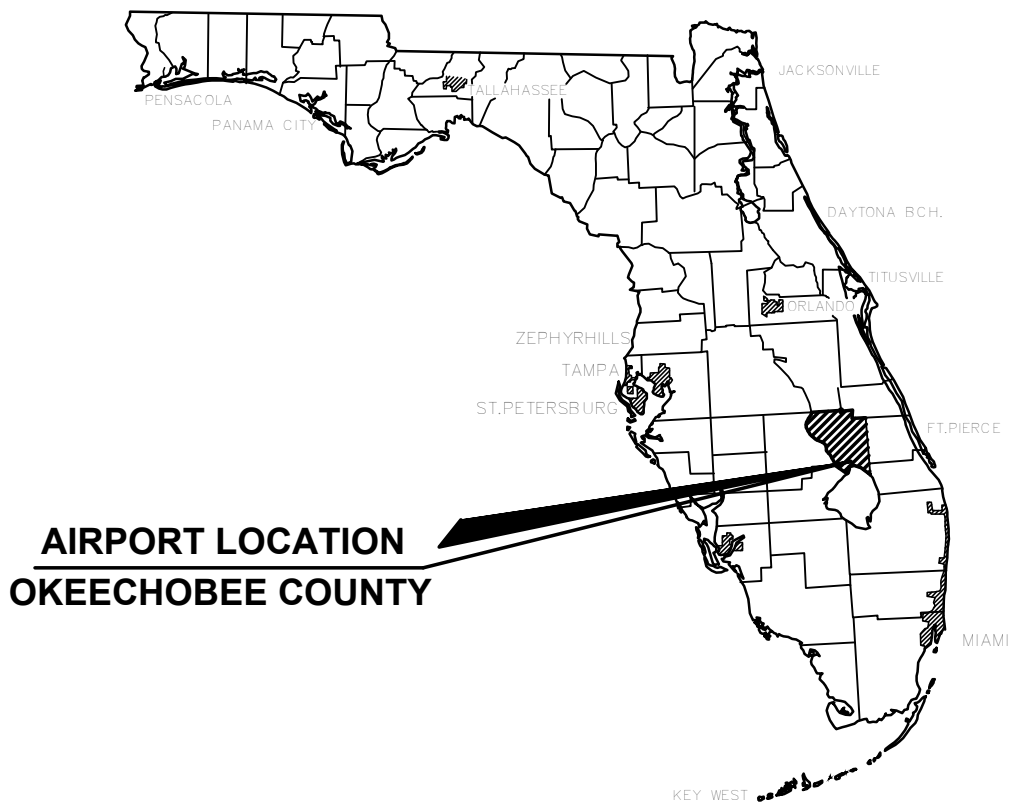


# OKEECHOBEE COUNTY AIRPORT

OKEECHOBEE, FLORIDA

## AIRPORT MASTER PLAN UPDATE

OCTOBER 2020



AIRPORT LOCATION  
OKEECHOBEE COUNTY



OKEECHOBEE  
COUNTY  
AIRPORT

LAKE  
OKEECHOBEE

North

VICINITY MAPS  
N.T.S.

| TITLE                                                    | SHEET NUMBER | REVISION DATE |
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FLORIDA DEPARTMENT OF  
TRANSPORTATION APPROVAL

FDOT SIGNATURE

DATE

NAME

TITLE

SPONSOR APPROVAL  
THIS AIRPORT DRAWING IS APPROVED BY:

