DEPARTURE SITING SURFACE	DSS	DSS(F)	N/A
FENCE			
PAPI (4–BOX OR 2–BOX AS SHOWN)			N/A
REIL	N/A		N/A
WIND CONE AND SEGMENTED CIRCLE		N/A	N/A
SUPPLEMENTAL WIND CONE		N/A	N/A
STORM DRAINAGE CHANNELS			N/A
WATER/NORMALLY WET STORMWATER TREATMENT POND	WP	N/A	N/A
WOODED AREA		N/A	N/A
CONTOURS		N/A	N/A

CONSTRUCTION NOTICE REQUIREMENT

TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

EXISTING FACILITY DATA

ID NUMBER	DESCRIPTION	ELEVATION IN FEET (NAVD88)
1	TERMINAL BUILDING	20
2	TAYLOR COUNTY FIRE DEPARTMENT	40
3	100LL FUEL TANK	12
4	JET–A FUEL TANK	12
5	SUN SHELTER	27
6	LEASED BUILDING	12
7	AIRPORT ELECTRICAL VAULT	10
8	AIRPORT BEACON	60
9	HANGAR	32
10	WIND CONE	8
11	T–HANGARS (8)	17
12	HANGAR	32
13	SUN SHELTERS (2&3)	20

CONDITIONALLY-APPROVED FEDERAL AVIATION ADMINISTRATION

THIS APPROVAL IS SUBJECT TO REVIEW AS CONDITIONS CHANGE AND IS SUBJECT TO THE LIMITATIONS CONTAINED IN OUR LETTER

DATED _____

ORLANDO AIRPORTS DISTRICT OFFICE DATE

SPONSOR APPROVAL

THIS AIRPORT DRAWING IS APPROVED BY:

SIGNATURE DATE

NAME

TITLE

AVCON, INC.
ENGINEERS & PLANNERS
320 BAYSHORE DRIVE, SUITE A • NICEVILLE, FLORIDA 32578
OFFICE: (850) 678-8555 • FAX: (850) 678-8560
CORPORATE CERTIFICATE OF AUTHORIZATION NUMBER: 5057
www.avconinc.com

PERRY-FOLEY AIRPORT

AIRPORT LAYOUT PLAN SET

AIRPORT LAYOUT PLAN

SCALE:

REVISIONS:

NO.	DATE	BY	DESCRIPTION

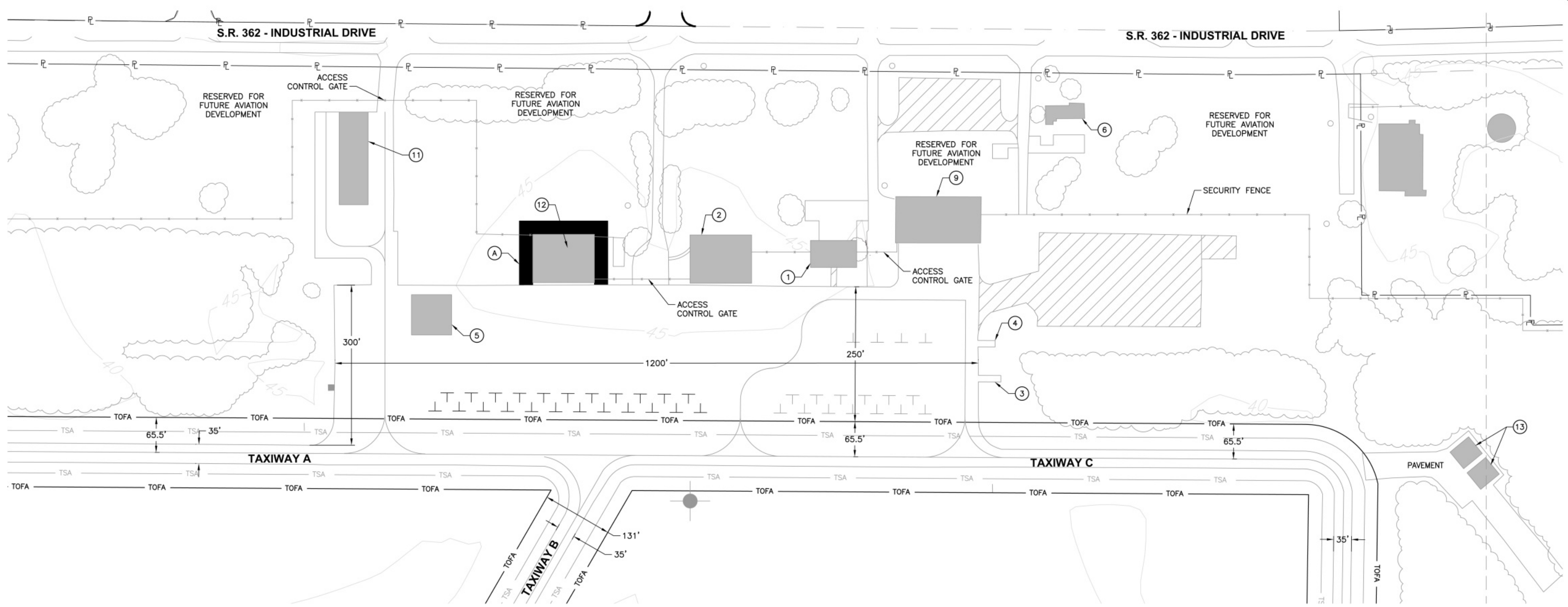
DESIGNED BY: M.S.
DRAWN BY: M.C.
CHECKED BY: M.S.
APPROVED BY: J.A.K.
DATE: JUNE 2016

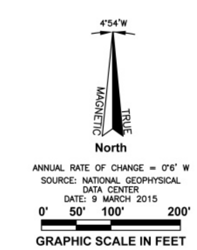
FAA AIP NO. 3-12-0052-013-2014
FDOT FM NO. 43135719414
AVCON PROJECT NO. 2014.148.01

SHEET NUMBER

4

Figure 7-4
AIRPORT LAYOUT PLAN





NOTE:
BUILDING RESTRICTION LINE NOT SHOWN FOR CLARITY. ALL BUILDINGS MUST BE CHECKED FOR CONFORMANCE WITH FAR PART 77 CRITERIA.

FUTURE FACILITY DATA

ID NUMBER	DESCRIPTION	ELEVATION IN FEET (NAVD88)
A	SHOPS	18

EXISTING FACILITY DATA

ID NUMBER	DESCRIPTION	ELEVATION IN FEET (NAVD88)
1	TERMINAL BUILDING	20
2	TAYLOR COUNTY FIRE DEPARTMENT	40
3	100LL FUELING FACITLITY	12
4	JET–A FUEL TANK	12
5	SUN SHELTER	27
6	LEASED BUILDING	12
7	AIRPORT ELECTRICAL VAULT	10
8	AIRPORT BEACON	60
9	HANGAR	32
10	WIND CONE	8
11	T–HANGARS (8)	17
12	HANGAR	32
13	SUN SHELTERS (2&3)	20

LEGEND

DESCRIPTION	EXISTING	FUTURE	TO BE REMOVED
AIRPORT PROPERTY LINE			N/A
ACTIVE AIRFIELD PAVEMENT			
INACTIVE PAVEMENT (SHOULDERS, BLAST PADS)			
PAVED ROADS & PARKING			
BUILDINGS – ON AIRPORT PROPERTY			
BUILDINGS – OFF AIRPORT PROPERTY		N/A	N/A
AIRPORT REFERENCE POINT	ARP	ARP–F	N/A
RUNWAY PROTECTION ZONE	RPZ	RPZ	N/A
RUNWAY SAFETY AREA	RSA	RSA	N/A
RUNWAY OBJECT FREE AREA	ROFA	ROFA	N/A
RUNWAY OBSTACLE FREE ZONE	ROFZ	ROFZ	N/A
RUNWAY VISUAL ZONE	RVZ	RVZ	N/A
TAXIWAY OBJECT FREE AREA	TOFA	TOFA	N/A
FENCE			
PAPI(4–BOX OR 2–BOX AS SHOWN)			N/A
REIL	N/A		N/A
WIND CONE AND SEGMENTED CIRCLE		N/A	N/A
SUPPLEMENTAL WIND CONE		N/A	N/A
STORM DRAINAGE CHANNELS			N/A
WATER/NORMALLY WET STORMWATER TREATMENT POND	WP	N/A	N/A
WOODED AREA		N/A	N/A
CONTOURS		N/A	N/A

AVCON
AVCON, INC.
ENGINEERS & PLANNERS

PERRY-FOLEY AIRPORT

AIRPORT LAYOUT PLAN SET

GENERAL AVIATION BUILDING AREA PLAN

SCALE:

REVISIONS:

NO.	DATE	BY	DESCRIPTION

DESIGNED BY: M.S.
DRAWN BY: M.C.
CHECKED BY: M.S.
APPROVED BY: J.A.K.
DATE: JUNE 2016

FAA AIP NO. 3-12-0052-013-2014
FDOT FM NO. 43135719414
AVCON PROJECT NO. 2014.148.01

SHEET NUMBER
5

Figure 7-5
GENERAL AVIATION BUILDING AREA PLAN

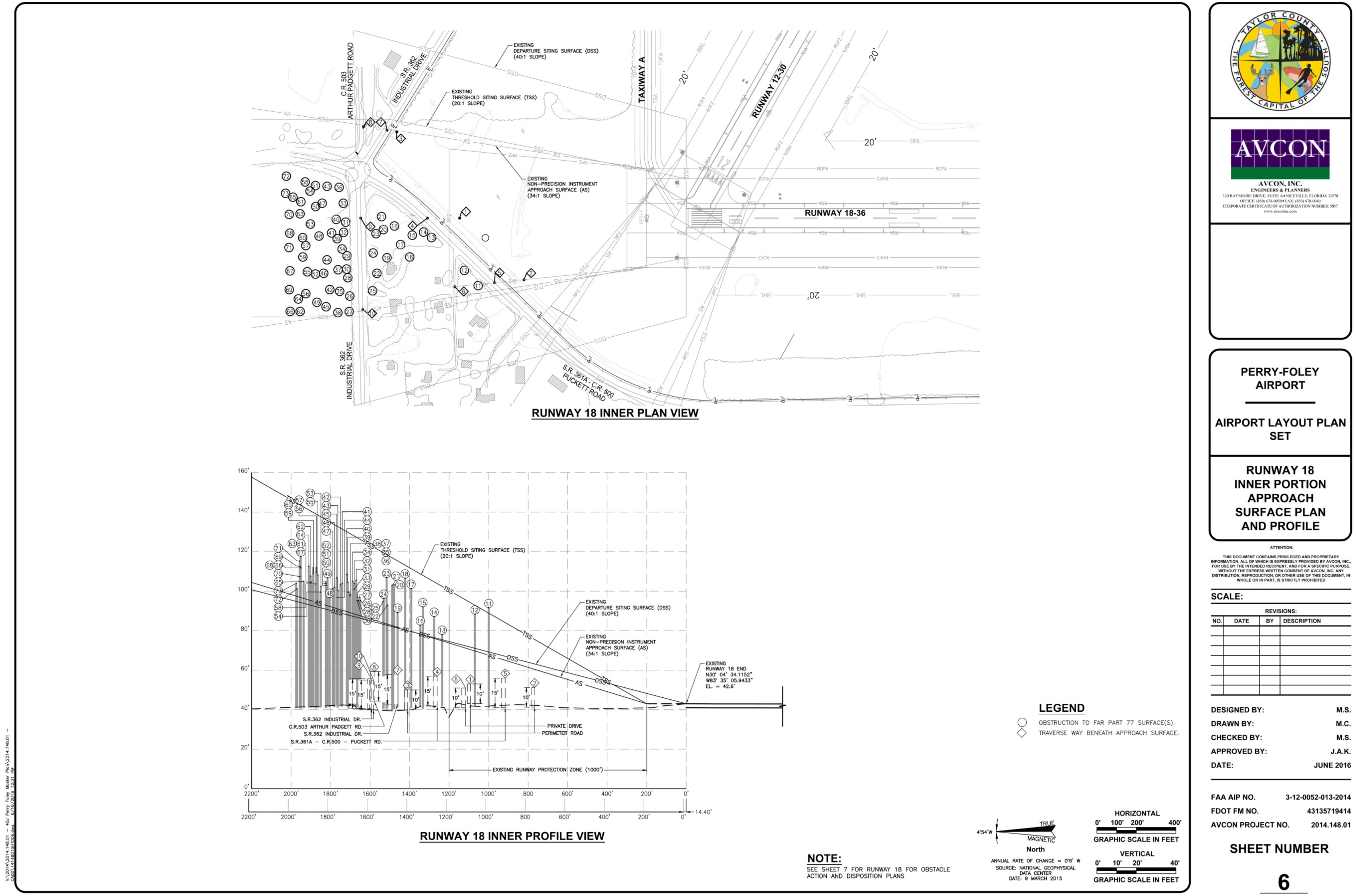


Figure 7-6
RUNWAY 18 INNER PORTION APPROACH SURFACE PLAN AND PROFILE

RUNWAY 18 OBSTACLE ACTION AND DISPOSITION PLANS

ACTION PLAN									DISPOSITION PLAN			
OBSTACLE REFERENCE NUMBER	OBSTACLE TYPE	FAA AERONAUTICAL STUDY	LATITUDE	LONGITUDE	AMSL ELEVATION (FT)	HEIGHT AGL (FT)	SURFACE PENETRATED	PENETRATION AMOUNT	OBSTACLE LOCATED ON OR OFF AIRPORT	UNDER SPONSOR CONTROL (ON OR OFF AIRPORT)	DISPOSITION	PROPOSED DISPOSITION COMPLETION DATE
1	PRIVATE ROAD	N/A	30° 04' 45.29"N	83° 35' 05.68"W	42'	0'	34:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
2	PRIVATE ROAD	N/A	30° 04' 42.00"N	83° 35' 09.29"W	41'	0'	34:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
3	PRIVATE ROAD	N/A	30° 04' 48.36"N	83° 35' 00.42"W	42'	0'	34:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
4	PUBLIC ROAD	2016-ASO-14765-OE	30° 04' 46.60"N	83° 35' 05.69"W	55'	15'	34:1 APPROACH	NONE	OFF	UNDER CONTROL	NONE	NONE
5	PUBLIC ROAD	2016-ASO-14766-OE	30° 04' 43.46"N	83° 35' 09.47"W	55'	15'	34:1 APPROACH	NONE	OFF	UNDER CONTROL	NONE	NONE
6	PUBLIC ROAD	2016-ASO-14767-OE	30° 04' 45.50"N	83° 35' 09.67"W	55'	15'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	NONE	NONE
7	PUBLIC ROAD	2016-ASO-14768-OE	30° 04' 48.92"N	83° 35' 00.43"W	52'	10'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	NONE	NONE
8	PUBLIC ROAD	2016-ASO-14769-OE	30° 04' 50.15"N	83° 35' 00.18"W	54'	15'	34:1 APPROACH	NONE	OFF	UNDER CONTROL	NONE	NONE
9	PUBLIC ROAD	2016-ASO-14770-OE	30° 04' 50.30"N	83° 35' 05.58"W	55'	15'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	NONE	NONE
10	PUBLIC ROAD	2016-ASO-14771-OE	30° 04' 50.22"N	83° 35' 10.98"W	55'	15'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	NONE	NONE
11	TREE	2016-ASO-14772-OE	30° 04' 44.34"N	83° 35' 09.68"W	96'	57'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	NONE	NONE
12	TREE	N/A	30° 04' 45.05"N	83° 35' 08.72"W	40'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
13	TREE	N/A	30° 04' 46.72"N	83° 35' 06.80"W	41'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
14	TREE	N/A	30° 04' 47.01"N	83° 35' 06.46"W	41'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
15	TREE	N/A	30° 04' 47.62"N	83° 35' 06.63"W	40'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
16	TREE	2016-ASO-14773-OE	30° 04' 47.80"N	83° 35' 07.92"W	89'	49'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
17	TREE	N/A	30° 04' 48.24"N	83° 35' 07.24"W	40'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
18	TREE	N/A	30° 04' 48.52"N	83° 35' 06.08"W	39'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
19	TREE	N/A	30° 04' 48.87"N	83° 35' 07.97"W	40'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
20	TREE	N/A	30° 04' 49.06"N	83° 35' 06.32"W	39'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
21	TREE	N/A	30° 04' 49.24"N	83° 35' 05.58"W	39'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
22	TREE	2016-ASO-14774-OE	30° 04' 49.47"N	83° 35' 08.90"W	92'	52'	34:1 APPROACH	12'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
23	TREE	N/A	30° 04' 49.48"N	83° 35' 06.52"W	39'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
24	TREE	2016-ASO-14775-OE	30° 04' 49.59"N	83° 35' 07.70"W	95'	55'	34:1 APPROACH	15'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
25	TREE	N/A	30° 04' 49.69"N	83° 35' 09.91"W	40'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
26	TREE	2016-ASO-14776-OE	30° 04' 50.80"N	83° 35' 10.28"W	90'	50'	34:1 APPROACH	6'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
27	TREE	2016-ASO-14777-OE	30° 04' 50.87"N	83° 35' 11.25"W	96'	56'	34:1 APPROACH	12'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
28	TREE	2016-ASO-14778-OE	30° 04' 50.92"N	83° 35' 09.18"W	98'	57'	34:1 APPROACH	13'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
29	TREE	2016-ASO-14779-OE	30° 04' 50.92"N	83° 35' 07.86"W	91'	49'	34:1 APPROACH	5'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
30	TREE	2016-ASO-14780-OE	30° 04' 50.95"N	83° 35' 08.65"W	97'	56'	34:1 APPROACH	12'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
31	TREE	2016-ASO-14781-OE	30° 04' 51.01"N	83° 35' 05.83"W	95'	54'	34:1 APPROACH	10'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
32	TREE	2016-ASO-14782-OE	30° 04' 51.07"N	83° 35' 06.46"W	92'	51'	34:1 APPROACH	7'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
33	TREE	2016-ASO-14783-OE	30° 04' 51.08"N	83° 35' 04.73"W	92'	51'	34:1 APPROACH	6'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
34	TREE	2016-ASO-14784-OE	30° 04' 51.16"N	83° 35' 07.47"W	93'	51'	34:1 APPROACH	6'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
35	TREE	2016-ASO-14785-OE	30° 04' 51.27"N	83° 35' 09.96"W	104'	63'	34:1 APPROACH	17'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
36	TREE	2016-ASO-14786-OE	30° 04' 51.41"N	83° 35' 03.87"W	93'	51'	34:1 APPROACH	5'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
37	TREE	2016-ASO-14787-OE	30° 04' 51.46"N	83° 35' 08.79"W	90'	48'	34:1 APPROACH	2'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
38	TREE	2016-ASO-14788-OE	30° 04' 51.50"N	83° 35' 11.34"W	98'	57'	34:1 APPROACH	11'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
39	TREE	2016-ASO-14789-OE	30° 04' 51.49"N	83° 35' 06.92"W	99'	56'	34:1 APPROACH	10'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
40	TREE	2016-ASO-14790-OE	30° 04' 51.54"N	83° 35' 05.75"W	96'	53'	34:1 APPROACH	6'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
41	TREE	2016-ASO-14791-OE	30° 04' 51.77"N	83° 35' 06.60"W	104'	61'	34:1 APPROACH	14'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
42	TREE	2016-ASO-14792-OE	30° 04' 51.87"N	83° 35' 10.00"W	102'	60'	34:1 APPROACH	13'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
43	TREE	2016-ASO-14793-OE	30° 04' 52.00"N	83° 35' 03.81"W	93'	51'	34:1 APPROACH	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
44	TREE	2016-ASO-14794-OE	30° 04' 52.03"N	83° 35' 08.18"W	99'	56'	34:1 APPROACH	9'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
45	TREE	2016-ASO-14795-OE	30° 04' 52.07"N	83° 35' 11.01"W	102'	60'	34:1 APPROACH	12'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
46	TREE	2016-ASO-14796-OE	30° 04' 52.19"N	83° 35' 08.96"W	95'	52'	34:1 APPROACH	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
47	TREE	2016-ASO-14797-OE	30° 04' 52.25"N	83° 35' 04.80"W	99'	57'	34:1 APPROACH	9'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
48	TREE	2016-ASO-14798-OE	30° 04' 52.42"N	83° 35' 06.79"W	99'	56'	34:1 APPROACH	8'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
49	TREE	2016-ASO-14799-OE	30° 04' 52.54"N	83° 35' 10.72"W	103'	61'	34:1 APPROACH	12'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
50	TREE	2016-ASO-14800-OE	30° 04' 52.58"N	83° 35' 05.00"W	95'	53'	34:1 APPROACH	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
51	TREE	2016-ASO-14801-OE	30° 04' 52.60"N	83° 35' 03.75"W	97'	52'	34:1 APPROACH	3'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
52	TREE	2016-ASO-14802-OE	30° 04' 52.59"N	83° 35' 09.05"W	103'	60'	34:1 APPROACH	11'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
53	TREE	2016-ASO-14803-OE	30° 04' 52.87"N	83° 35' 06.06"W	97'	54'	34:1 APPROACH	5'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
54	TREE	2016-ASO-14804-OE	30° 04' 52.89"N	83° 35' 04.09"W	98'	56'	34:1 APPROACH	6'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
55	TREE	N/A	30° 04' 53.02"N	83° 35' 08.90"W	43'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
56	TREE	2016-ASO-14805-OE	30° 04' 53.05"N	83° 35' 10.21"W	106'	63'	34:1 APPROACH	13'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
57	TREE	2016-ASO-14806-OE	30° 04' 53.09"N	83° 35' 07.30"W	103'	60'	34:1 APPROACH	10'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
58	TREE	N/A	30° 04' 53.08"N	83° 35' 03.54"W	42'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
59	TREE	2016-ASO-14807-OE	30° 04' 53.23"N	83° 35' 08.04"W	99'	56'	34:1 APPROACH	5'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
60	TREE	2016-ASO-14808-OE	30° 04' 53.21"N	83° 35' 06.85"W	107'	64'	34:1 APPROACH	13'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
61	TREE	2016-ASO-14809-OE	30° 04' 53.34"N	83° 35' 04.73"W	97'	55'	34:1 APPROACH	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
62	TREE	N/A	30° 04' 53.34N	83° 35' 11.22"W	43'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
63	TREE	2016-ASO-14810-OE	30° 04' 53.37"N	83° 35' 05.44"W	101'	59'	34:1 APPROACH	7'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
64	TREE	N/A	30° 04' 53.44"N	83° 35' 10.50"W	43'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
65	TREE	N/A	30° 04' 53.71"N	83° 35' 04.42"W	42'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
66	TREE	2016-ASO-14811-OE	30° 04' 53.85"N	83° 35' 11.27"W	98'	55'	34:1 APPROACH	3'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
67	TREE	2016-ASO-14812-OE	30° 04' 53.89"N	83° 35' 08.83"W	101'	57'	34:1 APPROACH	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
68	TREE	2016-ASO-14813-OE	30° 04' 53.88"N	83° 35' 06.59"W	100'	57'	34:1 APPROACH	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
69	TREE	2016-ASO-14814-OE	30° 04' 53.91"N	83° 35' 09.94"W	97'	53'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	MONITOR	TBD
70	TREE	2016-ASO-14815-OE	30° 04' 53.92"N	83° 35' 05.47"W	108'	66'	34:1 APPROACH	13'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
71	TREE	2016-ASO-14816-OE	30° 04' 53.92"N	83° 35' 07.44"W	99'	56'	34:1 APPROACH	3'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
72	TREE	2016-ASO-14817-OE	30° 04' 54.05"N	83° 35' 03.20"W	105'	62'	34:1 APPROACH	9'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
73	TREE	2016-ASO-14818-OE	30° 04' 54.08"N	83° 35' 04.20"W	111'	69'	34:1 APPROACH	16'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019

NOTE:
SEE SHEET 6 FOR RUNWAY 18 PLAN AND PROFILE.

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PERRY-FOLEY AIRPORT

AIRPORT LAYOUT PLAN SET

RUNWAY 18 OBSTACLE ACTION AND DISPOSITION PLANS

SCALE:

REVISIONS:

NO.	DATE	BY	DESCRIPTION

DESIGNED BY: M.S.
DRAWN BY: M.C.
CHECKED BY: M.S.
APPROVED BY: J.A.K.
DATE: JUNE 2016

FAA AIP NO. 3-12-0052-013-2014
FDOT FM NO. 43135719414
AVCON PROJECT NO. 2014.148.01

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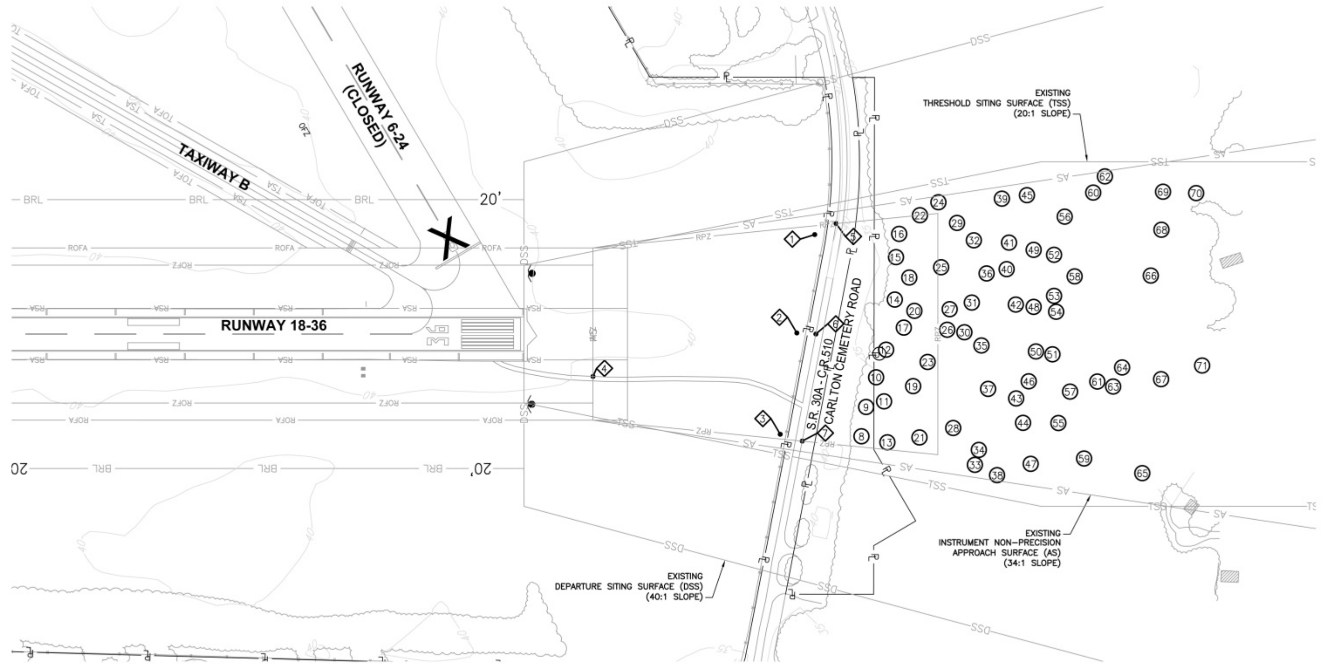
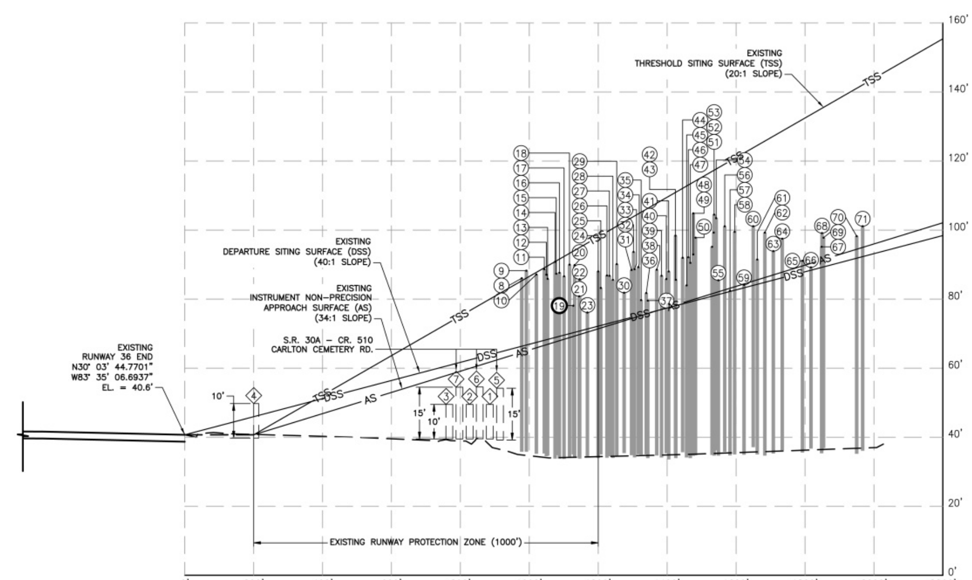
Figure 7-7
RUNWAY 18 OBSTACLE ACTION AND DISPOSITION PLANS



RUNWAY 36 INNER PLAN VIEW



RUNWAY 36 INNER PROFILE VIEW

LEGEND

- ○ OBSTRUCTION TO FAR PART 77 SURFACE(S).
- ◇ TRAVERSE WAY BENEATH APPROACH SURFACE.

NOTE:

SEE SHEET 9 FOR RUNWAY 36 OBSTACLE ACTION AND DISPOSITION PLANS

4°54'W TRUE MAGNETIC North

ANNUAL RATE OF CHANGE = 0°6' W
SOURCE: NATIONAL GEOPHYSICAL DATA CENTER
DATE: 9 MARCH 2015

HORIZONTAL: 0' 100' 200' 400' GRAPHIC SCALE IN FEET

VERTICAL: 0' 10' 20' 40' GRAPHIC SCALE IN FEET

AVCON, INC.
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PERRY-FOLEY AIRPORT

AIRPORT LAYOUT PLAN SET

RUNWAY 36 INNER PORTION APPROACH SURFACE PLAN AND PROFILE

SCALE:

REVISIONS:

NO.	DATE	BY	DESCRIPTION

DESIGNED BY: M.S.
DRAWN BY: M.C.
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APPROVED BY: J.A.K.
DATE: JUNE 2016

FAA AIP NO. 3-12-0052-013-2014
FDOT FM NO. 43135719414
AVCON PROJECT NO. 2014.148.01

SHEET NUMBER

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Figure 7-8
RUNWAY 36 INNER PORTION APPROACH SURFACE PLAN AND PROFILE

RUNWAY 36 OBSTACLE ACTION AND DISPOSITION PLAN

OBSTACLE ACTION PLAN									OBSTACLE DISPOSITION PLAN			
OBSTACLE REFERENCE NUMBER	OBSTACLE TYPE	FAA AERONAUTICAL STUDY NUMBER (ASN)	LATITUDE	LONGITUDE	AMSL ELEVATION (FT)	HEIGHT AGL (FT)	SURFACE PENETRATED	PENETRATION AMOUNT	OBSTACLE LOCATED ON OR OFF AIRPORT	UNDER SPONSOR CONTROL (ON OR OFF AIRPORT)	DISPOSITION	PROPOSED DISPOSITION COMPLETION DATE
1	PRIVATE ROAD	N/A	30° 03' 36.57"N	83° 35' 02.78"W	38'	0'	34:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
2	PRIVATE ROAD	N/A	30° 03' 37.00"N	83° 35' 06.16"W	39'	0'	34:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
3	PRIVATE ROAD	N/A	30° 03' 37.57"N	83° 35' 10.07"W	37'	0'	34:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
4	PRIVATE ROAD	2016-ASO-2135-NRA	30° 03' 43.01"N	83° 35' 08.04"W	50'	10'	34:1 APPROACH	10'	ON	UNDER CONTROL	RELOCATE	FY 2019
5	PUBLIC ROAD	2016-ASO-14998-OE	30° 03' 35.87"N	83° 35' 02.55"W	52'	15'	34:1 APPROACH	NONE	OFF	UNDER CONTROL	NONE	NONE
6	PUBLIC ROAD	2016-ASO-14999-OE	30° 03' 36.47"N	83° 35' 06.52"W	51'	15'	34:1 APPROACH	NONE	OFF	UNDER CONTROL	NONE	NONE
7	PUBLIC ROAD	2016-ASO-15000-OE	30° 03' 36.86"N	83° 35' 10.33"W	51'	15'	34:1 APPROACH	NONE	OFF	UNDER CONTROL	NONE	NONE
8	TREE	2016-ASO-2136-NRA	30° 03' 35.16"N	83° 35' 10.21"W	66'	32'	34:1 APPROACH	9'	ON	UNDER CONTROL	REMOVE	FY 2019
9	TREE	2016-ASO-2137-NRA	30° 03' 35.07"N	83° 35' 09.14"W	68'	33'	34:1 APPROACH	9'	ON	UNDER CONTROL	REMOVE	FY 2019
10	TREE	2016-ASO-15001-OE	30° 03' 34.75"N	83° 35' 08.03"W	67'	33'	34:1 APPROACH	8'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
11	TREE	2016-ASO-15002-OE	30° 03' 34.53"N	83° 35' 09.01W	66'	33'	34:1 APPROACH	8'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
12	TREE	2016-ASO-15003-OE	30° 03' 34.47"N	83° 35' 07.10"W	67'	34'	34:1 APPROACH	9'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
13	TREE	2016-ASO-15004-OE	30° 03' 34.44"N	83° 35' 10.47"W	69'	37'	34:1 APPROACH	11'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
14	TREE	2016-ASO-15005-OE	30° 03' 34.23"N	83° 35' 05.25"W	67'	33'	34:1 APPROACH	7'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
15	TREE	2016-ASO-15006-OE	30° 03' 34.18"N	83° 35' 03.77"W	67'	34'	34:1 APPROACH	8'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
16	TREE	N/A	30° 03' 34.11"N	83° 35' 02.87"W	31'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
17	TREE	N/A	30° 03' 33.97"N	83° 35' 06.31"W	32'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
18	TREE	N/A	30° 03' 33.81"N	83° 35' 04.47"W	32'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
19	TREE	N/A	30° 03' 33.66"N	83° 35' 08.45"W	30'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
20	TREE	N/A	30° 03' 33.62"N	83° 35' 05.69"W	31'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
21	TREE	N/A	30° 03' 33.51"N	83° 35' 10.32"W	31'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
22	TREE	N/A	30° 03' 33.48"N	83° 35' 02.19"W	30'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
23	TREE	N/A	30° 03' 33.26"N	83° 35' 07.59"W	31'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
24	TREE	N/A	30° 03' 32.92"N	83° 35' 01.79"W	30'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
25	TREE	N/A	30° 03' 32.88"N	83° 35' 04.18"W	30'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
26	TREE	2016-ASO-15007-OE	30° 03' 32.67"N	83° 35' 06.40"W	72'	41'	34:1 APPROACH	10'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
27	TREE	N/A	30° 03' 32.16"N	83° 35' 05.62"W	30'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
28	TREE	N/A	30° 03' 32.53"N	83° 35' 09.93"W	30'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
29	TREE	N/A	30° 03' 32.39"N	83° 35' 02.45"W	30'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
30	TREE	N/A	30° 03' 32.16"N	83° 35' 06.50"W	30'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
31	TREE	2016-ASO-15008-OE	30° 03' 31.95"N	83° 35' 05.38"W	76'	45'	34:1 APPROACH	12'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
32	TREE	2016-ASO-15009-OE	30° 03' 31.87"N	83° 35' 03.12"W	75'	45'	34:1 APPROACH	12'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
33	TREE	2016-ASO-15010-OE	30° 03' 31.82"N	83° 35' 11.25"W	75'	44'	34:1 APPROACH	11'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
34	TREE	N/A	30° 03' 31.74"N	83° 35' 10.75"W	30'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
35	TREE	N/A	30° 03' 31.67"N	83° 35' 06.95"W	29'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
36	TREE	2016-ASO-15011-OE	30° 03' 31.56"N	83° 35' 04.33"W	78'	52'	34:1 APPROACH	18'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
37	TREE	N/A	30° 03' 31.46"N	83° 35' 08.57"W	31'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
38	TREE	2016-ASO-15012-OE	30° 03' 31.19"N	83° 35' 11.65"W	108'	77'	34:1 APPROACH	42'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
39	TREE	2016-ASO-15013-OE	30° 03' 31.07"N	83° 35' 01.58"W	77'	51'	34:1 APPROACH	16'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
40	TREE	2016-ASO-15014-OE	30° 03' 30.94"N	83° 35' 04.20"W	80'	48'	34:1 APPROACH	12'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
41	TREE	2016-ASO-15016-OE	30° 03' 30.86"N	83° 35' 03.19"W	79'	47'	34:1 APPROACH	11'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
42	TREE	N/A	30° 03' 30.66"N	83° 35' 05.48"W	28'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
43	TREE	2016-ASO-15017-OE	30° 03' 30.61"N	83° 35' 08.89"W	78'	51'	34:1 APPROACH	15'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
44	TREE	N/A	30° 03' 30.44"N	83° 35' 09.82"W	30'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
45	TREE	2016-ASO-15018-OE	30° 03' 30.34"N	83° 35' 01.42"W	78'	47'	34:1 APPROACH	10'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
46	TREE	N/A	30° 03' 30.30"N	83° 35' 08.22"W	31'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
47	TREE	N/A	30° 03' 30.20"N	83° 35' 11.28"W	29'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
48	TREE	N/A	30° 03' 30.14"N	83° 35' 05.53"W	29'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
49	TREE	2016-ASO-15019-OE	30° 03' 30.12"N	83° 35' 03.47"W	80'	51'	34:1 APPROACH	13'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
50	TREE	N/A	30° 03' 30.08"N	83° 35' 07.17"W	30'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
51	TREE	N/A	30° 03' 29.58"N	83° 35' 07.30"W	31'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
52	TREE	N/A	30° 03' 29.53"N	83° 35' 03.61"W	32'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
53	TREE	2016-ASO-15020-OE	30° 03' 29.53"N	83° 35' 05.16"W	83'	53'	34:1 APPROACH	14'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
54	TREE	N/A	30° 03' 29.48"N	83° 35' 05.73"W	30'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
55	TREE	N/A	30° 03' 29.44"N	83° 35' 09.83"W	31'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
56	TREE	N/A	30° 03' 29.23"N	83° 35' 02.25"W	31'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
57	TREE	N/A	30° 03' 29.06"N	83° 35' 08.63"W	29'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
58	TREE	N/A	30° 03' 28.95"N	83° 35' 04.43"W	31'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
59	TREE	N/A	30° 03' 28.66"N	83° 35' 11.02"W	30'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
60	TREE	2016-ASO-15021-OE	30° 03' 28.38"N	83° 35' 01.39"W	86'	55'	34:1 APPROACH	12'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
61	TREE	2016-ASO-15022-OE	30° 03' 28.25"N	83° 35' 08.28"W	84'	54'	34:1 APPROACH	11'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
62	TREE	2016-ASO-15023-OE	30° 03' 28.05"N	83° 35' 00.73"W	88'	57'	34:1 APPROACH	13'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
63	TREE	N/A	30° 03' 27.83"N	83° 35' 08.43"W	31'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
64	TREE	N/A	30° 03' 27.54"N	83° 35' 07.74"W	29'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
65	TREE	2016-ASO-15024-OE	30° 03' 26.91"N	83° 35' 11.60"W	89'	58'	34:1 APPROACH	12'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
66	TREE	2016-ASO-15025-OE	30° 03' 26.69"N	83° 35' 04.41"W	100'	69'	34:1 APPROACH	23'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
67	TREE	2016-ASO-15026-OE	30° 03' 26.38"N	83° 35' 08.19"W	105'	74'	34:1 APPROACH	27'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
68	TREE	2016-ASO-15027-OE	30° 03' 26.41"N	83° 35' 02.74"W	113'	80'	34:1 APPROACH	32'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
69	TREE	2016-ASO-15028-OE	30° 03' 26.34"N	83° 35' 01.37"W	108'	77'	34:1 APPROACH	29'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
70	TREE	2016-ASO-15029-OE	30° 03' 25.36"N	83° 35' 01.41"W	95'	61'	34:1 APPROACH	10'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
71	TREE	2016-ASO-15030-OE	30° 03' 25.19"N	83° 35' 07.71"W	110'	78'	34:1 APPROACH	26'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019

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NOTE:
SEE SHEET 8 FOR RUNWAY 36 PLAN AND PROFILE.

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PERRY-FOLEY AIRPORT

AIRPORT LAYOUT PLAN SET

RUNWAY 36 OBSTACLE ACTION AND DISPOSITION PLANS

SCALE:

REVISIONS:

NO.	DATE	BY	DESCRIPTION

DESIGNED BY: M.S.
DRAWN BY: M.C.
CHECKED BY: M.S.
APPROVED BY: J.A.K.
DATE: JUNE 2016

FAA AIP NO. 3-12-0052-013-2014
FDOT FM NO. 43135719414
AVCON PROJECT NO. 2014.148.01

SHEET NUMBER
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Figure 7-9
RUNWAY 36 OBSTACLE ACTION AND DISPOSITION PLANS

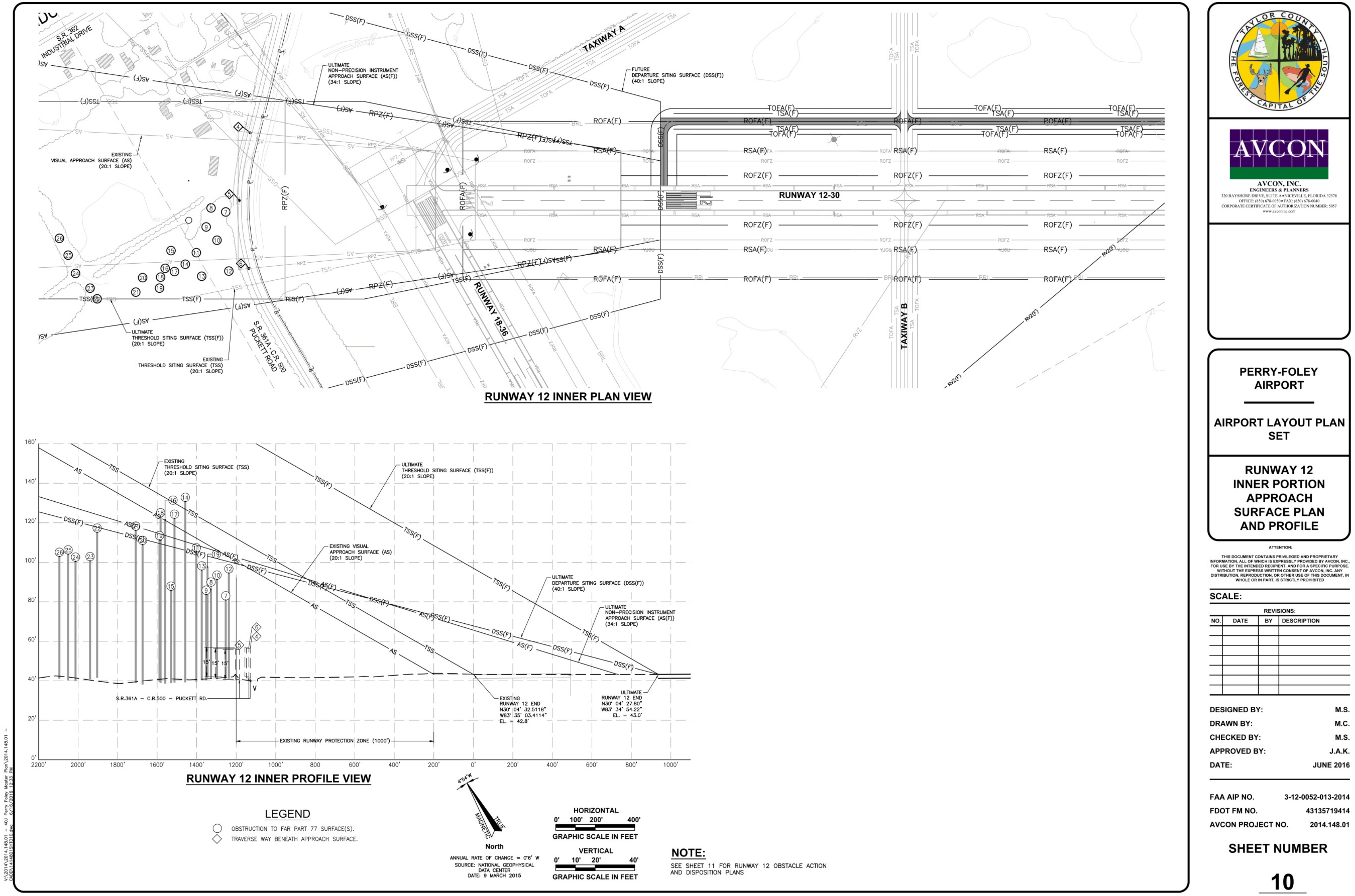

Figure 7-10
RUNWAY 12 INNER PORTION APPROACH SURFACE PLAN AND PROFILE

RUNWAY 12 OBSTACLE ACTION AND DISPOSITION PLANS EXISTING VISUAL RUNWAY

OBSTACLE ACTION PLAN									OBSTACLE DISPOSITION PLAN			
OBSTACLE REFERENCE NUMBER	OBSTACLE TYPE	FAA AERONAUTICAL STUDY NUMBER (ASN) – OE/NRA	LATITUDE	LONGITUDE	AMSL ELEVATION (FT)	HEIGHT AGL (FT)	SURFACE PENETRATED	PENETRATION AMOUNT	OBSTACLE LOCATED ON OR OFF AIRPORT	UNDER SPONSOR CONTROL (ON OR OFF AIRPORT)	DISPOSITION	PROPOSED DISPOSITION COMPLETION DATE
4	PUBLIC ROAD	2016-ASO-15031-OE	30° 04' 41.17"N	83° 35' 12.24"W	53'	15'	20:1 TSS	NONE	OFF	UNDER CONTROL	NONE	NONE
5	PUBLIC ROAD	2016-ASO-15032-OE	30° 04' 38.67"N	83° 35' 14.97"W	55'	15'	20:1 APPROACH	NONE	OFF	UNDER CONTROL	NONE	NONE
6	PUBLIC ROAD	2016-ASO-15033-OE	30° 04' 35.49"N	83° 35' 16.57"W	56'	15'	20:1 TSS	NONE	OFF	UNDER CONTROL	NONE	NONE
7	TREE	N/A	30° 04' 38.57"N	83° 35' 16.00"W	42'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
8	TREE	N/A	30° 04' 39.13"N	83° 35' 16.62"W	41'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
9	TREE	N/A	30° 04' 38.43"N	83° 35' 17.45"W	41'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
10	TREE	N/A	30° 04' 37.56"N	83° 35' 17.25"W	42'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
11	TREE	2016-ASO-15034-OE	30° 04' 37.53"N	83° 35' 18.67"W	99'	59'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	MONITOR	TBD
12	TREE	2016-ASO-15035-OE	30° 04' 35.90"N	83° 35' 17.66"W	95'	54'	20:1 APPROACH	1'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
13	TREE	2016-ASO-15036-OE	30° 04' 36.36"N	83° 35' 19.11"W	96'	56'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	NONE	NONE
14	TREE	2016-ASO-15037-OE	30° 04' 37.29"N	83° 35' 19.54"W	100'	61'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	NONE	NONE
15	TREE	N/A	30° 04' 38.31"N	83° 35' 19.83"W	39'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
16	TREE	2016-ASO-15038-OE	30° 04' 37.66"N	83° 35' 20.71"W	127'	87'	20:1 TSS	10'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
17	TREE	2016-ASO-15039-OE	30° 04' 37.29"N	83° 35' 20.37"W	123'	84'	20:1 TSS	8'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
18	TREE	2016-ASO-15040-OE	30° 04' 37.39"N	83° 35' 21.21"W	123'	83'	20:1 TSS	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
19	TREE	2016-ASO-15041-OE	30° 04' 36.96"N	83° 35' 21.59"W	112'	72'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	MONITOR	TBD
20	TREE	2016-ASO-15042-OE	30° 04' 37.85"N	83° 35' 22.11"W	109'	69'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	NONE	NONE
21	TREE	2016-ASO-15043-OE	30° 04' 37.37"N	83° 35' 22.85"W	117'	76'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	MONITOR	TBD
22	TREE	2016-ASO-15044-OE	30° 04' 38.09"N	83° 35' 25.07"W	118'	76'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	NONE	NONE
23	TREE	2016-ASO-15045-OE	30° 04' 38.72"N	83° 35' 25.01"W	101'	60'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	NONE	NONE
24	TREE	N/A	30° 04' 39.77"N	83° 35' 25.32"W	40'	0'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
25	TREE	N/A	30° 04' 40.75"N	83° 35' 25.09"W	41'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
26	TREE	N/A	30° 04' 41.73"N	83° 35' 25.06"W	41'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED

RUNWAY 12 OBSTACLE ACTION AND DISPOSITION PLANS FUTURE NON-PRECISION INSTRUMENT RUNWAY

OBSTACLE ACTION PLAN									OBSTACLE DISPOSITION PLAN			
OBSTACLE REFERENCE NUMBER	OBSTACLE TYPE	FAA AERONAUTICAL STUDY NUMBER (ASN) – OE/NRA	LATITUDE	LONGITUDE	AMSL ELEVATION (FT)	HEIGHT AGL (FT)	SURFACE PENETRATED	PENETRATION AMOUNT	OBSTACLE LOCATED ON OR OFF AIRPORT	UNDER SPONSOR CONTROL (ON OR OFF AIRPORT)	DISPOSITION	PROPOSED DISPOSITION COMPLETION DATE
4	PUBLIC ROAD	TBD	30° 04' 41.17"N	83° 35' 12.24"W	53'	15'	34:1 APPROACH	NONE	OFF	UNDER CONTROL	NONE	NONE
5	PUBLIC ROAD	TBD	30° 04' 38.67"N	83° 35' 14.97"W	55'	15'	34:1 APPROACH	NONE	OFF	UNDER CONTROL	NONE	NONE
6	PUBLIC ROAD	TBD	30° 04' 35.49"N	83° 35' 16.57"W	56'	15'	34:1 APPROACH	NONE	OFF	UNDER CONTROL	NONE	NONE
7	TREE	N/A	30° 04' 38.57"N	83° 35' 16.00"W	42'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
8	TREE	N/A	30° 04' 39.13"N	83° 35' 16.62"W	41'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
9	TREE	N/A	30° 04' 38.43"N	83° 35' 17.45"W	41'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
10	TREE	N/A	30° 04' 37.56"N	83° 35' 17.25"W	42'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
11	TREE	TBD	30° 04' 37.53"N	83° 35' 18.67"W	99'	59'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	MONITOR	TBD
12	TREE	TBD	30° 04' 35.90"N	83° 35' 17.66"W	95'	54'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	MONITOR	FY 2019
13	TREE	TBD	30° 04' 36.36"N	83° 35' 19.11"W	96'	56'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	MONITOR	TBD
14	TREE	TBD	30° 04' 37.29"N	83° 35' 19.54"W	100'	61'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	MONITOR	TBD
15	TREE	N/A	30° 04' 38.31"N	83° 35' 19.83"W	39'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
16	TREE	TBD	30° 04' 37.66"N	83° 35' 20.71"W	127'	87'	34:1 APPROACH	19'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
17	TREE	TBD	30° 04' 37.29"N	83° 35' 20.37"W	123'	84'	34:1 APPROACH	17'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
18	TREE	TBD	30° 04' 37.39"N	83° 35' 21.21"W	123'	83'	34:1 APPROACH	15'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
19	TREE	TBD	30° 04' 36.96"N	83° 35' 21.59"W	112'	72'	34:1 APPROACH	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	TBD
20	TREE	TBD	30° 04' 37.85"N	83° 35' 22.11"W	109'	69'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	MONITOR	TBD
21	TREE	TBD	30° 04' 37.37"N	83° 35' 22.85"W	117'	76'	34:1 APPROACH	3'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	TBD
22	TREE	TBD	30° 04' 38.09"N	83° 35' 25.07"W	118'	76'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	MONITOR	NONE
23	TREE	TBD	30° 04' 38.72"N	83° 35' 25.01"W	101'	60'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	NONE	NONE
24	TREE	N/A	30° 04' 39.77"N	83° 35' 25.32"W	40'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
25	TREE	N/A	30° 04' 40.75"N	83° 35' 25.09"W	41'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
26	TREE	N/A	30° 04' 41.73"N	83° 35' 25.06"W	41'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED

PROPOSED MAINTENANCE PLAN

RUNWAY DESIGNATOR	PROPOSED MAINTENANCE ACTION
RUNWAY 18	KEEP VEGETATION LOW
RUNWAY 36	KEEP VEGETATION LOW
RUNWAY 12	KEEP VEGETATION LOW
RUNWAY 30	KEEP VEGETATION LOW

V:\2014\2014.148.01 – 40J Perry Foley Master Plan\2014.148.01 – CADD\1414801SHT011.dwg 6/16/2016 12:33 PM

NOTE:
SEE SHEET 10 FOR RUNWAY 12 PLAN AND PROFILE.

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CORPORATE CERTIFICATE OF AUTHORIZATION NUMBER: 5057
www.avconinc.com

PERRY-FOLEY AIRPORT

AIRPORT LAYOUT PLAN SET

RUNWAY 12 OBSTACLE ACTION AND DISPOSITION PLANS

SCALE:

REVISIONS:

NO.	DATE	BY	DESCRIPTION

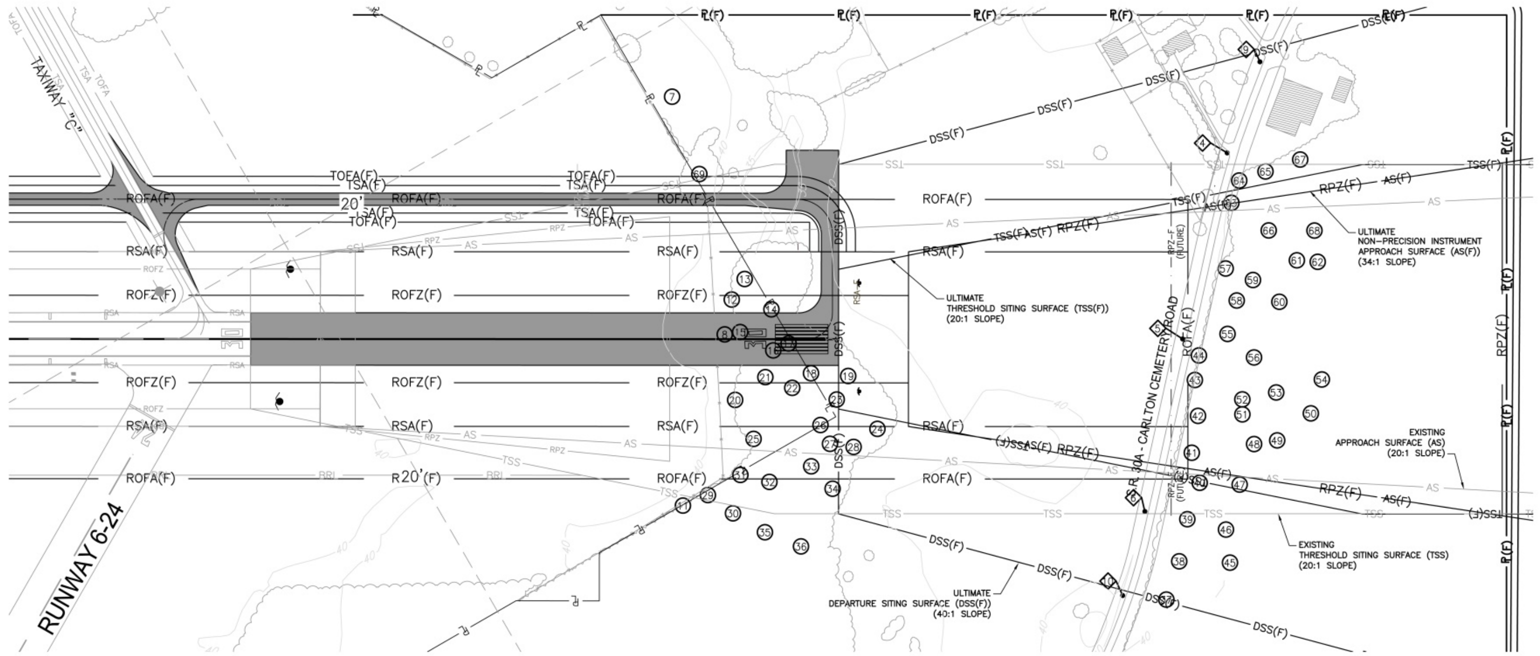
DESIGNED BY:	M.S.
DRAWN BY:	M.C.
CHECKED BY:	M.S.
APPROVED BY:	J.A.K.
DATE:	JUNE 2016

FAA AIP NO.	3-12-0052-013-2014
FDOT FM NO.	43135719414
AVCON PROJECT NO.	2014.148.01

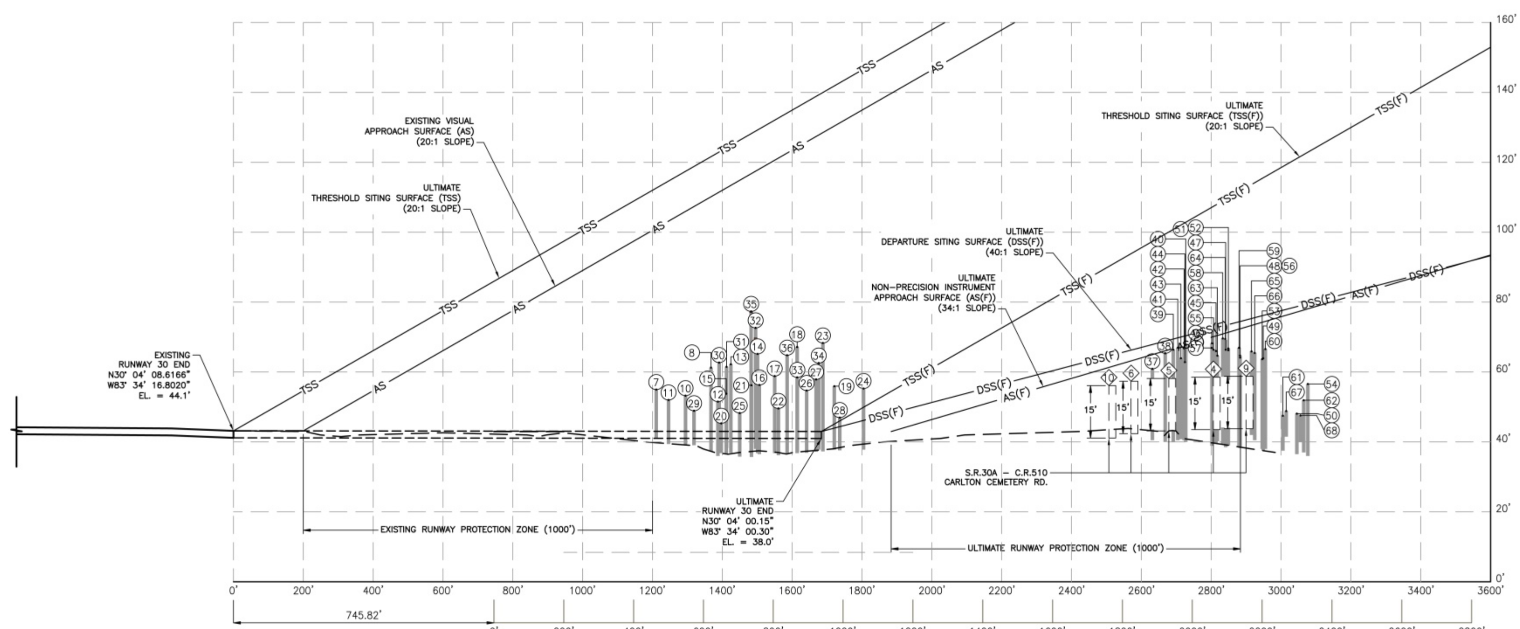
SHEET NUMBER

11

Figure 7-11
RUNWAY 12 OBSTACLE ACTION AND DISPOSITION PLANS



RUNWAY 30 INNER PLAN VIEW



RUNWAY 30 INNER PROFILE VIEW

LEGEND

- ○ OBSTRUCTION TO FAR PART 77 SURFACE(S).
- ◇ TRAVERSE WAY BENEATH APPROACH SURFACE.

NOTES:

1. ULTIMATE RPZ FOR PRECISION INSTRUMENT APPROACH SHOWN ON PLAN AND PROFILE VIEW BUT AN OBSTRUCTION CHART WAS NOT GENERATED AT THIS TIME SINCE IMPLEMENTATION IS OUTSIDE OF THE TWENTY YEAR PLANNING HORIZON.
2. SEE SHEET 13 FOR RUNWAY 30 OBSTACLE ACTION AND DISPOSITION PLANS

ANNUAL RATE OF CHANGE = 0°6' W
SOURCE: NATIONAL GEOPHYSICAL DATA CENTER
DATE: 9 MARCH 2015

4°54'W MAGNETIC TRUE North

HORIZONTAL 0' 100' 200' 400' GRAPHIC SCALE IN FEET

VERTICAL 0' 10' 20' 40' GRAPHIC SCALE IN FEET

TAYLOR COUNTY · THE FOREST CAPITAL OF THE SOUTH

AVCON, INC.
ENGINEERS & PLANNERS

PERRY-FOLEY AIRPORT

AIRPORT LAYOUT PLAN SET

RUNWAY 30 INNER PORTION APPROACH SURFACE PLAN AND PROFILE

SCALE:

REVISIONS:

NO.	DATE	BY	DESCRIPTION

DESIGNED BY: M.S.
DRAWN BY: M.C.
CHECKED BY: M.S.
APPROVED BY: J.A.K.
DATE: JUNE 2016

FAA AIP NO. 3-12-0052-013-2014
FDOT FM NO. 43135719414
AVCON PROJECT NO. 2014.148.01

SHEET NUMBER

12

Figure 7-12
RUNWAY 30 INNER PORTION APPROACH SURFACE PLAN AND PROFILE

RUNWAY 30 OBSTACLE ACTION AND DISPOSITION PLANS EXISTING VISUAL RUNWAY

OBSTACLE ACTION PLAN									OBSTACLE DISPOSITION PLAN			
OBSTACLE REFERENCE NUMBER	OBSTACLE TYPE	FAA AERONAUTICAL STUDY NUMBER (ASN)	LATITUDE	LONGITUDE	AMSL ELEVATION (FT)	HEIGHT AGL (FT)	SURFACE PENETRATED	PENETRATION AMOUNT	OBSTACLE LOCATED ON OR OFF AIRPORT	UNDER SPONSOR CONTROL (ON OR OFF AIRPORT)	DISPOSITION	PROPOSED DISPOSITION COMPLETION DATE
4	PUBLIC ROAD	2016-ASO-15046-OE	30° 03' 58.68"N	83° 33' 46.40"W	58'	15'	NONE	NONE	OFF	UNDER CONTROL	NONE	NONE
5	PUBLIC ROAD	2016-ASO-15047-OE	30° 03' 54.86"N	83° 33' 50.83"W	58'	15'	20:1 APPROACH	NONE	OFF	UNDER CONTROL	NONE	NONE
6	PUBLIC ROAD	2016-ASO-15048-OE	30° 03' 51.20"N	83° 33' 54.79"W	58'	15'	20:1 TSS	NONE	OFF	UNDER CONTROL	NONE	NONE
7	PRIVATE ROAD	2016-ASO-15049-OE	30° 04' 07.60"N	83° 34' 01.26"W	53'	10'	NONE	NONE	OFF	NOT UNDER CONTROL	NONE	NONE
8	PRIVATE ROAD	2016-ASO-2138-NRA	30° 04' 05.54"N	83° 34' 03.58"W	49'	10'	20:1 APPROACH	NONE	ON	UNDER CONTROL	NONE	NONE
9	PUBLIC ROAD	2016-ASO-15050-OE	30° 04' 00.35"N	83° 33' 43.88"W	59'	15'	NONE	NONE	OFF	UNDER CONTROL	NONE	NONE
10	PUBLIC ROAD	2016-ASO-15051-OE	30° 03' 49.37"N	83° 33' 56.76"W	61'	15'	NONE	NONE	OFF	UNDER CONTROL	NONE	NONE
11	TREE	N/A	30° 03' 58.07"N	83° 34' 07.63"W	39'	0'	NONE	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
12	TREE	N/A	30° 04' 02.35"N	83° 34' 02.61"W	37'	0'	20:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
13	TREE	N/A	30° 04' 02.66"N	83° 34' 01.94"W	37'	0'	20:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
14	TREE	N/A	30° 04' 01.55"N	83° 34' 01.76"W	35'	0'	20:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
15	TREE	N/A	30° 04' 01.49"N	83° 34' 03.03"W	38'	0'	20:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
16	TREE	N/A	30° 04' 00.57"N	83° 34' 02.44"W	35'	0'	20:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
17	TREE	N/A	30° 04' 00.57"N	83° 34' 01.82"W	35'	0'	20:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
18	TREE	N/A	30° 03' 59.45"N	83° 34' 01.74"W	35'	0'	20:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
19	TREE	N/A	30° 03' 58.86"N	83° 34' 00.79"W	34'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
20	TREE	N/A	30° 03' 59.93"N	83° 34' 04.32"W	38'	0'	20:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
21	TREE	N/A	30° 04' 00.02"N	83° 34' 03.12"W	36'	0'	20:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
22	TREE	N/A	30° 03' 59.40"N	83° 34' 02.52"W	36'	0'	20:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
23	TREE	N/A	30° 03' 58.43"N	83° 34' 01.46"W	34'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
24	TREE	N/A	30° 03' 57.13"N	83° 34' 00.91"W	36'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
25	TREE	N/A	30° 03' 58.74"N	83° 34' 04.51"W	36'	0'	20:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
26	TREE	N/A	30° 03' 58.07"N	83° 34' 02.38"W	33'	0'	20:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
27	TREE	N/A	30° 03' 57.47"N	83° 34' 02.42"W	34'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
28	TREE	N/A	30° 03' 57.06"N	83° 34' 01.86"W	36'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
29	TREE	N/A	30° 03' 58.03"N	83° 34' 06.75"W	39'	0'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
30	TREE	N/A	30° 03' 57.24"N	83° 34' 06.35"W	36'	0'	NONE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
31	TREE	N/A	30° 03' 58.06"N	83° 34' 05.49"W	37'	0'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
32	TREE	N/A	30° 03' 57.39"N	83° 34' 04.74"W	33'	0'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
33	TREE	N/A	30° 03' 57.19"N	83° 34' 03.34"W	33'	0'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
34	TREE	N/A	30° 03' 56.34"N	83° 34' 03.16"W	36'	0'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
35	TREE	N/A	30° 03' 56.27"N	83° 34' 05.82"W	34'	0'	NONE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
36	TREE	N/A	30° 03' 55.44"N	83° 34' 05.00"W	34'	0'	NONE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
37	TREE	N/A	30° 03' 48.78"N	83° 33' 55.74"W	42'	0'	NONE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
38	TREE	N/A	30° 03' 49.47"N	83° 33' 54.67"W	42'	0'	NONE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
39	TREE	N/A	30° 03' 50.43"N	83° 33' 53.77"W	41'	0'	NONE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
40	TREE	N/A	30° 03' 51.10"N	83° 33' 52.83"W	41'	0'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
41	TREE	N/A	30° 03' 51.95"N	83° 33' 52.51"W	43'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
42	TREE	N/A	30° 03' 52.77"N	83° 33' 51.68"W	43'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
43	TREE	N/A	30° 03' 53.67"N	83° 33' 51.17"W	42'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
44	TREE	N/A	30° 03' 54.21"N	83° 33' 50.64"W	43'	0'	NONE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
45	TREE	N/A	30° 03' 48.77"N	83° 33' 53.34"W	41'	0'	NONE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
46	TREE	N/A	30° 03' 49.58"N	83° 33' 52.80"W	42'	0'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
47	TREE	N/A	30° 03' 50.46"N	83° 33' 51.69"W	42'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
48	TREE	N/A	30° 03' 51.26"N	83° 33' 50.59"W	42'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
49	TREE	N/A	30° 03' 51.03"N	83° 33' 49.90"W	41'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
50	TREE	N/A	30° 03' 51.15"N	83° 33' 48.47"W	37'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
51	TREE	N/A	30° 03' 52.14"N	83° 33' 50.44"W	42'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
52	TREE	N/A	30° 03' 52.54"N	83° 33' 50.21"W	42'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
53	TREE	N/A	30° 03' 52.18"N	83° 33' 49.09"W	40'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
54	TREE	N/A	30° 03' 51.84"N	83° 33' 47.64"W	36'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
55	TREE	N/A	30° 03' 54.31"N	83° 33' 49.49"W	43'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
56	TREE	N/A	30° 03' 53.34"N	83° 33' 49.14"W	41'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
57	TREE	N/A	30° 03' 55.95"N	83° 33' 48.40"W	42'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
58	TREE	N/A	30° 03' 54.97"N	83° 33' 48.68"W	43'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
59	TREE	N/A	30° 03' 55.24"N	83° 33' 47.87"W	42'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
60	TREE	N/A	30° 03' 54.32"N	83° 33' 47.16"W	41'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
61	TREE	N/A	30° 03' 55.04"N	83° 33' 46.27"W	42'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
62	TREE	N/A	30° 03' 54.74"N	83° 33' 45.70"W	39'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
63	TREE	N/A	30° 03' 57.45"N	83° 33' 47.11"W	40'	0'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
64	TREE	N/A	30° 03' 57.86"N	83° 33' 46.56"W	41'	0'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
65	TREE	N/A	30° 03' 57.67"N	83° 33' 45.60"W	43'	0'	20:1 TSS	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
66	TREE	N/A	30° 03' 56.22"N	83° 33' 46.58"W	39'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
67	TREE	N/A	30° 03' 57.46"N	83° 33' 44.47"W	43'	0'	NONE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
68	TREE	N/A	30° 03' 55.55"N	83° 33' 45.30"W	38'	0'	20:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
69	TREE	N/A	30° 04' 05.95"N	83° 34' 01.51"W	42'	0'	NONE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED

RUNWAY 30 FUTURE OBSTACLE ACTION AND DISPOSITION PLANS FUTURE NON-PREICISION RUNWAY

OBSTACLE ACTION PLAN									OBSTACLE DISPOSITION PLAN			
OBSTACLE REFERENCE NUMBER	OBSTACLE TYPE	FAA AERONAUTICAL STUDY NUMBER (ASN)	LATITUDE	LONGITUDE	AMSL ELEVATION (FT)	HEIGHT AGL (FT)	SURFACE PENETRATED	PENETRATION AMOUNT	OBSTACLE LOCATED ON OR OFF AIRPORT	UNDER SPONSOR CONTROL (ON OR OFF AIRPORT)	DISPOSITION	PROPOSED DISPOSITION COMPLETION DATE
4	PUBLIC ROAD	2016-ASO-15046-OE	30° 03' 58.68"N	83° 33' 46.40"W	58'	15'	40:1 DEPARTURE	NONE	OFF	UNDER CONTROL	NONE	NONE
5	PUBLIC ROAD	2016-ASO-15047-OE	30° 03' 54.86"N	83° 33' 50.83"W	58'	15'	34:1 APPROACH	NONE	OFF	UNDER CONTROL	NONE	NONE
6	PUBLIC ROAD	2016-ASO-15048-OE	30° 03' 51.20"N	83° 33' 54.79"W	58'	15'	40:1 DEPARTURE	NONE	OFF	UNDER CONTROL	NONE	NONE
7	PRIVATE ROAD	2016-ASO-15049-OE	30° 04' 07.60"N	83° 34' 01.26"W	53'	10'	7:1 TRANSITIONAL	NONE	OFF	NOT UNDER CONTROL	NONE	NONE
8	PRIVATE ROAD	2016-ASO-2138-NRA	30° 04' 05.54"N	83° 34' 03.58"W	49'	10'	PRIMARY	10'	ON	UNDER CONTROL	REMOVE ROAD	TBD
9	PUBLIC ROAD	2016-ASO-15050-OE	30° 04' 00.35"N	83° 33' 43.88"W	59'	15'	40:1 DEPARTURE	NONE	OFF	UNDER CONTROL	NONE	NONE
10	PUBLIC ROAD	2016-ASO-15051-OE	30° 03' 49.37"N	83° 33' 56.76"W	61'	15'	40:1 DEPARTURE	NONE	OFF	UNDER CONTROL	NONE	NONE
11	TREE	N/A	30° 03' 58.07"N	83° 34' 07.63"W	39'	0'	34:1 APPROACH	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
12	TREE	N/A	30° 04' 02.35"N	83° 34' 02.61"W	37'	0'	PRIMARY	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
13	TREE	N/A	30° 04' 02.66"N	83° 34' 01.94"W	37'	0'	PRIMARY	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
14	TREE	N/A	30° 04' 01.55"N	83° 34' 01.76"W	35'	0'	PRIMARY	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
15	TREE	N/A	30° 04' 01.49"N	83° 34' 03.03"W	38'	0'	PRIMARY	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
16	TREE	N/A	30° 04' 00.57"N	83° 34' 02.44"W	35'	0'	PRIMARY	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
17	TREE	N/A	30° 04' 00.57"N	83° 34' 01.82"W	35'	0'	PRIMARY	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
18	TREE	N/A	30° 03' 59.45"N	83° 34' 01.74"W	35'	0'	PRIMARY	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
19	TREE	N/A	30° 03' 58.86"N	83° 34' 00.79"W	34'	0'	40:1 DEPARTURE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
20	TREE	N/A	30° 03' 59.93"N	83° 34' 04.32"W	38'	0'	PRIMARY	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
21	TREE	N/A	30° 04' 00.02"N	83° 34' 03.12"W	36'	0'	PRIMARY	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
22	TREE	N/A	30° 03' 59.40"N	83° 34' 02.52"W	36'	0'	PRIMARY	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
23	TREE	N/A	30° 03' 58.43"N	83° 34' 01.46"W	34'	0'	PRIMARY	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
24	TREE	N/A	30° 03' 57.13"N	83° 34' 00.91"W	36'	0'	40:1 DEPARTURE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
25	TREE	N/A	30° 03' 58.74"N	83° 34' 04.51"W	36'	0'	7:1 TRANSITIONAL	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
26	TREE	N/A	30° 03' 58.07"N	83° 34' 02.38"W	33'	0'	PRIMARY	NONE	ON	UNDER CONTROL	REMOVED	COMPLETED
27	TREE	N/A	30° 03' 57.47"N	83° 34' 02.42"W	34'	0'	7:1 TRANSITIONAL	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
28	TREE	N/A	30° 03' 57.06"N	83° 34' 01.86"W	36'	0'	40:1 DEPARTURE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
29	TREE	N/A	30° 03' 58.03"N	83° 34' 06.75"W	39'	0'	7:1 TRANSITIONAL	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
30	TREE	N/A	30° 03' 57.24"N	83° 34' 06.35"W	36'	0'	7:1 TRANSITIONAL	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
31	TREE	N/A	30° 03' 58.06"N	83° 34' 05.49"W	37'	0'	7:1 TRANSITIONAL	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
32	TREE	N/A	30° 03' 57.39"N	83° 34' 04.74"W	33'	0'	7:1 TRANSITIONAL	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
33	TREE	N/A	30° 03' 57.19"N	83° 34' 03.34"W	33'	0'	7:1 TRANSITIONAL	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
34	TREE	N/A	30° 03' 56.34"N	83° 34' 03.16"W	36'	0'	7:1 TRANSITIONAL	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
35	TREE	N/A	30° 03' 56.27"N	83° 34' 05.82"W	34'	0'	7:1 TRANSITIONAL	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
36	TREE	N/A	30° 03' 55.44"N	83° 34' 05.00"W	34'	0'	7:1 TRANSITIONAL	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
37	TREE	N/A	30° 03' 48.78"N	83° 33' 55.74"W	42'	0'	40:1 DEPARTURE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
38	TREE	N/A	30° 03' 49.47"N	83° 33' 54.67"W	42'	0'	40:1 DEPARTURE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
39	TREE	N/A	30° 03' 50.43"N	83° 33' 53.77"W	41'	0'	40:1 DEPARTURE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
40	TREE	N/A	30° 03' 51.10"N	83° 33' 52.83"W	41'	0'	40:1 DEPARTURE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
41	TREE	N/A	30° 03' 51.95"N	83° 33' 52.51"W	43'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
42	TREE	N/A	30° 03' 52.77"N	83° 33' 51.68"W	43'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
43	TREE	N/A	30° 03' 53.67"N	83° 33' 51.17"W	42'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
44	TREE	N/A	30° 03' 54.21"N	83° 33' 50.64"W	43'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
45	TREE	N/A	30° 03' 48.77"N	83° 33' 53.34"W	41'	0'	40:1 DEPARTURE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
46	TREE	N/A	30° 03' 49.58"N	83° 33' 52.80"W	42'	0'	40:1 DEPARTURE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
47	TREE	N/A	30° 03' 50.46"N	83° 33' 51.69"W	42'	0'	40:1 DEPARTURE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
48	TREE	N/A	30° 03' 51.26"N	83° 33' 50.59"W	42'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
49	TREE	N/A	30° 03' 51.03"N	83° 33' 49.90"W	41'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
50	TREE	N/A	30° 03' 51.15"N	83° 33' 48.47"W	37'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
51	TREE	N/A	30° 03' 52.14"N	83° 33' 50.44"W	42'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
52	TREE	N/A	30° 03' 52.54"N	83° 33' 50.21"W	42'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
53	TREE	N/A	30° 03' 52.18"N	83° 33' 49.09"W	40'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
54	TREE	N/A	30° 03' 51.84"N	83° 33' 47.64"W	36'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
55	TREE	N/A	30° 03' 54.31"N	83° 33' 49.49"W	43'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
56	TREE	N/A	30° 03' 53.34"N	83° 33' 49.14"W	41'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
57	TREE	N/A	30° 03' 55.95"N	83° 33' 48.40"W	42'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
58	TREE	N/A	30° 03' 54.97"N	83° 33' 48.68"W	43'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
59	TREE	N/A	30° 03' 55.24"N	83° 33' 47.87"W	42'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
60	TREE	N/A	30° 03' 54.32"N	83° 33' 47.16"W	41'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
61	TREE	N/A	30° 03' 55.04"N	83° 33' 46.27"W	42'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
62	TREE	N/A	30° 03' 54.74"N	83° 33' 45.70"W	39'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
63	TREE	N/A	30° 03' 57.45"N	83° 33' 47.11"W	40'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
64	TREE	N/A	30° 03' 57.86"N	83° 33' 46.56"W	41'	0'	40:1 DEPARTURE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
65	TREE	N/A	30° 03' 57.67"N	83° 33' 45.60"W	43'	0'	40:1 DEPARTURE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
66	TREE	N/A	30° 03' 56.22"N	83° 33' 46.58"W	39'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
67	TREE	N/A	30° 03' 57.46"N	83° 33' 44.47"W	43'	0'	40:1 DEPARTURE	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
68	TREE	N/A	30° 03' 55.55"N	83° 33' 45.30"W	38'	0'	34:1 APPROACH	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED
69	TREE	N/A	30° 04' 05.95"N	83° 34' 01.51"W	42'	0'	7:1 TRANSITIONAL	NONE	OFF	NOT UNDER CONTROL	REMOVED	COMPLETED

NOTE:
SEE SHEET 12 FOR RUNWAY 30 PLAN AND PROFILE.

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PERRY-FOLEY AIRPORT

AIRPORT LAYOUT PLAN SET

RUNWAY 30 OBSTACLE ACTION AND DISPOSITION PLANS

SCALE:

REVISIONS:

NO.	DATE	BY	DESCRIPTION

DESIGNED BY: M.S.
DRAWN BY: M.C.
CHECKED BY: M.S.
APPROVED BY: J.A.K.
DATE: JUNE 2016

FAA AIP NO. 3-12-0052-013-2014
FDOT FM NO. 43135719414
AVCON PROJECT NO. 2014.148.01

SHEET NUMBER
13

Figure 7-13
RUNWAY 30 OBSTACLE ACTION AND DISPOSITION PLANS

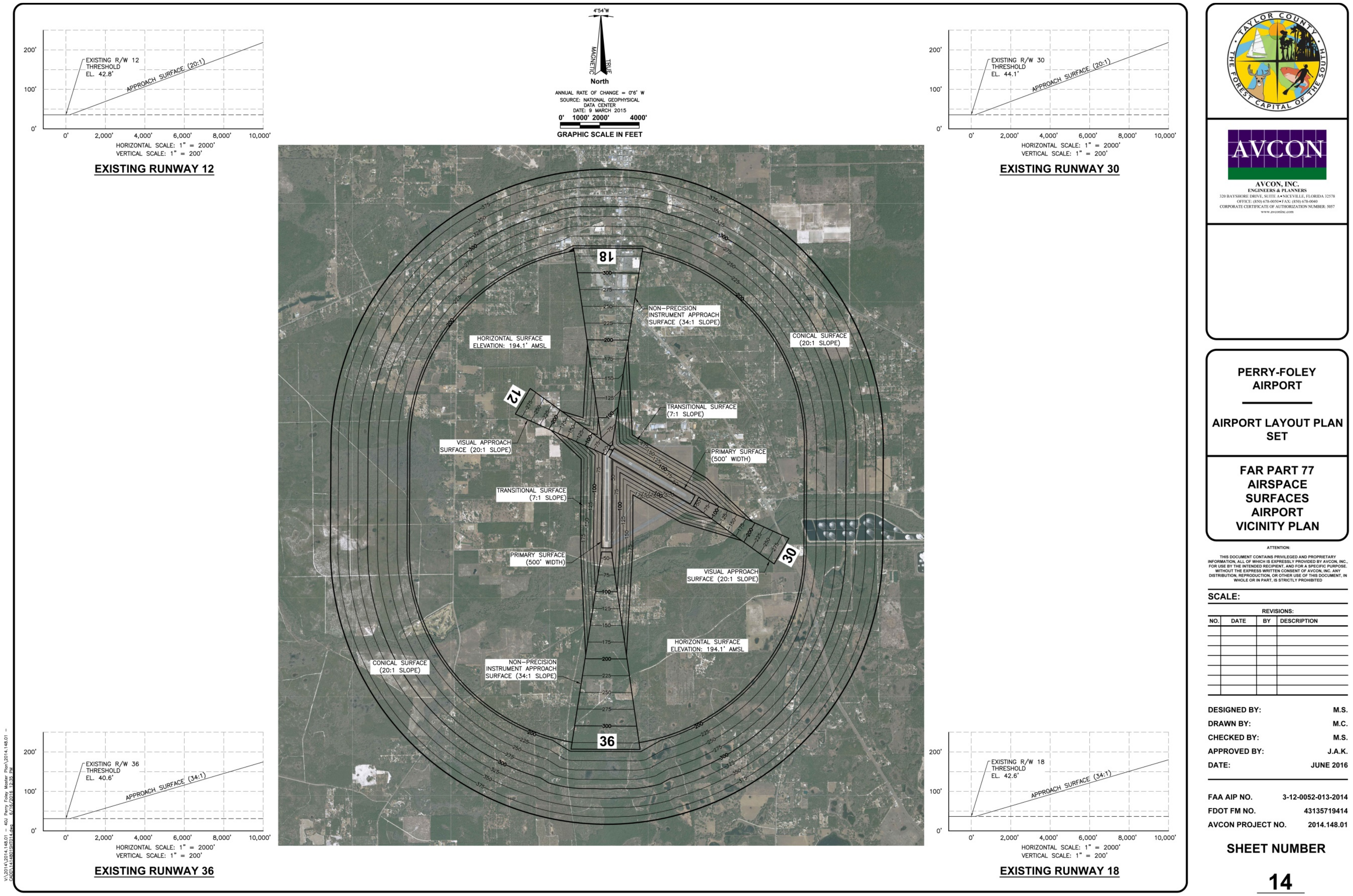

Figure 7-14
FAR PART 77 AIRSPACE SURFACES AIRPORT VICINITY PLAN

Figure 7-15
RUNWAY 18/36 DEPARTURE SURFACE PLAN

DEPARTURE SURFACES OBSTACLE ACTION AND DISPOSITION PLANS

OBSTACLE ACTION PLAN										OBSTACLE DISPOSITION PLAN			
RUNWAY	OBSTACLE REFERENCE NUMBER	OBSTACLE TYPE	FAA AERONAUTICAL STUDY	LATITUDE	LONGITUDE	AMSL ELEVATION (FT)	HEIGHT AGL (FT)	SURFACE PENETRATED	PENETRATION AMOUNT	OBSTACLE LOCATED ON OR OFF AIRPORT	UNDER SPONSOR CONTROL (ON OR OFF AIRPORT)	DISPOSITION	PROPOSED DISPOSITION COMPLETION DATE
RUNWAY 18	11	TREE	2016-ASO-14772-OE	30° 04' 44.34"N	83° 35' 09.68"W	96'	57'	40:1 DEPARTURE	27'	OFF	NOT UNDER CONTROL	NONE	NONE
RUNWAY 18	16	TREE	2016-ASO-14773-OE	30° 04' 47.80"N	83° 35' 07.92"W	89'	49'	40:1 DEPARTURE	11'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	22	TREE	2016-ASO-14774-OE	30° 04' 49.47"N	83° 35' 08.90"W	92'	52'	40:1 DEPARTURE	9'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	24	TREE	2016-ASO-14775-OE	30° 04' 49.59"N	83° 35' 07.70"W	95'	55'	40:1 DEPARTURE	12'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	26	TREE	2016-ASO-14776-OE	30° 04' 50.80"N	83° 35' 10.28"W	90'	50'	40:1 DEPARTURE	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	27	TREE	2016-ASO-14777-OE	30° 04' 50.87"N	83° 35' 11.25"W	96'	56'	40:1 DEPARTURE	10'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	28	TREE	2016-ASO-14778-OE	30° 04' 50.92"N	83° 35' 09.18"W	98'	57'	40:1 DEPARTURE	12'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	29	TREE	2016-ASO-14779-OE	30° 04' 50.92"N	83° 35' 07.86"W	91'	49'	40:1 DEPARTURE	5'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	30	TREE	2016-ASO-14780-OE	30° 04' 50.95"N	83° 35' 08.65"W	97'	56'	40:1 DEPARTURE	10'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	31	TREE	2016-ASO-14781-OE	30° 04' 51.01"N	83° 35' 05.83"W	95'	54'	40:1 DEPARTURE	8'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	32	TREE	2016-ASO-14782-OE	30° 04' 51.07"N	83° 35' 06.46"W	92'	51'	40:1 DEPARTURE	8'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	33	TREE	2016-ASO-14783-OE	30° 04' 51.08"N	83° 35' 04.73"W	92'	51'	40:1 DEPARTURE	5'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	34	TREE	2016-ASO-14784-OE	30° 04' 51.16"N	83° 35' 07.47"W	93'	51'	40:1 DEPARTURE	5'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	35	TREE	2016-ASO-14785-OE	30° 04' 51.27"N	83° 35' 09.96"W	104'	63'	40:1 DEPARTURE	16'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	36	TREE	2016-ASO-14786-OE	30° 04' 51.41"N	83° 35' 03.87"W	93'	51'	40:1 DEPARTURE	5'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	37	TREE	2016-ASO-14787-OE	30° 04' 51.46"N	83° 35' 08.79"W	90'	48'	40:1 DEPARTURE	2'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	38	TREE	2016-ASO-14788-OE	30° 04' 51.50"N	83° 35' 11.34"W	98'	57'	40:1 DEPARTURE	10'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	39	TREE	2016-ASO-14789-OE	30° 04' 51.49"N	83° 35' 06.92"W	99'	56'	40:1 DEPARTURE	11'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	40	TREE	2016-ASO-14790-OE	30° 04' 51.54"N	83° 35' 05.75"W	96'	53'	40:1 DEPARTURE	8'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	41	TREE	2016-ASO-14791-OE	30° 04' 51.77"N	83° 35' 06.60"W	104'	61'	40:1 DEPARTURE	15'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	42	TREE	2016-ASO-14792-OE	30° 04' 51.87"N	83° 35' 10.00"W	102'	60'	40:1 DEPARTURE	13'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	43	TREE	2016-ASO-14793-OE	30° 04' 52.00"N	83° 35' 03.81"W	93'	51'	40:1 DEPARTURE	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	44	TREE	2016-ASO-14794-OE	30° 04' 52.03"N	83° 35' 08.18"W	99'	56'	40:1 DEPARTURE	10'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	45	TREE	2016-ASO-14795-OE	30° 04' 52.07"N	83° 35' 11.01"W	102'	60'	40:1 DEPARTURE	13'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	46	TREE	2016-ASO-14796-OE	30° 04' 52.19"N	83° 35' 08.96"W	95'	52'	40:1 DEPARTURE	5'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	47	TREE	2016-ASO-14797-OE	30° 04' 52.25"N	83° 35' 04.80"W	99'	57'	40:1 DEPARTURE	8'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	48	TREE	2016-ASO-14798-OE	30° 04' 52.42"N	83° 35' 06.79"W	99'	56'	40:1 DEPARTURE	8'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	49	TREE	2016-ASO-14799-OE	30° 04' 52.54"N	83° 35' 10.72"W	103'	61'	40:1 DEPARTURE	12'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	50	TREE	2016-ASO-14800-OE	30° 04' 52.58"N	83° 35' 05.00"W	95'	53'	40:1 DEPARTURE	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	51	TREE	2016-ASO-14801-OE	30° 04' 52.60"N	83° 35' 03.75"W	97'	52'	40:1 DEPARTURE	6'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	52	TREE	2016-ASO-14802-OE	30° 04' 52.59"N	83° 35' 09.05"W	103'	60'	40:1 DEPARTURE	12'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	53	TREE	2016-ASO-14803-OE	30° 04' 52.87"N	83° 35' 06.06"W	97'	54'	40:1 DEPARTURE	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	54	TREE	2016-ASO-14804-OE	30° 04' 52.89"N	83° 35' 04.09"W	98'	56'	40:1 DEPARTURE	5'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	56	TREE	2016-ASO-14805-OE	30° 04' 53.05"N	83° 35' 10.21"W	106'	63'	40:1 DEPARTURE	13'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	57	TREE	2016-ASO-14806-OE	30° 04' 53.09"N	83° 35' 07.30"W	103'	60'	40:1 DEPARTURE	10'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	59	TREE	2016-ASO-14807-OE	30° 04' 53.23"N	83° 35' 08.04"W	99'	56'	40:1 DEPARTURE	6'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	60	TREE	2016-ASO-14808-OE	30° 04' 53.21"N	83° 35' 06.85"W	107'	64'	40:1 DEPARTURE	14'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	61	TREE	2016-ASO-14809-OE	30° 04' 53.34"N	83° 35' 04.73"W	97'	55'	40:1 DEPARTURE	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	63	TREE	2016-ASO-14810-OE	30° 04' 53.37"N	83° 35' 05.44"W	101'	59'	40:1 DEPARTURE	8'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	66	TREE	2016-ASO-14811-OE	30° 04' 53.85"N	83° 35' 11.27"W	98'	55'	40:1 DEPARTURE	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	67	TREE	2016-ASO-14812-OE	30° 04' 53.89"N	83° 35' 08.83"W	101'	57'	40:1 DEPARTURE	7'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	68	TREE	2016-ASO-14813-OE	30° 04' 53.88"N	83° 35' 06.59"W	100'	57'	40:1 DEPARTURE	6'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	69	TREE	2016-ASO-14814-OE	30° 04' 53.91"N	83° 35' 09.94"W	97'	53'	40:1 DEPARTURE	3'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	70	TREE	2016-ASO-14815-OE	30° 04' 53.92"N	83° 35' 05.47"W	108'	66'	40:1 DEPARTURE	14'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	71	TREE	2016-ASO-14816-OE	30° 04' 53.92"N	83° 35' 07.44"W	99'	56'	40:1 DEPARTURE	5'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	72	TREE	2016-ASO-14817-OE	30° 04' 54.05"N	83° 35' 03.20"W	105'	62'	40:1 DEPARTURE	10'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 18	73	TREE	2016-ASO-14818-OE	30° 04' 54.08"N	83° 35' 04.20"W	111'	69'	40:1 DEPARTURE	16'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	4	PRIVATE ROAD	2016-ASO-2135-NRA	30° 03' 43.01"N	83° 35' 08.04"W	50'	10'	40:1 DEPARTURE	4'	ON	UNDER CONTROL	RELOCATE	FY 2019
RUNWAY 36	8	TREE	2016-ASO-2136-NRA	30° 03' 35.16"N	83° 35' 10.21"W	66'	32'	40:1 DEPARTURE	1'	ON	UNDER CONTROL	REMOVE	FY 2019
RUNWAY 36	9	TREE	2016-ASO-2137-NRA	30° 03' 35.07"N	83° 35' 09.14"W	68'	33'	40:1 DEPARTURE	1'	ON	UNDER CONTROL	REMOVE	FY 2019
RUNWAY 36	10	TREE	2016-ASO-15001-OE	30° 03' 34.75"N	83° 35' 08.03"W	67'	33'	40:1 DEPARTURE	1'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	11	TREE	2016-ASO-15002-OE	30° 03' 34.53"N	83° 35' 09.01"W	66'	33'	40:1 DEPARTURE	1'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	12	TREE	2016-ASO-15003-OE	30° 03' 34.47"N	83° 35' 07.10"W	67'	34'	40:1 DEPARTURE	1'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	13	TREE	2016-ASO-15004-OE	30° 03' 34.44"N	83° 35' 10.47"W	69'	37'	40:1 DEPARTURE	1'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	14	TREE	2016-ASO-15005-OE	30° 03' 34.23"N	83° 35' 05.25"W	67'	33'	40:1 DEPARTURE	1'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	15	TREE	2016-ASO-15006-OE	30° 03' 34.18"N	83° 35' 03.77"W	67'	34'	40:1 DEPARTURE	1'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	26	TREE	2016-ASO-15007-OE	30° 03' 32.67"N	83° 35' 06.40"W	72'	41'	40:1 DEPARTURE	1'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	31	TREE	2016-ASO-15008-OE	30° 03' 31.95"N	83° 35' 05.38"W	76'	45'	40:1 DEPARTURE	3'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	32	TREE	2016-ASO-15009-OE	30° 03' 31.87"N	83° 35' 03.12"W	75'	45'	40:1 DEPARTURE	2'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	33	TREE	2016-ASO-15010-OE	30° 03' 31.82"N	83° 35' 11.25"W	75'	44'	40:1 DEPARTURE	2'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	36	TREE	2016-ASO-15011-OE	30° 03' 31.56"N	83° 35' 04.33"W	78'	52'	40:1 DEPARTURE	3'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	38	TREE	2016-ASO-15012-OE	30° 03' 31.19"N	83° 35' 11.65"W	108'	77'	40:1 DEPARTURE	33'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	39	TREE	2016-ASO-15013-OE	30° 03' 31.07"N	83° 35' 01.58"W	77'	51'	40:1 DEPARTURE	2'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	40	TREE	2016-ASO-15014-OE	30° 03' 30.94"N	83° 35' 04.20"W	80'	48'	40:1 DEPARTURE	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	41	TREE	2016-ASO-15016-OE	30° 03' 30.86"N	83° 35' 03.19"W	79'	47'	40:1 DEPARTURE	3'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	43	TREE	2016-ASO-15017-OE	30° 03' 30.61"N	83° 35' 08.89"W	78'	51'	40:1 DEPARTURE	1'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	45	TREE	2016-ASO-15018-OE	30° 03' 30.34"N	83° 35' 01.42"W	78'	47'	40:1 DEPARTURE	1'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	49	TREE	2016-ASO-15019-OE	30° 03' 30.12"N	83° 35' 03.47"W	80'	51'	40:1 DEPARTURE	2'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	53	TREE	2016-ASO-15020-OE	30° 03' 29.53"N	83° 35' 05.16"W	83'	53'	40:1 DEPARTURE	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	60	TREE	2016-ASO-15021-OE	30° 03' 28.38"N	83° 35' 01.39"W	86'	55'	40:1 DEPARTURE	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	61	TREE	2016-ASO-15022-OE	30° 03' 28.25"N	83° 35' 08.28"W	84'	54'	40:1 DEPARTURE	2'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	62	TREE	2016-ASO-15023-OE	30° 03' 28.05"N	83° 35' 00.73"W	88'	57'	40:1 DEPARTURE	5'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	65	TREE	2016-ASO-15024-OE	30° 03' 26.91"N	83° 35' 11.60"W	89'	58'	40:1 DEPARTURE	4'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	66	TREE	2016-ASO-15025-OE	30° 03' 26.69"N	83° 35' 04.41"W	100'	69'	40:1 DEPARTURE	15'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	67	TREE	2016-ASO-15026-OE	30° 03' 26.38"N	83° 35' 08.19"W	105'	74'	40:1 DEPARTURE	18'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	68	TREE	2016-ASO-15027-OE	30° 03' 26.41"N	83° 35' 02.74"W	113'	80'	40:1 DEPARTURE	26'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	69	TREE	2016-ASO-15028-OE	30° 03' 26.34"N	83° 35' 01.37"W	108'	77'	40:1 DEPARTURE	21'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	70	TREE	2016-ASO-15029-OE	30° 03' 25.36"N	83° 35' 01.41"W	95'	61'	40:1 DEPARTURE	5'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019
RUNWAY 36	71	TREE	2016-ASO-15030-OE	30° 03' 25.19"N	83° 35' 07.71"W	110'	78'	40:1 DEPARTURE	20'	OFF	NOT UNDER CONTROL	PURCHASE/REMOVE	FY 2019

NOTE:
SEE SHEET 6 FOR RUNWAY 18 PLAN AND PROFILE.
SEE SHEET 8 FOR RUNWAY 36 PLAN AND PROFILE.

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AVCON, INC.
ENGINEERS & PLANNERS

PERRY-FOLEY AIRPORT

AIRPORT LAYOUT PLAN SET

DEPARTURE SURFACES OBSTACLE ACTION AND DISPOSITION PLANS

SCALE:

REVISIONS:

NO.	DATE	BY	DESCRIPTION

DESIGNED BY: M.S.
DRAWN BY: M.C.
CHECKED BY: M.S.
APPROVED BY: J.A.K.
DATE: JUNE 2016

FAA AIP NO. 3-12-0052-013-2014
FDOT FM NO. 43135719414
AVCON PROJECT NO. 2014.148.01

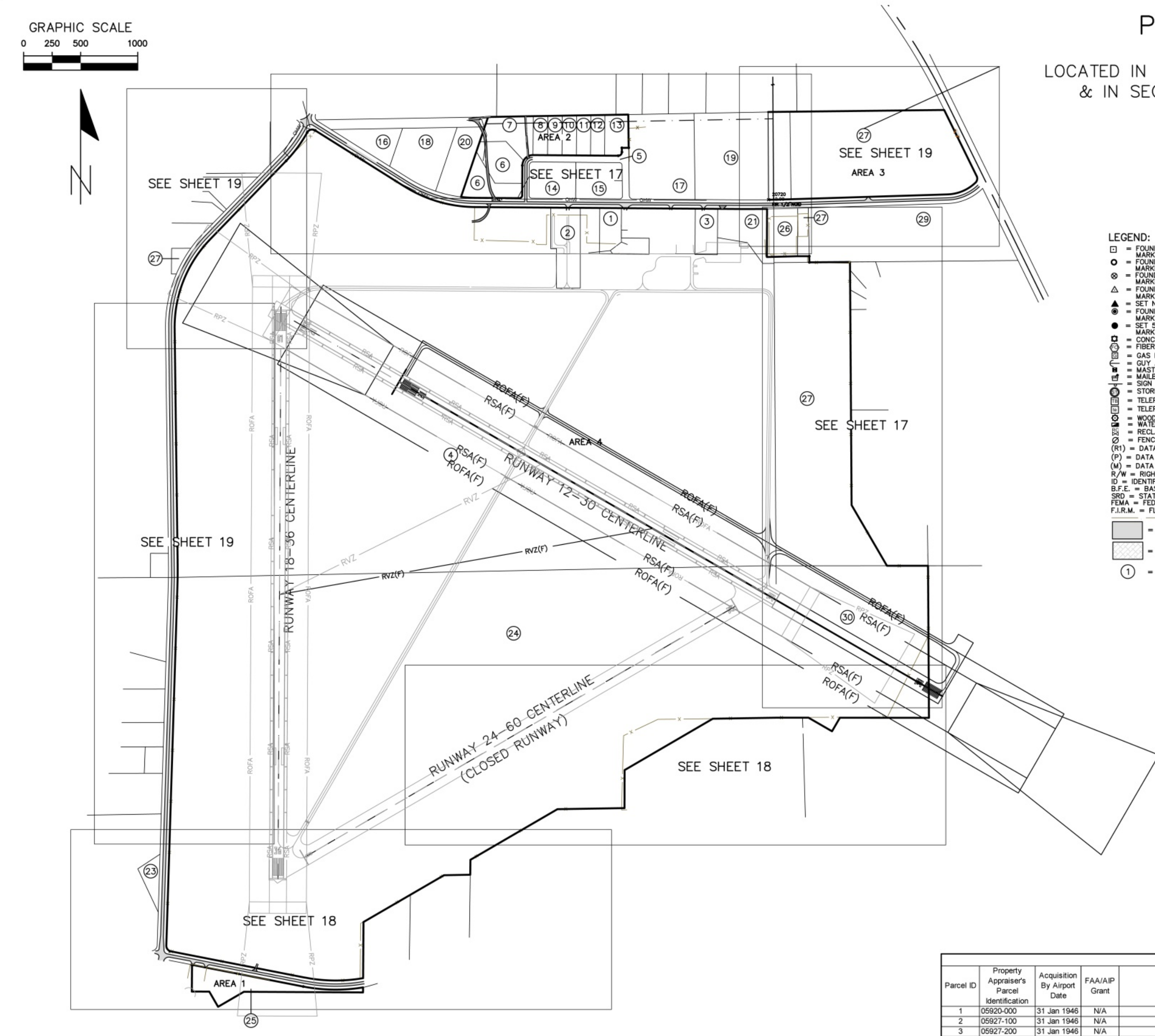
SHEET NUMBER
16

Figure 7-16
DEPARTURE SURFACES OBSTACLE ACTION AND DISPOSITION PLANS

PERIMETER BOUNDARY SURVEY

PERRY FOLEY AIRPORT
LOCATED IN SECTIONS 1 & 12, TOWNSHIP 5 SOUTH, RANGE 7 EAST,
& IN SECTIONS 6 & 7, TOWNSHIP 5 SOUTH, RANGE 8 EAST,
TAYLOR COUNTY, FLORIDA

KEY MAP



LEGEND:

- = FOUND 4"X4" CONCRETE MONUMENT MARKED AS SHOWN
- = FOUND IRON PIPE MARKED AS SHOWN
- = FOUND IRON ROD MARKED AS SHOWN
- = FOUND NAIL AND DISK MARKED AS SHOWN
- = SET NAIL AND DISK STAMPED "CHW LB 5075"
- = FOUND REBAR & CAP MARKED AS SHOWN
- = SET 5/8" STEEL REBAR AND CAP MARKED "CHW INC LB 5075"
- = CONCRETE LIGHT POLE
- = FIBER OPTIC LINE MARKER
- = GAS LINE MARKER
- = GUY ANCHOR
- = MAST
- = MAILBOX
- = SIGN
- = STORM SEWER MANHOLE
- = TELEPHONE JUNCTION BOX
- = TELEPHONE PEDESTAL
- = WOODEN POWER POLE
- = WATER METER
- = RECLAIMED WATER VALVE
- = FENCE POST

(R1) = DATA BASED ON O.R.B. 46, PAGE 163)
(P) = DATA BASED ON PLAT BOOK 1, PAGE 154
(M) = DATA BASED ON FIELD MEASUREMENTS
R/W = RIGHT OF WAY
ID = IDENTIFICATION
B.F.E. = BASE FLOOD ELEVATION
SRD = STATE ROAD
FEMA = FEDERAL EMERGENCY MANAGEMENT AGENCY
F.I.R.M. = FLOOD INSURANCE RATE MAP
= FENCE (SIZE AND TYPE AS NOTED)
= ASPHALT SURFACE
= LIMEROCK SURFACE
(1) = PARCEL No.

NOTES:

1. TAYLOR COUNTY IS CURRENTLY WORKING TO RESOLVE THE ISSUE OF FIVE PROPERTIES THAT HAVE BEEN SOLD WITHOUT RELEASE BY THE FAA. ONCE THESE ISSUES HAVE BEEN RESOLVED, THE EXHIBIT "A" AIRPORT PROPERTY INVENTORY WILL BE UPDATED ACCORDINGLY.
2. SEE SHEET 16 FOR SURVEYOR'S DESCRIPTION AND NOTES.
3. SEE SHEETS 17, 18, AND 19 FOR BEARING AND DISTANCE OF AIRPORT PROPERTY LINES.
4. SURVEY PERFORMED BY CHW PROFESSIONAL CONSULTANTS, GAINESVILLE, FL.

Properties Sold

Parcel ID	Property Appraiser's Parcel Identification	Date of Release	Current Owner	Area in Acres	Type of Release	Book and Page of Recording	Relevant Document Numbers
14	05928-136	23 Feb 1995	SWU Holdings LLC	6.00	Quit Claim Deed	Official Record 351, Page 13	1, 6
15	05928-140	Sep 1996	SWU Holdings LLC	3.26	Quit Claim Deed	Official Record 377, Page 314	1, 7
16	05928-200	Not Released	Robert & Ida Collins	2.28	Not Released	Official Record 46, Page 163	1
17	05928-300	Not Released	RDS Manufacturing	9.97	Not Released	Official Record 46, Page 163	1
18	05929-000	April 1982	Lloyd F. Chute Jr.	5.00	Quit Claim Deed	Official Record 174, Page 498	1, 2
19	05930-000	April 1982 & August 1983	RDS Manufacturing	9.96	Quit Claim Deed	Official Record 174, Page 498 and Official Record 187, Page 96	1, 2, 4
20	05931-000	April 1982	Bassett Dairy Products	3.24	Quit Claim Deed	Official Record 174, Page 498	1, 2
22	05939-000	Not Released	James Walter & Denise C. McGuire	0.69	Not Released	Official Record 46, Page 163	1
23	06041-000	Not Released	Foley Timber and Land Company	1.75	Not Released	Official Record 46, Page 163	1
26	08424-000	Not Released	Quality Land LLC	2.59	Not Released	Official Record 46, Page 163	1
28	08424-200	16 Dec 1997	City of Perry	0.93	Quit Claim Deed	Official Record 403, Page 812	1, 8
29	08425-000	April 1982	Board of Public Instruction	20.00	Quit Claim Deed	Officail Record 174, Page 498	1, 2
Note:	Relevant documents can be found after S.O.P. 2.00			65.67			

Current Airport Properties

Parcel ID	Property Appraiser's Parcel Identification	Acquisition By Airport Date	FAA/AIP Grant	Grantor	Grantee	Type of Interest Acquired	Area in Acres	Book and Page of Recording	Relevant Document Numbers	Instrument of Conveyance	Purpose of Acquisition
1	05920-000	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	2.50	Official Record 46, Page 163	1	Quit Claim Deed	Airport Development
2	05927-100	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	3.80	Official Record 46, Page 163	1	Quit Claim Deed	Airport Development
3	05927-200	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	1.81	Official Record 46, Page 163	1	Quit Claim Deed	Airport Development
4	05928-000	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	385.00	Official Record 46, Page 163	1	Quit Claim Deed	Airport Development
5	05928-100	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	1.00	Official Record 46, Page 163	1	Quit Claim Deed	Airport Development
6	05928-104	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	4.98	Official Record 46, Page 163	1, 3, 5	Quit Claim Deed	Airport Development
7	05928-108	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	2.94	Official Record 46, Page 163	1, 3, 5	Quit Claim Deed	Airport Development
8	05928-112	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	1.00	Official Record 46, Page 163	1, 3, 5	Quit Claim Deed	Airport Development
9	05928-116	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	1.00	Official Record 46, Page 163	1, 3, 5	Quit Claim Deed	Airport Development
10	05928-120	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	1.00	Official Record 46, Page 163	1, 3, 5	Quit Claim Deed	Airport Development
11	05928-124	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	1.00	Official Record 46, Page 163	1, 3, 5	Quit Claim Deed	Airport Development
12	05928-128	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	1.00	Official Record 46, Page 163	1, 3, 5	Quit Claim Deed	Airport Development
13	05928-132	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	1.61	Official Record 46, Page 163	1, 3, 5	Quit Claim Deed	Airport Development
21	05933-000	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	2.43	Official Record 46, Page 163	1, 5	Quit Claim Deed	Airport Development
24	06062-000	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	241.33	Official Record 46, Page 163	1	Quit Claim Deed	Airport Development
25	06062-500	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	4.94	Official Record 46, Page 163	1	Quit Claim Deed	Airport Development
27	08424-100	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	74.04	Official Record 46, Page 163	1, 5	Quit Claim Deed	Airport Development
30	08435-000	31 Jan 1946	N/A	USA	County of Taylor	Fee Simple	40.85	Official Record 46, Page 163	1	Quit Claim Deed	Airport Development
							772.23				
Future Acquisitions											
	08438-000	TBD	N/A	Robert Sawin Family Trust	County of Taylor	Fee Simple	93.83	TBD	TBD	TBD	Airport Development
	06060-300	TBD	N/A	Level 3 Communications LLC	County of Taylor	Fee Simple	7.05	TBD	TBD	TBD	Airport Development
	06060-200	TBD	N/A	Taylor County Development Authority	County of Taylor	Fee Simple	20.27	TBD	TBD	TBD	Airport Development
Note:	TBD = To Be Determined N/A = Not Applicable						121.15				

AVCON

AVCON, INC.
ENGINEERS & PLANNERS

PERRY-FOLEY AIRPORT

AIRPORT LAYOUT PLAN SET

EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP

ATTENTION:

SCALE:

REVISIONS:

NO.	DATE	BY	DESCRIPTION

DESIGNED BY: M.S.
DRAWN BY: M.C.
CHECKED BY: M.S.
APPROVED BY: J.A.K.
DATE: JUNE 2016

FAA AIP NO. 3-12-0052-013-2014
FDOT FM NO. 43135719414
AVCON PROJECT NO. 2014.148.01

SHEET NUMBER

17

Figure 7-17
EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP

DESCRIPTION:

A PORTION OF THOSE LANDS AS DESCRIBED AND RECORDED IN A QUIT CLAIM DEED BY AND BETWEEN THE UNITED STATES OF AMERICA, "GRANTOR", AND THE COUNTY OF TAYLOR, A POLITICAL SUBDIVISION OF THE STATE OF FLORIDA, "GRANTEE", AND RECORDED IN DEED BOOK 46 AT PAGE 163 OF THE PUBLIC RECORDS OF TAYLOR COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

AREA 1 (BY THIS SURVEY)

A PARCEL OF LAND LYING AND BEING IN SECTION 12, TOWNSHIP 5 SOUTH, RANGE 7 EAST, TAYLOR COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT A 3" ROUND CONCRETE MONUMENT (TOP BROKEN, NO IDENTIFICATION) MARKING THE NORTHEAST CORNER OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 12, AS A POINT OF COMMENCEMENT; THENCE RUN SOUTH 89°01'31" WEST, ALONG THE FORTY LINE, A DISTANCE OF 229.43 FEET TO A 3" ROUND CONCRETE MONUMENT (RLS 4673); THENCE RUN SOUTH 59°51'02" WEST, A DISTANCE OF 816.46 FEET TO A 4" SQUARE CONCRETE MONUMENT (BCC) MARKING THE NORTHWEST CORNER OF THE PROPERTY KNOWN AS "CARLTON CEMETERY", DEED INFORMATION, IF ANY, UNKNOWN; THENCE RUN SOUTH 0°20'53" WEST, ALONG THE WEST LINE OF SAID CARLTON CEMETERY, A DISTANCE OF 491.86 FEET TO A 4" SQUARE CONCRETE MONUMENT (PRM 3691) MARKING THE INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF CARLTON CEMETERY ROAD (80 FOOT WIDE RIGHT OF WAY, FORMERLY KNOWN AS COUNTY ROAD 30-A); THENCE RUN SOUTH 0°24'19" EAST, A DISTANCE OF 81.15 FEET TO A 3" ROUND CONCRETE MONUMENT (RLS 4673) MARKING THE INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF SAID CARLTON CEMETERY ROAD AND THE POINT OF BEGINNING, THENCE RUN SOUTH 0°28'23" WEST, A DISTANCE OF 43.57 FEET TO A 3"ROUND CONCRETE MONUMENT (RLS 4673); THENCE RUN NORTH 89°42'48" WEST, A DISTANCE OF 1044.08 FEET TO A 3" ROUND CONCRETE MONUMENT (RLS 4673); THENCE RUN SOUTH 59°52'47" WEST, A DISTANCE OF 261.32 FEET TO A 3" ROUND CONCRETE MONUMENT (RLS 4673); THENCE RUN NORTH 30°10'08" WEST, A DISTANCE OF 153.51 FEET TO A 3" ROUND CONCRETE MONUMENT (RLS 4673); THENCE RUN NORTH 89°46'00" WEST, A DISTANCE OF 120.64 FEET TO A 3" ROUND CONCRETE MONUMENT (RLS 4673 WITNESS); THENCE CONTINUE NORTH 89°46'00" WEST, A DISTANCE OF 31.97 FEET TO A POINT IN A POND; THENCE RUN NORTH 0°20'16" EAST, A DISTANCE OF 30.72 FEET TO A 3" ROUND CONCRETE MONUMENT (RLS 4673 WITNESS); THENCE CONTINUE NORTH 0°20'16" EAST, A DISTANCE OF 203.68 FEET TO A SET NAIL AND DISK (LB 5075) MARKING THE INTERSECTION WITH THE AFOREMENTIONED SOUTH RIGHT OF WAY LINE OF CARLTON CEMETERY ROAD; THENCE RUN SOUTH 78°55'46" EAST, ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 993.71 FEET TO A SET 5/8" STEEL ROD AND CAP (LB 5075) MARKING THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 1472.40 FEET; THENCE RUN 526.48 FEET ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 20°29'13", HAVING A CHORD BEARING AND DISTANCE OF SOUTH 89°10'22" EAST, 523.68 FEET TO THE END OF SAID CURVE AND THE POINT OF BEGINNING.

AREA 2

LOTS 1 THROUGH 8, INCLUSIVE, AND THE DRAINAGE EASEMENT, ALL OF WHICH LYING AND BEING IN BLOCK A OF PERRY-FOLEY AIRPORT INDUSTRIAL PARK, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 1, PAGE 154, OF THE PUBLIC RECORDS OF TAYLOR COUNTY, FLORIDA.

AREA 3 (BY THIS SURVEY)

A PARCEL OF LAND LYING AND BEING IN SECTION 1, TOWNSHIP 5 SOUTH, RANGE 7 EAST AND SECTION 6, TOWNSHIP 5 SOUTH, RANGE 8 EAST, TAYLOR COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT A 1/2" X 1-1/2" STEEL BAR (NO IDENTIFICATION) MARKING THE NORTHEAST CORNER OF SAID SECTION 1 ALSO BEING THE NORTHWEST CORNER OF SAID SECTION 6, AS A POINT OF COMMENCEMENT; THENCE RUN SOUTH 0°23'03" EAST, ALONG THE COMMON LINE BETWEEN SAID SECTIONS 6 AND 1, A DISTANCE OF 1323.71 FEET TO A 1" IRON PIPE (NO IDENTIFICATION) MARKING THE NORTHWEST CORNER OF THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 6 AND THE POINT OF BEGINNING; THENCE RUN NORTH 89°20'36"EAST, ALONG THE NORTH LINE OF SAID SOUTH 1/2 OF THE NORTHWEST 1/4, A DISTANCE OF 1500.13 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691) MARKING THE INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF U.S. HIGHWAY 19, STATE ROAD 500, (A 100 FOOT WIDE RIGHT OF WAY); THENCE RUN SOUTH 26°07'43" EAST, ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 644.55 FEET TO 4" SQUARE CONCRETE MONUMENT (3691) MARKING THE INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF INDUSTRIAL PARK DRIVE (COUNTY ROAD 362, AN 80 FOOT WIDE RIGHT OF WAY) AND THE POINT OF CURVATURE OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 50.00 FEET; THENCE RUN 63.07 FEET ALONG SAID RIGHT OF WAY LINE AND THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 72°16'42", SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 10°00'38"WEST, 58.97 FEET TO A 4" SQUARE CONCRETE MONUMENT MARKING THE POINT OF A COMPOUND CURVE WITH A CURVE TO THE RIGHT, HAVING A RADIUS OF 369.26 FEET; THENCE CONTINUE ALONG SAID RIGHT OF WAY LINE 271.11 FEET ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 42°04'00", SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 67°10'59"WEST, 265.06 FEET TO A POINT OF TANGENCY; THENCE CONTINUE ALONG SAID RIGHT OF WAY LINE SOUTH 88°12'59"WEST, A DISTANCE OF 1371.54 FEET TO A 4" SQUARE CONCRETE MONUMENT MARKING THE POINT OF CURVATURE OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 11,419.16 FEET; THENCE CONTINUE ALONG SAID RIGHT OF WAY LINE, 197.69 FEET ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 0°59'31", SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 88°42'54"WEST, 197.68 FEET TO THE SOUTHEAST CORNER OF LANDS AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 206 AT PAGE 611, OF THE PUBLIC RECORDS OF TAYLOR COUNTY, FLORIDA; THENCE RUN NORTH 0°17'16"WEST, ALONG THE EAST LINE OF SAID LANDS, A DISTANCE OF 768.70 FEET TO THE NORTH LINE OF THE SOUTH 1/2 OF THE NORTHEAST 1/4 OF SAID SECTION 1; THENCE RUN NORTH 88°57'13"EAST, ALONG SAID NORTH LINE, A DISTANCE OF 43.07 FEET TO THE POINT OF BEGINNING.

AREA 4 (BY THIS SURVEY)

A PARCEL OF LAND LYING AND BEING IN SECTIONS 1 AND 12, TOWNSHIP 5 SOUTH, RANGE 7 EAST AND SECTIONS 6 AND 7, TOWNSHIP 5 SOUTH, RANGE 8 EAST, TAYLOR COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT A 3" ROUND CONCRETE MONUMENT MARKING THE SECTION CORNER COMMON TO SAID SECTIONS 1, 12, 6 AND 7, AS A POINT OF COMMENCEMENT; THENCE RUN NORTH 89°58'14"EAST, A DISTANCE OF 971.37 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691) MARKING A POINT ON THE BOUNDS OF LANDS AS DESCRIBED AND RECORDED IN DEED BOOK 43 AT PAGE 163 OF THE PUBLIC RECORDS OF TAYLOR COUNTY, FLORIDA; THENCE RUN ALONG SAID LANDS THE FOLLOWING FIFTEEN (15) CALLS:

1) NORTH 89°59'04" EAST, A DISTANCE OF 360.25 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691);
2) SOUTH 0°20'48" EAST, A DISTANCE OF 1332.17 FEET TO A 3/4" IRON PIPE (NO IDENTIFICATION);
3) NORTH 89°56'35" WEST, A DISTANCE OF 780.38 FEET TO A 4" SQUARE CONCRETE MONUMENT (TOP BROKEN, NO IDENTIFICATION);
4) SOUTH 30°08'50" WEST, A DISTANCE OF 137.58 FEET TO A 4" SQUARE CONCRETE MONUMENT (TOP BROKEN, NO IDENTIFICATION);
5) NORTH 59°56'42" WEST, A DISTANCE OF 238.10 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691);
6) NORTH 89°57'43" WEST, A DISTANCE OF 274.32 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691);
7) SOUTH 89°03'14" WEST, A DISTANCE OF 564.33 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691);
8) SOUTH 59°47'26" WEST, A DISTANCE OF 893.99 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691);
9) SOUTH 0°10'11" WEST, A DISTANCE OF 332.91 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691);
10) SOUTH 89°02'26" WEST, A DISTANCE OF 588.02 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691);
11) SOUTH 59°49'07" WEST, A DISTANCE OF 881.47 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691);
12) SOUTH 0°48'15' WEST, A DISTANCE OF 131.08 FEET TO A 3" ROUND CONCRETE MONUMENT (TOP BROKEN NO IDENTIFICATION);
13) SOUTH 89°01'31" WEST, A DISTANCE OF 229.48 FEET TO A 3" ROUND CONCRETE MONUMENT (4673);
14) SOUTH 59°51'02" WEST, A DISTANCE OF 816.46 FEET TO A 4" SQUARE CONCRETE MONUMENT (BCC) MARKING THE NORTHWEST CORNER OF THE PROPERTY KNOWN AS "CARLTON CEMETERY", DEED INFORMATION, IF ANY, UNKNOWN;
15) SOUTH 0°20'53" WEST, ALONG THE WEST LINE OF SAID CARLTON CEMETERY, A DISTANCE OF 491.86 FEET TO A 4" SQUARE CONCRETE MONUMENT (PRM 3691) MARKING A NON-TANGENT POINT ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 1392.40 FEET AND THE INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF CARLTON CEMETERY ROAD (80 FOOT WIDE RIGHT OF WAY, FORMERLY KNOWN AS COUNTY ROAD 30-A);

THENCE RUN ALONG SAID NORTH RIGHT OF WAY LINE THE FOLLOWING THREE (3) CALLS:

1) 511.73 FEET ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 21°03'26", SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 89°27'29"WEST, 508.86 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691) MARKING A POINT OF TANGENCY OF SAID CURVE;
2) NORTH 78°55'46"WEST, A DISTANCE OF 1197.90 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691) MARKING THE POINT OF CURVE OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 50.00 FEET;
3) 70.51 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 80°47'55", SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 38°31'48"WEST, 64.81 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691) MARKING THE POINT OF TANGENCY OF SAID CURVE AND BEING A POINT ON THE EAST RIGHT OF WAY LINE OF PUCKETT ROAD (80 FOOT WIDE RIGHT OF WAY, FORMERLY KNOWN AS COUNTY ROAD 361A);

THENCE RUN ALONG SAID EAST RIGHT OF WAY LINE THE FOLLOWING NINE (9) CALLS:

1) NORTH 1°52'09"EAST, A DISTANCE OF 289.90 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691);
2) NORTH 1°46'59"EAST, A DISTANCE OF 249.13 FEET TO A 6" SQUARE CONCRETE MONUMENT (SRD);
3) NORTH 1°45'44"EAST, A DISTANCE OF 2604.29 FEET TO A 6" SQUARE CONCRETE MONUMENT (SRD), MARKING THE POINT OF CURVATURE OF A CURVE TO THE LEFT, HAVING A RADIUS OF 5759.58 FEET;
4) 251.94 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 2°30'07", SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 0°24'07"EAST, 251.92 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691) MARKING THE POINT OF TANGENCY OF SAID CURVE;
5) NORTH 0°44'53"WEST, A DISTANCE OF 2008.82 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691) MARKING THE POINT OF CURVATURE OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 1105.92 FEET;
6) 865.69 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 44°51'00", SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 21°39'58"EAST, 843.76 FEET TO A 4" SQUARE CONCRETE MONUMENT (TOP BROKEN NO IDENTIFICATION) MARKING THE POINT OF TANGENCY OF SAID CURVE;
7) NORTH 44°05'28"EAST, A DISTANCE OF 956.03 FEET TO A 5/8" STEEL ROD AND CAP (CHW LB5075), MARKING THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 1185.92 FEET;
8) 311.15 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 15°01'57", SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 36°34'30"EAST, 310.26 FEET TO A 5/8" STEEL ROD AND CAP (CHW LB5075) MARKING A POINT OF REVERSE CURVE WITH A CURVE TO THE LEFT HAVING A RADIUS OF 50.00 FEET;
9) 81.20 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 93°02'37", SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 75°34'50"EAST, 72.56 FEET TO A 5/8" STEEL ROD AND CAP (CHW LB5075) MARKING THE POINT OF TANGENCY OF SAID CURVE AND BEING ON THE SOUTH RIGHT OF WAY LINE OF INDUSTRIAL PARK DRIVE (80 FOOT WIDE RIGHT OF WAY, FORMERLY KNOWN AS COUNTY ROAD 362);

THENCE RUN ALONG SAID SOUTH RIGHT OF WAY LINE THE FOLLOWING FOUR (4) CALLS:

1) SOUTH 57°53'52"EAST, A DISTANCE OF 921.73 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691) MARKING THE POINT OF CURVATURE OF A CURVE TO THE LEFT, HAVING A RADIUS OF 1185.09 FEET;
2) 655.33 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°41'00", SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 73°42'30"EAST, 647.01 FEET TO A 4" SQUARE CONCRETE MONUMENT MARKING THE POINT OF TANGENCY OF SAID CURVE;
3) SOUTH 89°35'11"EAST, A DISTANCE OF 2329.25 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691) MARKING THE POINT OF CURVATURE OF A CURVE TO THE LEFT, HAVING A RADIUS OF 11499.16 FEET;
4) 228.49 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 1°08'19", SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 89°51'00"EAST, 228.49 FEET TO THE WEST LINE OF LANDS AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 720 AT PAGE 779 OF THE PUBLIC RECORDS OF TAYLOR COUNTY, FLORIDA;

THENCE RUN SOUTH 0°14'33"WEST, ALONG SAID WEST LINE, A DISTANCE OF 421.28 FEET TO A 1/2" STEEL ROD AND CAP (RLS2216) MARKING THE SOUTHWEST CORNER OF SAID LANDS; THENCE RUN NORTH 88°29'44"EAST, ALONG THE SOUTH LINE OF SAID LANDS, A DISTANCE OF 269.12 FEET TO A 2" IRON PIPE MARKING THE SOUTHEAST CORNER OF SAID LANDS AND ALSO BEING THE SOUTHWEST CORNER OF LANDS AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 403, PAGE 812, PUBLIC RECORDS OF TAYLOR COUNTY, FLORIDA; THENCE RUN SOUTH 89°50'25"EAST, ALONG THE SOUTH LINE OF SAID LANDS, A DISTANCE OF 102.51 FEET TO A 5/8" STEEL ROD AND CAP (CHW LB5075) MARKING THE SOUTHEAST CORNER OF SAID LANDS, SAID POINT ALSO BEING ON THE WEST LINE OF THE TAYLOR COUNTY SCHOOL BOARD PROPERTY, RECORDING INFORMATION, IF ANY, UNKNOWN; THENCE RUN SOUTH 1°08'53"EAST, ALONG SAID WEST LINE, A DISTANCE OF 53.40 FEET TO A 5/8" STEEL ROD AND CAP (CHW LB5075) MARKING THE SOUTHWEST CORNER OF SAID TAYLOR COUNTY SCHOOL BOARD PROPERTY; THENCE RUN NORTH 89°29'03"EAST, ALONG THE SOUTH LINE OF SAID TAYLOR COUNTY SCHOOL BOARD PROPERTY, A DISTANCE OF 355.71 FEET TO A POINT ON THE BOUNDS OF SAID LANDS AS DESCRIBED AND RECORDED IN DEED BOOK 43 AT PAGE 163; THENCE RUN SOUTH 0°23'19"EAST, ALONG SAID BOUNDS, A DISTANCE OF 2130.36 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691); THENCE RUN SOUTH 30°13'55"EAST, ALONG SAID BOUNDS, A DISTANCE OF 614.15 FEET TO A 4" SQUARE CONCRETE MONUMENT (3691) AND THE POINT OF BEGINNING.

SURVEYOR'S NOTES:

1. BEARINGS SHOWN HEREON ARE BASED ON GRID BEARINGS DERIVED FROM THE FLORIDA STATE PLANE COORDINATE SYSTEM, FLORIDA NORTH ZONE. CONTROL POINTS USED WERE PERRYPORT, 40J A AND V 284 WITH A PUBLISHED AZIMUTH BETWEEN 40J A AND PERRYPORT BEING 231°33'05.9".
2. NO UNDERGROUND INSTALLATION OF UTILITIES OR IMPROVEMENTS HAVE BEEN LOCATED EXCEPT AS SHOWN.
3. THE SURVEYOR HAS NO KNOWLEDGE OF UNDERGROUND FOUNDATIONS WHICH MAY ENCROACH.
4. INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHTS-OF-WAY, AND OR OWNERSHIP WERE FURNISHED TO THIS SURVEYOR BY MEANS OF A TITLE EVIDENCE REPORT PREPARED BY TITLEWRITE SOLUTIONS, INC., DATED SEPTEMBER 4, 2015. SEARCH OF THE PUBLIC RECORDS HAS NOT BEEN DONE BY THIS SURVEYOR.
5. FENCES, SYMBOLS, MONUMENTATION AND UTILITIES SHOWN HEREON MAY BE EXAGGERATED FOR PICTORIAL PURPOSES ONLY AND MAY NOT BE SHOWN TO SCALE.
6. IN THE OPINION OF THIS SURVEYOR, THE PERIMETER LINES AS SHOWN HEREON REPRESENT THE LOCATION OF THE BOUNDARY LINES OF THE SUBJECT PARCEL IN RELATION TO THE DESCRIPTION OF RECORD AND THOSE EXISTING LAND CORNERS FOUND TO BE ACCEPTABLE BY THIS SURVEYOR.
7. SOURCES OF INFORMATION:
   A. DEED BY AND BETWEEN THE UNITED STATES OF AMERICA, AS GRANTOR AND COUNTY OF TAYLOR, A POLITICAL SUBDIVISION OF THE STATE OF FLORIDA, AS GRANTEE AS RECORDED IN DEED BOOK 46 AT PAGE 163, OF THE PUBLIC RECORDS OF TAYLOR COUNTY, FLORIDA.
   B. A SPECIFIC PURPOSE SURVEY FOR REYNOLDS, SMITH AND HILL, PREPARED BY AN UNKNOWN SOURCE FURNISHED TO THE UNDERSIGNED.
   C. RIGHT OF WAY MAP FOR STATE ROAD 55 & 20, US HIGHWAY 19, PREPARED BY THE STATE OF FLORIDA STATE ROAD DEPARTMENT, DATED APRIL 8, 1957, SECTION NO. 3801-204 & 3802-203.
   D. RIGHT OF WAY MAP FOR STATE ROAD S-30-A, NOW KNOWN AS CARLTON CEMETERY ROAD, PREPARED BY THE STATE OF FLORIDA STATE ROAD DEPARTMENT, DATED JULY 24, 1967, SECTION NO. 38651-2602.
   E. RIGHT OF WAY MAP FOR STATE ROAD S-361-A, NOW KNOWN AS PUCKETT ROAD, PREPARED BY THE STATE OF FLORIDA STATE ROAD DEPARTMENT, DATED JUNE 14, 1954, SECTION NO. 3858-151.
   F. RIGHT OF WAY MAP FOR STATE ROAD S-362, NOW KNOWN AS INDUSTRIAL PARK DRIVE, PREPARED BY THE STATE OF FLORIDA STATE ROAD DEPARTMENT, DATED APRIL 13, 1966, SECTION NO.38504-2602.
   G. PLAT OF PERRY-FOLEY AIRPORT INDUSTRIAL PARK, PLAT BOOK 1, PAGE 154, PUBLIC RECORDS OF TAYLOR COUNTY, FLORIDA.
   G. INFORMATION FROM THE LABINS WEBSITE.
   H. INFORMATION FROM THE ONLINE SERVICES OF THE TAYLOR COUNTY, FLORIDA PROPERTY APPRAISER'S OFFICE.
   I. SKETCH OF PERRY-FOLEY AIRPORT PROPERTIES AS FURNISHED BY AVCON, INC.
8. SURVEY PERFORMED BY CHW PROFESSIONAL CONSULTANTS, GAINESVILLE, FL.

AVCON, INC.
ENGINEERS & PLANNERS

PERRY-FOLEY AIRPORT

AIRPORT LAYOUT PLAN SET

EXHIBIT "A" AIRPORT PROPERTY SURVEY DATA

SCALE:

REVISIONS:

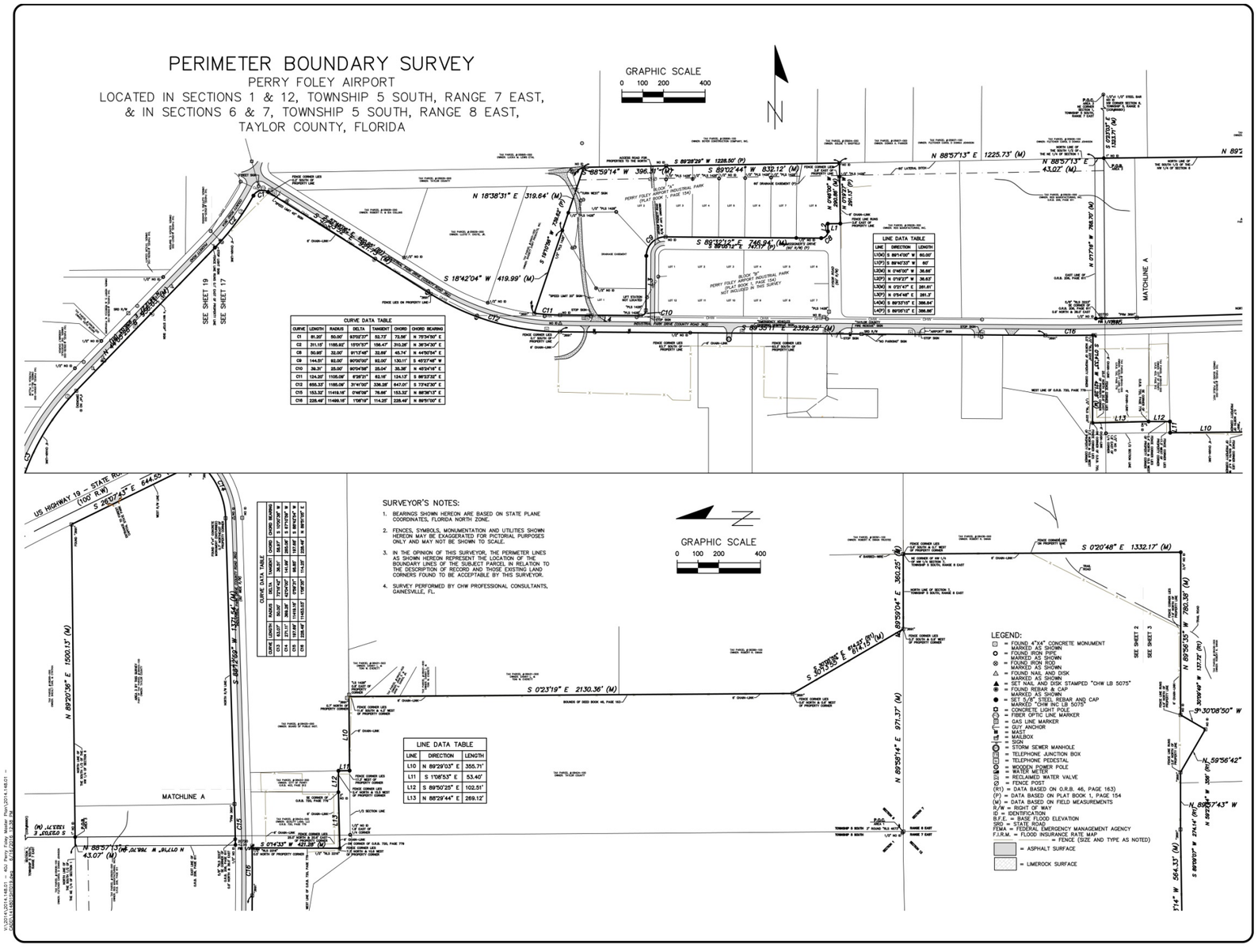
NO.	DATE	BY	DESCRIPTION

DESIGNED BY: M.S.
DRAWN BY: M.C.
CHECKED BY: M.S.
APPROVED BY: J.A.K.
DATE: JUNE 2016

FAA AIP NO. 3-12-0052-013-2014
FDOT FM NO. 43135719414
AVCON PROJECT NO. 2014.148.01

SHEET NUMBER
18

Figure 7-18
EXHIBIT "A" AIRPORT PROPERTY SURVEY DATA



AVCON, INC.
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320 BAYSHORE DRIVE, SUITE 3 • CRESTVILLE, FLORIDA 32578
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CORPORATE CERTIFICATE OF AUTHORIZATION NUMBER: 5057
www.avconinc.com

PERRY-FOLEY AIRPORT

AIRPORT LAYOUT PLAN SET

EXHIBIT "A" AIRPORT PROPERTY DETAILED (SHEET 1 OF 3)

SCALE:

REVISIONS:

NO.	DATE	BY	DESCRIPTION

DESIGNED BY:	**M.S.**
DRAWN BY:	**M.C.**
CHECKED BY:	**M.S.**
APPROVED BY:	**J.A.K.**
DATE:	**JUNE 2016**

FAA AIP NO.	**3-12-0052-013-2014**
FDOT FM NO.	**43135719414**
AVCON PROJECT NO.	**2014.148.01**

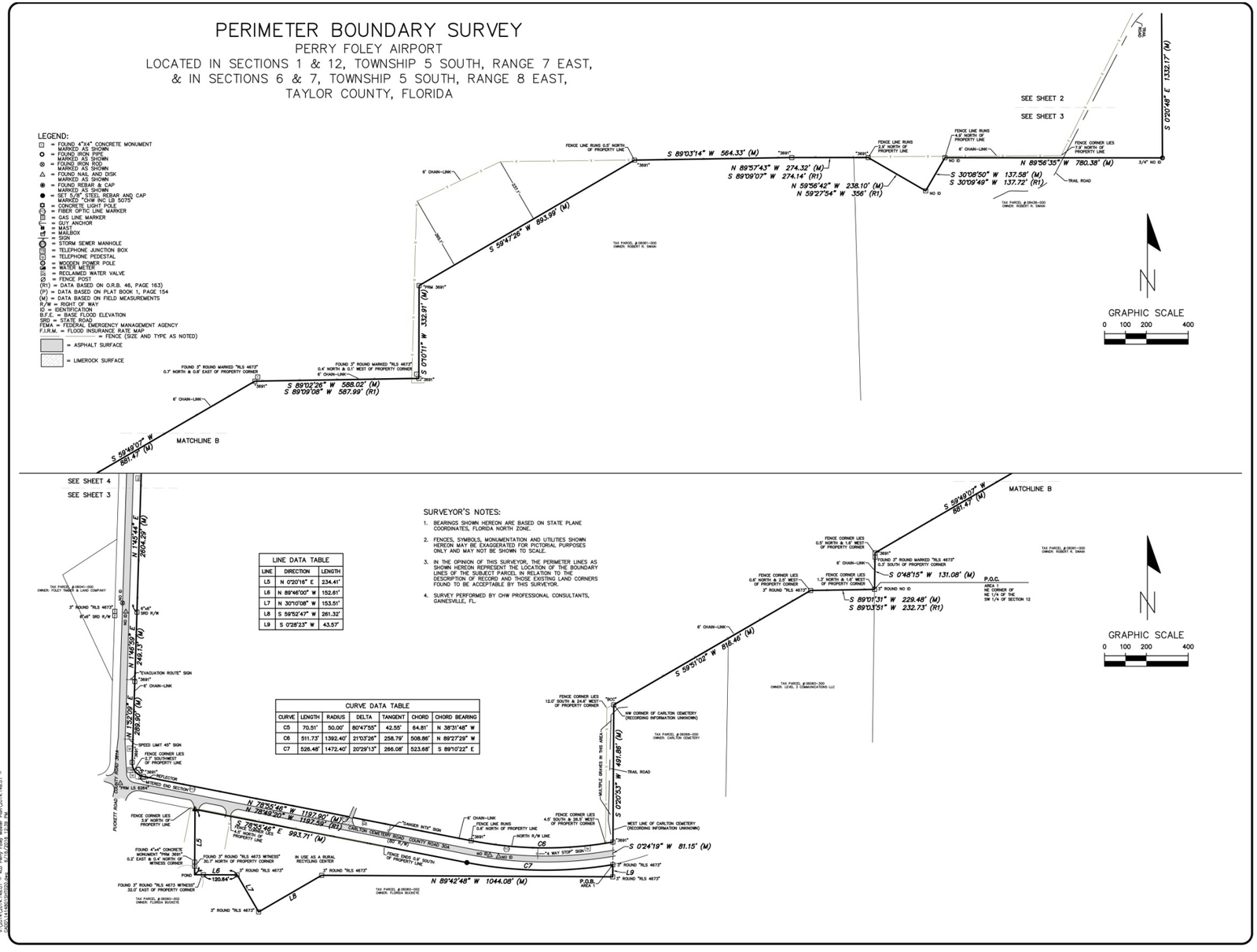
SHEET NUMBER

19

Figure 7-19
EXHIBIT "A" AIRPORT PROPERTY DETAILED (SHEET 1 OF 3)

PERIMETER BOUNDARY SURVEY

PERRY FOLEY AIRPORT
LOCATED IN SECTIONS 1 & 12, TOWNSHIP 5 SOUTH, RANGE 7 EAST,
& IN SECTIONS 6 & 7, TOWNSHIP 5 SOUTH, RANGE 8 EAST,
TAYLOR COUNTY, FLORIDA



PERRY-FOLEY AIRPORT

AIRPORT LAYOUT PLAN SET

EXHIBIT "A" AIRPORT PROPERTY DETAILED (SHEET 2 OF 3)

SCALE:

REVISIONS:

NO.	DATE	BY	DESCRIPTION

DESIGNED BY: M.S.
DRAWN BY: M.C.
CHECKED BY: M.S.
APPROVED BY: J.A.K.
DATE: JUNE 2016

FAA AIP NO. 3-12-0052-013-2014
FDOT FM NO. 43135719414
AVCON PROJECT NO. 2014.148.01

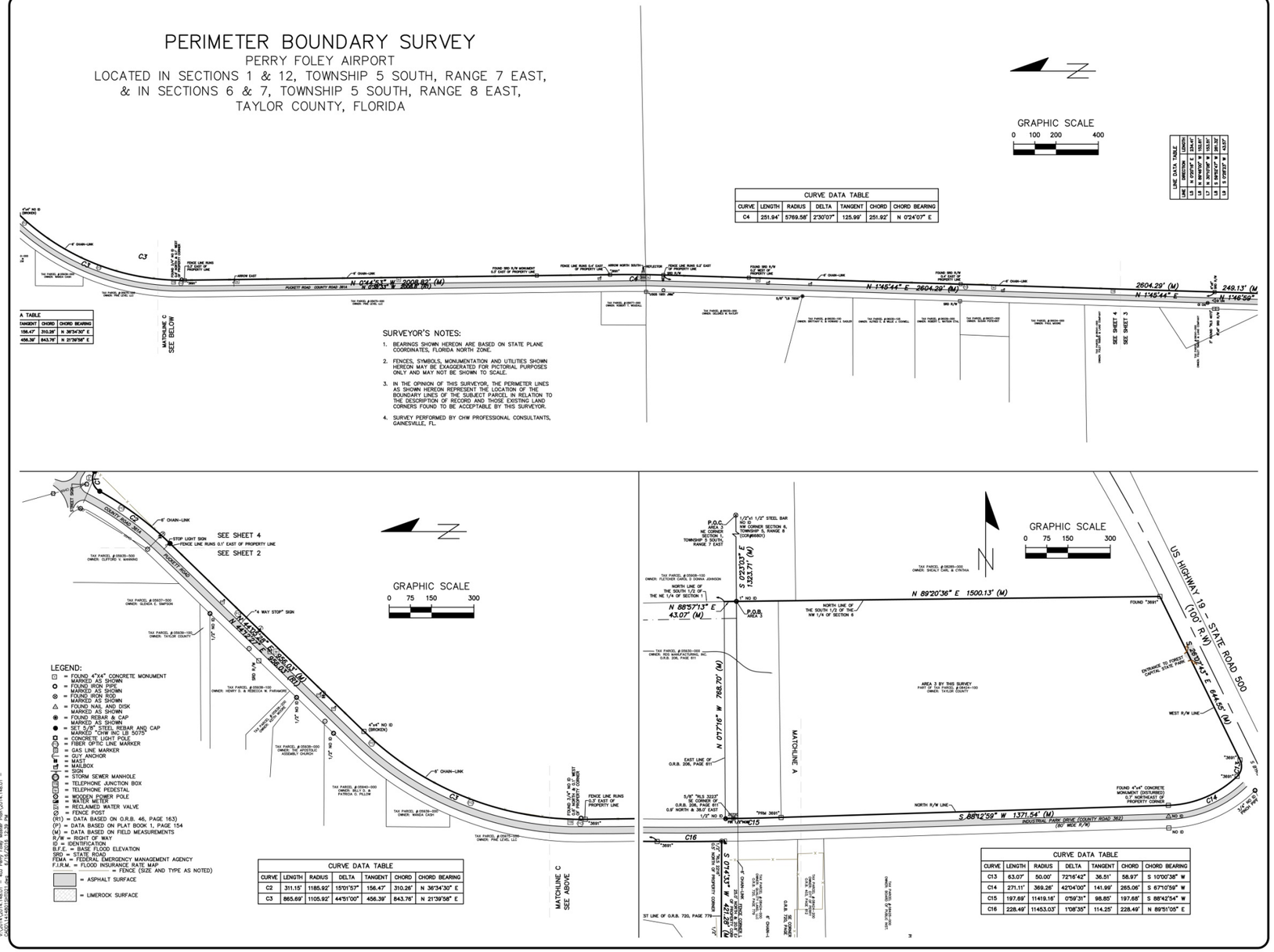
SHEET NUMBER

20

Figure 7-20
EXHIBIT "A" AIRPORT PROPERTY DETAILED (SHEET 2 OF 3)

PERIMETER BOUNDARY SURVEY

PERRY FOLEY AIRPORT
LOCATED IN SECTIONS 1 & 12, TOWNSHIP 5 SOUTH, RANGE 7 EAST,
& IN SECTIONS 6 & 7, TOWNSHIP 5 SOUTH, RANGE 8 EAST,
TAYLOR COUNTY, FLORIDA



AVCON, INC.
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320 BAYSHORE DRIVE, SUITE A • NICEVILLE, FLORIDA 32578
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CORPORATE CERTIFICATE OF AUTHORIZATION NUMBER: 5057
www.avconinc.com

PERRY-FOLEY AIRPORT

AIRPORT LAYOUT PLAN SET

EXHIBIT "A" AIRPORT PROPERTY DETAILED (SHEET 3 OF 3)

SCALE:

REVISIONS:

NO.	DATE	BY	DESCRIPTION

DESIGNED BY:	**M.S.**
DRAWN BY:	**M.C.**
CHECKED BY:	**M.S.**
APPROVED BY:	**J.A.K.**
DATE:	**JUNE 2016**

FAA AIP NO.	**3-12-0052-013-2014**
FDOT FM NO.	**43135719414**
AVCON PROJECT NO.	**2014.148.01**

SHEET NUMBER

21

Figure 7-21
EXHIBIT "A" AIRPORT PROPERTY DETAILED (SHEET 3 OF 3)

8. CAPITAL IMPROVEMENT PROGRAM

8.1 Introduction

The Capital Improvement Program (CIP) has been developed based on the needs of the Perry-Foley Airport as identified in the Facility Requirements chapter and justified in the Forecast of Aviation Activity chapter. The goal of this chapter is to:

- Provide a list of projects that will fulfill CIP requirements
- Give a brief description of each project
- Provide a general cost estimate of each project
- Give general financial guidance to airport management concerning potential funding sources
- Provide a recommended schedule that balances the need for a project with the prospects of available funds for the project

The various projects identified in the CIP are broken out over three time frames:

- Short-term (2015-2019) – five years
- Mid-term (2020-2024) – five years
- Long-term (2025-2034) – 10 years

Although the implementation schedule presented in this chapter provides estimated time frames for initiating the proposed projects, continuous re-evaluation of the schedules will be necessary to account for changes in aviation demand, funding availability, and other unforeseen factors. Actual project implementation should generally occur just prior to when the actual need for an improvement is anticipated to occur and when funding for the project is available. This will allow the facility to be available just as the need is realized. Additionally other improvements not identified in this report may be needed over the planning period. All projects noted in this chapter are compatible with the development noted on the Airport Layout Plan (ALP) drawing. Certain projects may require an FAA approved amendment to the ALP.

The project cost estimates presented in this chapter reflect a preliminary opinion of probable implementation costs. Among the items that are included in the implementation costs are construction costs, engineering, testing, and surveying fees, and a pricing allowance. All cost estimates are provided in 2015 dollars.

The projects have been scheduled in recognition of the probable availability of FAA and FDOT funds. Particularly within the short-term, it also recognizes that availability of local funding sources will be extremely limited. It is possible that Taylor County may identify additional resources and projects may be moved forward at that time.

8.2 Short-Term Projects (2015-2019)

The projects planned over the short-term time frame will become the basis for the FAA/FDOT JACIP process, where the appropriate funding can be programmed and applied for following submittal and acceptance of this report. A probable breakdown of the funding sources for the individual projects is also presented in this chapter. The total project cost over the short-term time frame is estimated at $14.4 million. While cost estimates for the completed projects are provided, the exact scopes of these projects have yet to be completed, and will be subject to change. These projects costs are estimated as accurately as possible based upon available data. Prior to the initiation of these projects, a detailed engineering investigation will be needed to obtain a more detailed cost estimate. The locations of the short-term projects are shown in **Figure 8-1**.

Project S-1 Design and Construct Box Hangar REDI Project (2015)

Project Cost: $488,504

The Florida Rural Economic Development Initiative (REDI) was established to significantly improve Florida's rural economies, specifically in terms of personal income, job creation, average wages, and strong tax bases. This project would construct a 3,600 square foot conventional hangar on the north side of the apron, west of the existing Taylor County Fire Rescue Facility. No additional apron would be built with this project. It is anticipated that in the future, shops would be built along the west, north, and east of the hangar if required.

Project S-2 Concrete Apron Repair Phase II (2015)

Project Cost: $1,000,000

The FDOT's December 2013 *Airfield Pavement Management* report for Perry-Foley indicates that the Pavement Condition Index (PCI) for the existing concrete apron was 38, or very poor. This project would repair a portion of the 40,000 square yards of apron with the remainder of the apron being rehabilitated in Project S-5. Specifically, this project would crack and reseat the concrete panels, install an impervious Asphalt Rubber Membrane Interlayer (ARMI) to prevent future environmental damage and the reflection of cracking through the new fuel-resistant asphalt.

Project S-3 Industrial Park Infrastructure Development – Phase I (2016)

Project Cost: $2,000,000

In order to be able to become self-sustaining, the Airport has determined that it should develop an industrial park on the southern portion of the Airport. In order to entice development, the Airport and the County know that they must develop the infrastructure of this approximately 78 acre parcel by providing utilities, drainage, and permitting. This first of four phases of the project would include the design of these facilities and would begin the permitting of the project. Future phases are included in Projects S-11, M-4, and M-6.

Project S-4 Upgrade Airfield Lighting Circuits (2016)

Project Cost: $500,000

This project would replace the Runway 18-36 and 12/0 existing direct buried runway edge lighting circuits with new cable in conduit.

Project S-5 Concrete Apron Repair Phase lll (2017)

Project Cost: $1,500,000

This project would complete the rehabilitation of the existing concrete apron begun in Project S-2.

Project S-6 Rehabilitate/Reconstruct Concrete Runway Ends (2017)

Project Cost: $1,500,000

The FDOT's December 2013 *Airfield Pavement Management* report for Perry-Foley indicates that the PCI for the existing runway ends for Runway 18/36 and 12/30 were in the range of 67 to 41, or "fair" to "poor". At that time, the existing concrete pavement was exhibiting cracks and spalls.

Project S-7 Rehabilitate Taxiways A and B (2018)

Project Cost: $2,880,000

The FDOT's December 2013 *Airfield Pavement Management* report for Perry-Foley indicates that the PCI for the existing Taxiways A and B were between 62 and 60, or "fair". It is anticipated that by the year 2018 the PCI of these taxiways will have reached a PCI in the "poor" range.

Project S-8 Rehabilitate Runway 12/30 (2018)

Project Cost: $2,500,000

The PCI of Runway 12/30 was 71 or the lower end of "satisfactory" according to the FDOT's December 2013 *Airfield Pavement Management* report for Perry Foley. It is anticipated that by the year 2018 the PCI for this runway will have reached a PCI in the "poor" range and should be rehabilitated at this time.

S-9 Rehabilitate Taxiway C (2019)

Project Cost: $2,488,000

The FDOT's December 2013 Airfield Pavement Management report for Perry-Foley indicates that the PCI for existing Taxiway C was 64 or "fair". It is anticipated that by the year 2019 the PCI for this taxiway will have reached a PCI in the "poor" range and should be rehabilitated at this time.

Project S-9 Obstruction Removal Runways 18 and 36 (2019)

Project Cost: $35,000

The Airport Layout Plan shows that there are obstructions in the form of trees that penetrate the approach surface on both Runways 18 and 36. All of the obstructions are located off of Airport property and some of them are located in wetlands. This project would purchase and remove the identified obstructions.

Project S-11 Industrial Park Infrastructure Development – Phase 2 (2019)

Project Cost: $750,000

This second of four phases of the project that would include the design of these facilities and would develop an industrial park on the southern portion of the Airport. The first phase of the project would be covered in Project S-3. Future phases are included in Projects M-4, and M-6.

Table 8-1
SHORT -TERM CAPITAL IMPROVEMENT PROGRAM PROJECTS

Year	Project Number	Project Description	Estimated Project Cost
2015	S-1	Design and Construct Box Hangar REDI Project	$ 488,504
2015	S-2	Concrete Apron Repair Phase II	$ 1,000,000
2016	S-3	Industrial Park Infrastructure Development – Phase 1	$ 750,000
2016	S-4	Upgrade Airfield Lighting Circuits	$ 500,000
2017	S-5	Concrete Apron Repair Phase III	$ 1,500,000
2017	S-6	Rehabilitate/Reconstruct Concrete Runway Ends	$ 1,500,000
2018	S-7	Rehabilitate Taxiways A and B	$ 2,880,000
2018	S-8	Rehabilitate Runway 12/30	$ 2,500,000
2019	S-9	Rehabilitate Taxiway C	$ 2,488,000
2019	S-10	Obstruction Removal Runways 18 and 36	$ 35,000
2019	S-11	Industrial Park Infrastructure Development – Phase 2	$ 750,000
		TOTAL	$ 14,391,504

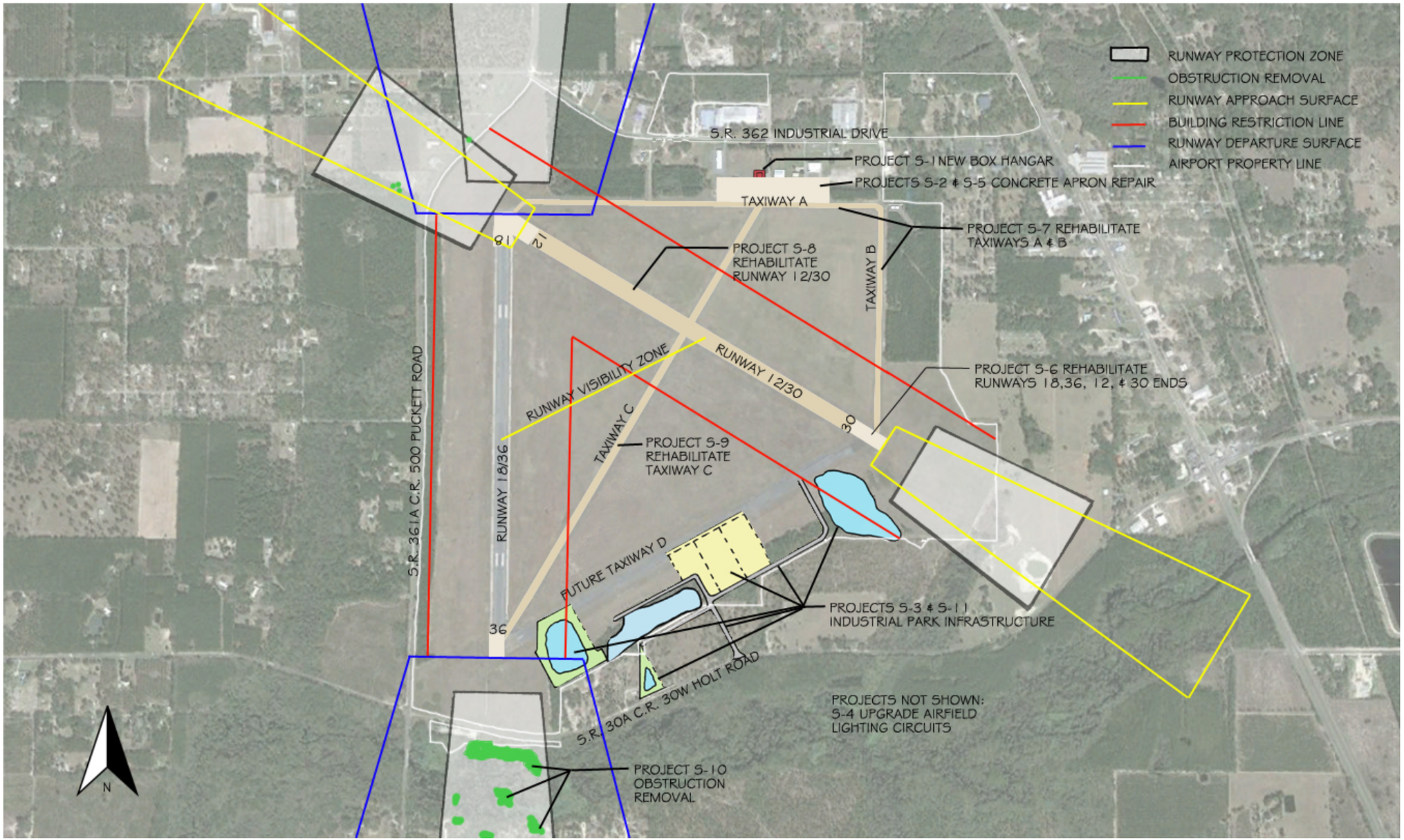

Figure 8-1
SHORT-TERM CIP PROJECTS

8.3 Mid-Term Projects (2020-2024)

The mid-term projects have been identified for submittal to the FAA and FDOT for funding purposes. The sum of the development project costs and anticipated funding needs over the mid-term time frame is estimated to be approximately $10 million. Some of the projects identified as mid-term projects may move forward into the short-term as additional funds are identified. The primary focus of the mid-term program is the development of hangars and the associated taxiways, taxilanes, and vehicle parking. **Figure 8-2** shows the location of the mid-term projects.

Project M-1 Mill and Overlay Runway 6/24 into Taxiway D (2020)

Project Cost: $2,500,000

This project would convert Runway 6/24 into Taxiway D by rehabilitating the 35 foot wide northwestern most portion of the Runway into a taxiway. The project would also include taking up the unused portions of Runway 6/24 and providing taxiway stubs to Runway 36 and to adjacent development areas.

Project M-2 Supplemental Windsock and Segmented Circle (2020)

Project Cost: $35,000

A segmented circle is a requirement of all airports accepting Airport Improvement Program funds. The Airport currently does not have one. This project would also provide one additional lighted windsock to augment the existing windsocks.

Project M-3 REILS for Runways 18/36 and 12/30 (2021)

Project Cost: $2,500,000

Runway End Identifier Lights (REILS) provide visual assistance to pilots in identifying runway ends, particularly in low light or otherwise inclement weather. This project would provide REILs to Runways 18/36 and 12/30 both of which currently have Global Positioning System (GPS) approaches.

Project M-4 Industrial Park Infrastructure Development – Phase 3 (2021)

Project Cost: $750,000

This is the third of four phases of the project that would include the design of the facilities that would develop an industrial park on the southern portion of the Airport. The first two phases of the project would be covered in Projects S-3 and S-10. The last phase of the project is included in Project M-6.

Project M-5 Master Plan Update (2022)

Project Cost: $275,000

A master plan update is recommended to be developed approximately every five to eight years, whenever an airport has completed all of the Capital Improvement Projects, or when substantial changes in the traffic, airport administration, or the environment of the Airport has changed. This master plan update is scheduled approximately seven years after this master plan is anticipated to be completed.

Project M-6 Industrial Park Infrastructure Development – Phase 4 (2022)

Project Cost: $750,000

This is the fourth of four phases of the project that would include the design of the facilities that would develop an industrial park on the southern portion of the Airport. The first three phases of the project would be covered in Projects S-3, S-10, and M-6.

Project M-7 Property Acquisition (2023)

Project Cost: $450,000

As the land uses on either end of the current primary runway, Runway 18/36, would not allow for the runway to expand in the future, it is likely that once an extended runway is justified, that Runway 12/30 would be the likely runway to be expanded. This runway also cannot be expanded to the northwest due to roads in the existing Runway 12 RPZ and other land uses. Therefore, Taylor County would like to purchase land southeast of the Airport where any future extension of a runway is likely to occur. This project would purchase approximately 95 acres of land to the southeast of the Airport for a future Runway 30 extension and would allow the Airport to own the property currently covered by the Runway 30 RPZ.

Project M-8 Design and Construct 10-Unit T-hangar (2023)

Project Cost: $1,000,000

This project would design and construct a 10-unit T-hangar for the storage of base aircraft.

Project M-9 Replace Two 10,000 Gallon Fuel Tanks (2024)

Project Cost: $250,000

It is anticipated that by the year 2024, that the existing two 10,000 gallon fuel tanks will have reach their useful life span and will be in need of replacement. This project would replace the existing tanks in kind, including hoses, reels, and ladders. It will also cover the disposal of the existing fuel tanks.

Project M-10 Corporate Hangar (2024)

Project Cost: $1,500,000

This project would design and construct a corporate hangar of approximately 10,000 square feet for the use of either a business or to house based aircraft.

Table 8-2
MID-TERM CAPITAL IMPROVEMENT PROGRAM PROJECTS

Year	Project Number	Project Description	Estimated Project Cost
2020	M-1	Mill and Overlay Runway 6/24 into Taxiway D	$ 2,500,000
2020	M-2	Supplemental Windsock and Segmented Circle	$ 35,000
2021	M-3	REILS for Runways 18/36 and 12/30	$ 2,500,000
2021	M-4	Industrial Park Infrastructure Development Phase 3	$ 750,000
2022	M-5	Master Plan Update	$ 275,000
2022	M-6	Industrial Park Infrastructure Development Phase 4	$ 750,000
2023	M-7	Property Acquisition	$ 450,000
2023	M-8	Construct 10-Unit T-hangar	$ 1,000,000
2024	M-9	Replace Two 10,000 Gallon Fuel Tanks	$ 250,000
2024	M-10	Corporate Hangar	$ 1,500,000
		TOTAL	$10,010,000

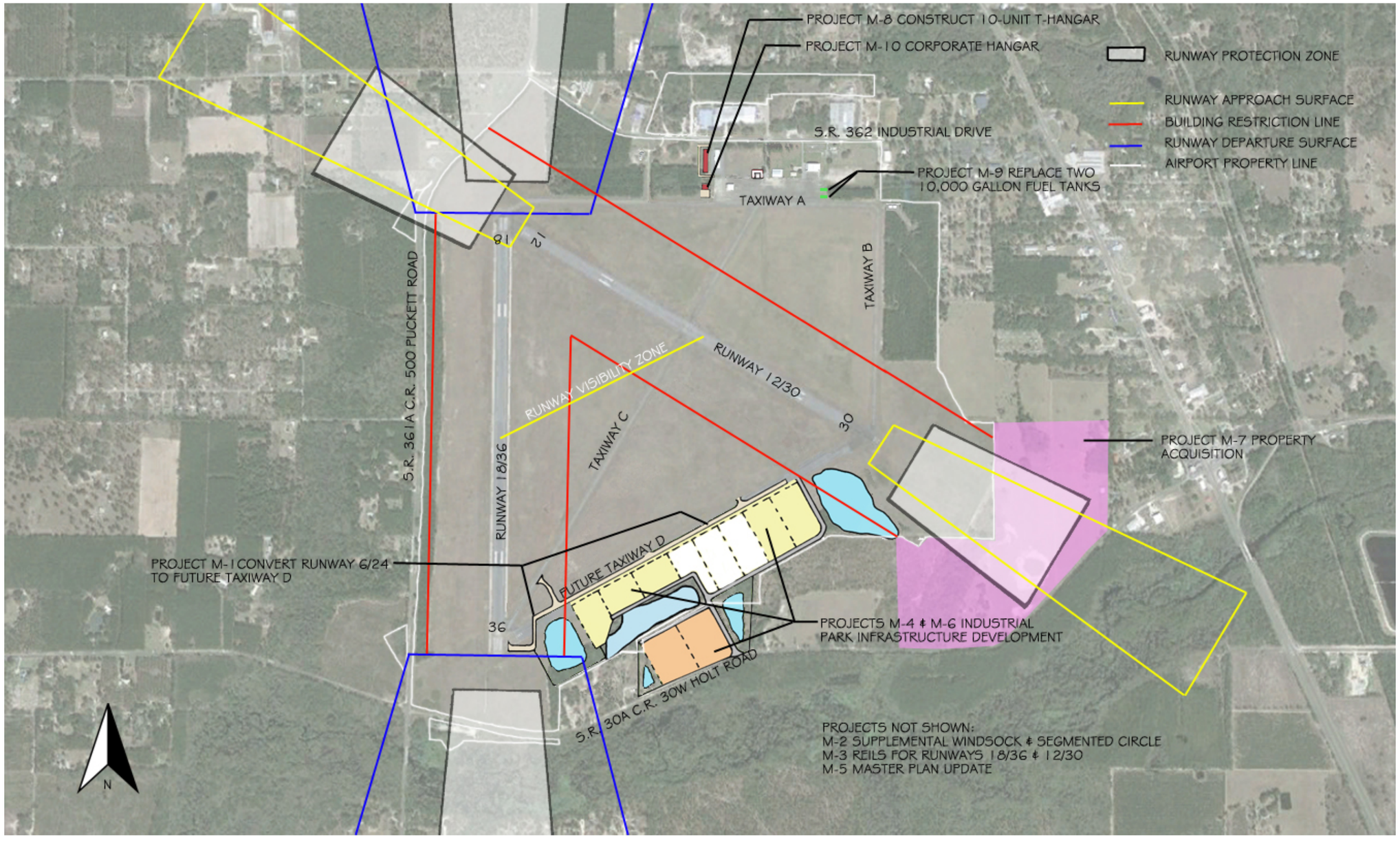

Figure 8-2
MID-TERM CIP PROJECTS

8.4 Long-Term Projects (2025-2034)

Based upon the anticipated need and available funding, many projects associated with the preferred alternative of development will be developed over the ten-year, long-term time frame. The projects have not been scheduled for specific years but are loosely prioritized. The total project development costs and funding needs over the long-term time frame is estimated at $3.3 million. The projects included in the long-term time frame are:

Project L-1 Full Parallel Taxiway to Primary Runway

Project Cost: $2,100,000

This project would design and construct a full-length parallel taxiway to Runway 12/30 when an extended runway is justified at the Airport and when Runway 12/30 is designated as the Primary Runway.

Project L-2 Update Airport Master Plan

Project Cost: $275,000

A master plan update is recommended to be developed approximately every five to eight years, whenever an airport has completed all of the Capital Improvement Projects, or when substantial changes in the aviation traffic, airport administration, or the environment of the Airport has changed. This master plan update would be scheduled approximately seven years after the master plan updated listed as Project M-5 is likely to be completed.

Project L-3 Install Localizer on Primary Runway

Project Cost: 850,000

The current RNAV approach for Runway 18/36 is GPS/WAAS. NEXTGEN build-out is uncertain. Ninety-five percent of the aircraft flying into Perry-Foley are not WAAS equipped.

Table 8-3
LONG-TERM CAPITAL IMPROVEMENT PROGRAM PROJECTS

Project Number	Project Description	Estimated Project Cost
L-1	Full Parallel Taxiway to Primary Runway	$ 2,100,000
L-2	Master Plan Update	$ 275,000
L-3	Install Localizer on Primary Runway	$ 850,000
	TOTAL	$ 3,225,000

8.5 Potential Funding Sources

The Perry-Foley Airport relies primarily on revenues from tenants and funding from governmental sources. Funding from the FAA and state agencies such as the Florida Department of Transportation (FDOT) are very important to airports such as the Perry-Foley Airport. While the main revenue from tenant leases and fuel sales may cover some operating costs, there are limited residual funds to cover the costs of necessary Airport capital improvement projects.

Based upon the type of project, these capital improvement projects may be eligible for FAA or FDOT funding. However, the Airport is competing with every other airport in the State and in the United States for the same funding. Because a project is eligible for Federal or State funding does not ensure that the funding will be received. The following sections describe several funding programs and general eligibility requirements associated with each.

8.5.1 Federal Funding

The Airport Improvement Program (AIP) developed by the FAA has been established to assist in the growth of public-use airports within the National Plan of Integrated Airport System (NPIAS). The AIP provides grants to public-use airports such as Perry-Foley Airport for a wide variety of airport improvement projects. Projects funded by the AIP include runway and taxiway rehabilitation and construction, land acquisition, planning and environmental studies, navigational aid installation, and airfield marking and signage projects. For small General Aviation (GA) airports such as Perry-Foley Airport the AIP will fund up to 90 percent of the eligible costs of the project. The remaining 10 percent is the responsibility of an airport's local governing body and potential matching monies from the State. Some of the projects over the 20-year planning period at the Airport that are eligible for AIP funding include the rehabilitation of the airfield pavement, particularly those taxiways associated with the Primary Runway, Runway 18/36.

The AIP allows for the annual disbursement of $150,000 to applicable GA airports within the NPIAS. It is assumed that this program or one similar to it will continue throughout the planning period covered by this Master Plan Update. The annual $150,000 is referred to as Non-Primary Entitlement money. In order for an airport to receive this money it must be applied for each year. Additionally, the money may only be used towards the development of projects that are approved for federal funding under the AIP.

When entitlement funds are not sufficient to cover the costs of AIP eligible projects, airports can also request from the FAA special funds called discretionary funds. In order to allocate those additional grants, the FAA has developed a priority ranking system, which accounts for the type of project and airport. Projects concerning runway safety are generally the first priority. From these rankings the appropriate funds are distributed.

8.5.2 State Funding

Like the FAA, FDOT has established a program to support the funding of various airport improvement projects. The FDOT aviation grant program provides funding to four major types of projects: airport planning, airport improvement, land acquisition, and airport economic development. Examples of projects funded under these different categories that may apply to the Perry-Foley Airport include:

- **Airport Planning:** master plans, master drainage plans, and environmental assessments
- **Airport Improvements:** terminal building improvements and runway/taxiway construction
- **Land Acquisition:** acquisition of land, aviation easements, and mitigation land
- **Airport Economic Development:** hangar construction, industrial park infrastructure and building development and the development of other facilities that will enhance economic development.

Typically, FDOT would provide five percent of project costs when federal funding is available. When FAA funding is not available, FDOT would usually fund 50 percent or 80 percent of the total cost. For some security projects, FDOT can fund up to 100 percent of a project. The remaining cost of a project is typically covered by local entities. However, as Taylor County is a designated area for the Florida Rural Economic Development Initiative (REDI), the FDOT often covers 100 percent of the funds that are not covered by grants from the FAA.

In addition to FDOT funding and REDI funding, the State of Florida has established numerous other economic development programs to provide incentives for companies to locate to Florida. These programs are administered through Enterprise Florida, a public-private partnership responsible for leading Florida's statewide economic development efforts. Some of the programs administered by Enterprise Florida include:

- **Qualified Target Industry Tax Refund:** Available for companies that create high wage jobs in targeted high value-added industries
- **The High Impact Performance Incentive:** A negotiated grant used to attract and grow major high impact facilities in Florida
- **Qualified Defense Contractor Tax Refund:** Up to $5,000 is offered per job created or saved in Florida through the conversion of defense jobs to civilian production, the acquisition of a new defense contract, or the consolidation of a defense contract, which results in at least a 25 percent increase in Florida employment or a minimum of 80 jobs
- **Capital Investment Tax Credit:** is used to attract and grow capital-intensive industries in Florida
- **Enterprise Zone Incentives:** Assortment of tax incentives to businesses that choose to create employment within an enterprise zone, which is a specific geographic area targeted for economic revitalization.

While these programs are not meant to fund airport improvement projects, they may be utilized to fund commercial development areas, similar to those planned for the Airport's proposed Industrial Park. Further information regarding Enterprise Florida and their economic development programs can be found at www.eflorida.com

8.5.3 Local Funding

While it is usually necessary for an airport or its sponsor to cover some percentage of the costs associated with airport projects, the local percentage is generally quite small compared to other entities. Where both the FAA and the FDOT participate on a project, the local share of the cost can typically be as low as two percent of the cost of the project.

However, Section 288.0656 of the Florida Statutes established the Rural Economic Development Initiative (REDI) to better serve Florida's rural communities by providing a more focused and coordinated effort among state and regional agencies that provide programs and services for rural areas. The REDI program encourages and facilitates the location and expansion of major economic development projects of significant scale. Taylor County has been designated a "Rural Area of Opportunity". By statute, the FDOT is a partner in the REDI program and is tasked with providing assistance throughout the agency in the implementation of REDI activities.

8.6 Potential Allocation of Funding

Table 8-4, **Table 8-5**, and **Table 8-6** provide a companion funding scenario for the short-, mid-, and long-term time frames based upon current programs and eligible funding sources. It should be noted that these current programs are subject to change and the CIP should be updated at least annually to adjust for changes in funding and priorities as necessary. In addition to the funding sources, the projected cost estimated for the various airport improvement projects are also provided. **Table 8-4**, **Table 8-5**, and **Table 8-6** provide an overview of grant funding and costs over the planning development period. These tables will need to be addressed continuously among all parties to the funding process.

At the Perry-Foley Airport, the proper management of funds is important to achieve self-sufficiency and to safely develop the Airport to match the projected growth over the planning period. It is recommended that the Airport apply for all available grant money for which it is eligible. It is also imperative that the Airport management meet often with the local representatives of the FAA and FDOT to provide them with a clear, consistent vision of what the County desires to accomplish at the Airport.

By obtaining government assistance to fund airport improvements throughout the planning period, the ability of the Airport to progress toward operational and capital self-sufficiency will be greatly enhanced in future years. Additionally, a sound Capital Improvement Program may actually reduce the reliance of Perry-Foley Airport on governmental aid as the Airport continues to grow and mature as an economic engine.

Table 8-4
POTENTIAL ALLOCATION OF SHORT-TERM (2015-2019) CIP PROJECT FUNDING

Year	Project Number	Project	Entitlements	FAA %	Discretionary	FAA %	FDOT	FDOT %	Local	Local %	Total
2015	S-1	Design and Construct Box Hangar REDI Project	$ -	0.0%	$ -	0.0%	$ 488,504	100.0%	$ -	0.0%	$ 488,504
	S-2	Concrete Apron Repair Phase II	$ 150,000	15.0%	$ 421,500	42.2%	$ 400,000	40.0%	$ 28,500	2.9%	$ 1,000,000
			$ 150,000	10.1%	$ 421,500	28.3%	$ 888,504	59.7%	$ 28,500	1.9%	$ 1,488,504
2016	S-3	Industrial Park Infrastructure Development Phase I	$ -	0.0%	$ -	0.0%	$ 750,000	100.0%	$ -	0.0%	$ 750,000
	S-4	Upgrade Airfield Lighting Circuits	$ 150,000	30.0%	$ 100,000	20.0%	$ 250,000	50.0%	$ -	0.0%	$ 500,000
			$ 150,000	12.0%	$ 100,000	8.0%	$ 1,000,000	80.0%	$ -	0.0%	$ 1,250,000
2017	S-5	Concrete Apron Repair Phase III	$ 150,000	10.0%	$ 1,200,000	80.0%	$ 150,000	10%	$ -	0.0%	$ 1,500,000
	S-6	Rehabilitate/Reconstruct Concrete Runway Ends	$ -	0.0%	$ 675,000	45.0%	$ 825,000	55%	$ -	0.0%	$ 1,500,000
			$ 150,000	5.0%	$ 1,875,000	62.5%	$ 975,000	32.5%	$ -	0.0%	$ 3,000,000
2018	S-7	Rehabilitate Taxiways A & B	$ 150,000	5%	$ 1,495,920	51.9%	$ 1,234,080	42.9%	$ -	0.0%	$ 2,880,000
	S-8	Rehabilitate Runway 12-30	$ -	0%	$ -	0.0%	$ 2,500,000	100.0%	$ -	0.0%	$ 2,500,000
			$ 150,000	3%	$ 1,495,920	27.8%	$ 3,734,080	69.4%	$ -	0.0%	$ 5,380,000
2019	S-9	Rehabilitate Taxiway C	$ 150,000	6.0%	$ 2,089,200	84.0%	$ 248,800	10.0%	$ -	0.0%	$ 2,488,000
	S-10	Obstruction Removal Runways 18 and 36	$ -	0.0%	$ -	0.0%	$ 35,000	100.0%	$ -	0.0%	$ 35,000
	S-11	Industrial Park Infrastructure Development Phase 2	$ -	0.0%	$ -	0.0%	$ 750,000	100.0%	$ -	0.0%	$ 750,000
			$ 150,000	4.6%	$ 2,089,200	63.8%	$ 1,033,800	31.6%	$ -	0.0%	$ 3,273,000
		Total Short-term Projects	$ 750,000		$ 5,981,620		$ 7,631,384		$ 28,500		$ 14,391,504
		Total Percentage	5.2%		41.6%		53.0%		0.2%		100.0%
		Annual Average Cost	$ 150,000.00		$1,196,324.00		$1,526,276.80		$ 5,700.00		$2,878,300.80

Table 8-5
POTENTIAL ALLOCATION OF MID-TERM (2020-2024) CIP PROJECT FUNDING

Year	Project Number	Project	Entitlements	FAA %	Discretionary	FAA %	FDOT	FDOT %	Local	Local %	Total
2020	M-1	Mill and Overlay Runway 6/24 into Taxiway D	$ -	0.0%	$ -	0.0%	$ 2,500,000	100.0%	$ -	0.0%	$ 2,500,000
	M-2	Supplemental Windsock and Segmented Circle	$ 31,500	90.0%	$ -	0.0%	$ 3,500	10.0%	$ -	0.0%	$ 35,000
			$ 31,500	1.2%	$ -	0.0%	$ 2,503,500	98.8%	$ -	0.0%	$ 2,535,000
2021	M-3	REILS for Runways 18/36 and 12/30	$ 268,500	10.7%	$ 1,981,500	79.3%	$ 250,000	10.0%	$ -	0.0%	$ 2,500,000
	M-4	Industrial Park Infrastructure Development Phase 3	$ -	0.0%	$ -	0.0%	$ 750,000	100.0%	$ -	0.0%	$ 750,000
			$ 268,500	8.3%	$ 1,981,500	61.0%	$ 1,000,000	30.8%	$ -	0.0%	$ 3,250,000
2022	M-5	Master Plan Update	$ 150,000	55%	$ 97,500	35.5%	$ 27,500	10.0%	$ -	0.0%	$ 275,000
	M-6	Industrial Park Infrastructure Development Phase 4	$ -	0.0%	$ -	0.0%	$ 750,000	100.0%	$ -	0.0%	$ 750,000
			$ 150,000	14.6%	$ 97,500	9.5%	$ 777,500	75.9%	$ -	0.0%	$ 1,025,000
2023	M-7	Property Acquisition	$ 150,000	33.3%	$ 255,000	56.7%	$ 45,000	10.0%	$ -	0.0%	$ 450,000
	M-8	Construct 10-Unit T-Hangar	$ -	0.0%	$ -	0.0%	$ 1,000,000	100.0%	$ -	0.0%	$ 1,000,000
			$ 150,000	10.3%	$ 255,000	17.6%	$ 1,045,000	72.1%	$ -	0.0%	$ 1,450,000
2024	M-9	Replace Two 10,000 Gallon Fuel Tanks.	$ -	0.0%	$ -	0.0%	$ 250,000	100.0%	$ -	0.0%	$ 250,000
	M-10	Corporate Hangar	$ -	0.0%	$ -	0.0%	$ 1,500,000	100.0%	$ -	0.0%	$ 1,500,000
			$ -	0.0%	$ -	0.0%	$ 1,750,000	100.0%	$ -	0.0%	$ 1,750,000
		Total Mid-term Projects	$ 600,000		$ 2,334,000		$ 7,076,000		$ -		$ 10,010,000
		Total Percentage	6.0%		23.3%		70.7%		0.0%		100.0%
		Annual Average Cost	$ 120,000		$ 466,800		$ 1,415,200		$ -		$ 2,002,000

Table 8-6
POTENTIAL ALLOCATION OF LONG-TERM (2025-2034) CIP PROJECT FUNDING

Project Number	Project	Entitlements	FAA %	Discretionary	FAA %	FDOT	FDOT %	Local	Local %	Total
L-1	Full Parallel Taxiway for Primary Runway	$ 300,000	14.3%	$ 1,590,000	75.7%	$ 210,000	10.0%	$ -	0.0%	$ 2,100,000
L-2	Master Plan Update (2029)	$ 150,000	54.5%	$ 97,500	35.5%	$ 27,500	10.0%	$ -	0.0%	$ 275,000
L-3	Install Localizer on Primary Runway	$ 150,000	17.6%	$ 615,000	72.4%	$ 85,000	10.0%	$ -	0.0%	$ 850,000
										$ 3,225,000

8.7 Summary

The total estimated cost of the Short-term CIP Projects is $14,391,504 over a five-year period beginning in 2015 and ending in 2019. Projects proposed for the Short-term period include:

The potential funding of the proposed Short-term Projects is as follows:

• FAA Entitlement Funds	$ 750,000.00
• FAA Discretionary Funds	5,981,620.00
• FDOT	7,631,384.00
• Taylor County	28,500.00
	$ 14,391,504.00

The total estimated cost of the Mid-term CIP Projects is $10,010,000 over a five-year period beginning in 2020 and ending in 2024. Projects proposed for the Mid-term period include:

The potential funding of the proposed Mid-term Projects is as follows:

• FAA Entitlements	$ 600,000.00
• FAA Discretionary	1,186,500.00
• FDOT	7,076,000.00
• Taylor County	0.00
	$10,010,000.00

The total estimated cost of the currently identified Long-term CIP Projects is $3,225,000 over a ten year period beginning in 2025 and ending in 2034. Projects proposed for the Long-term period include:

The potential funding of the proposed Long-term Projects is as follows:

• FAA Entitlements	$ 600,000.00
• FAA Discretionary	2,302,500.00
• FDOT	322,500.00
• Taylor County	0.00
	$ 3,225,000.00