SIGNATURE

DATE

ADAM HIED

NAME

AIRPORT MANAGER

TITLE

AVCON PROJECT NO. 2017.029.02

FAA AIP NO. 3-12-0056-019-2017

FDOT FM NO. 441689-94-01

REVISIONS

| NO. | DATE | DESCRIPTION | SHEETS |
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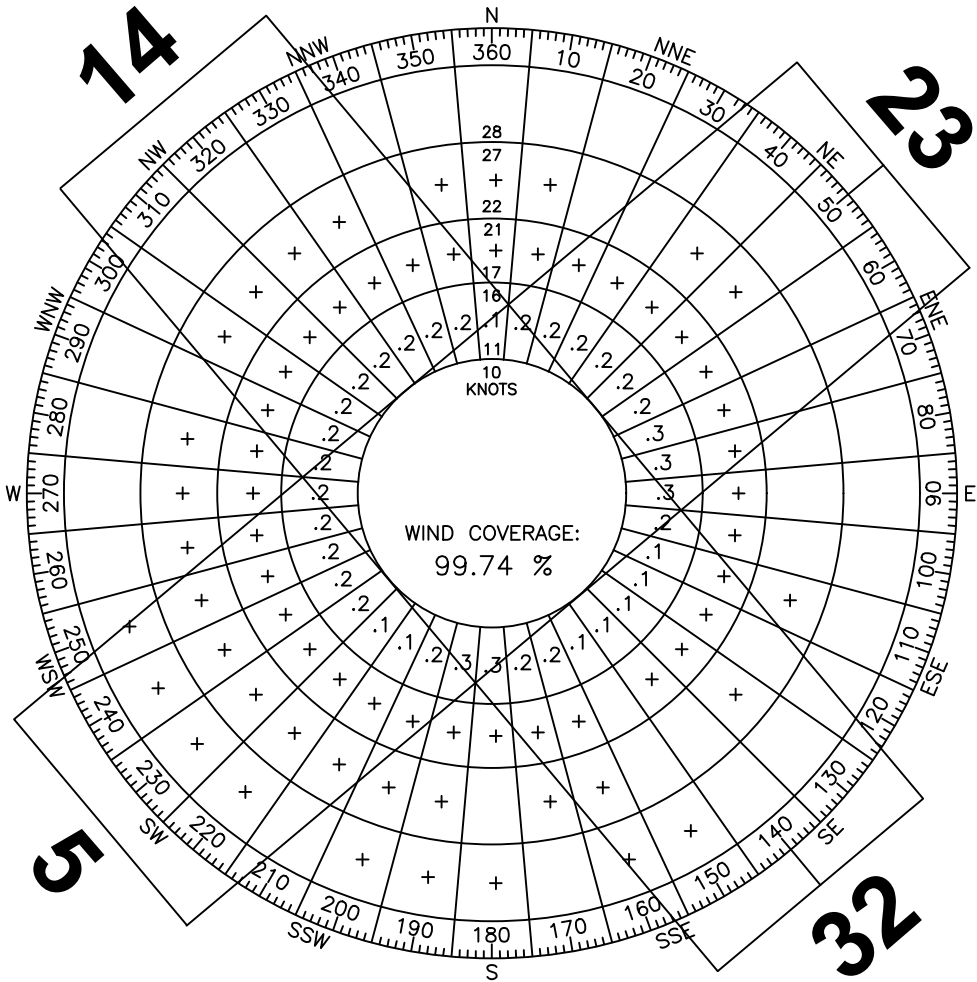


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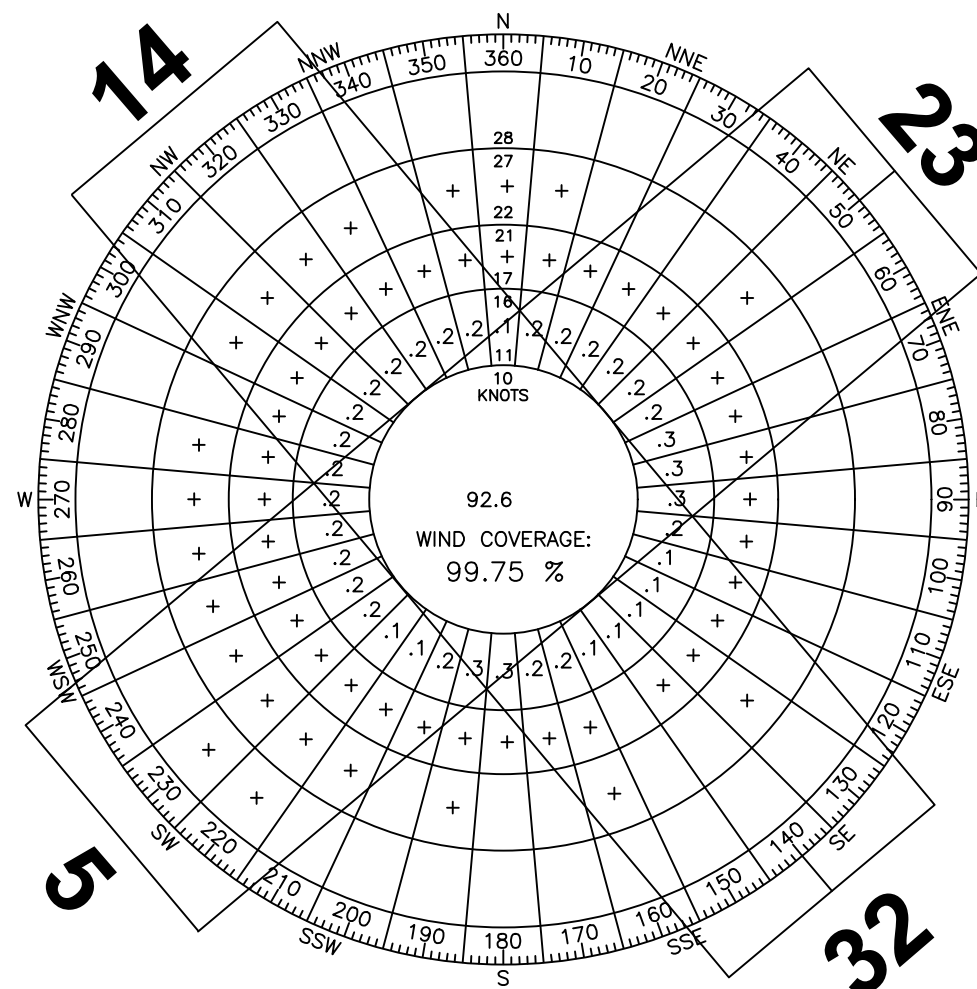




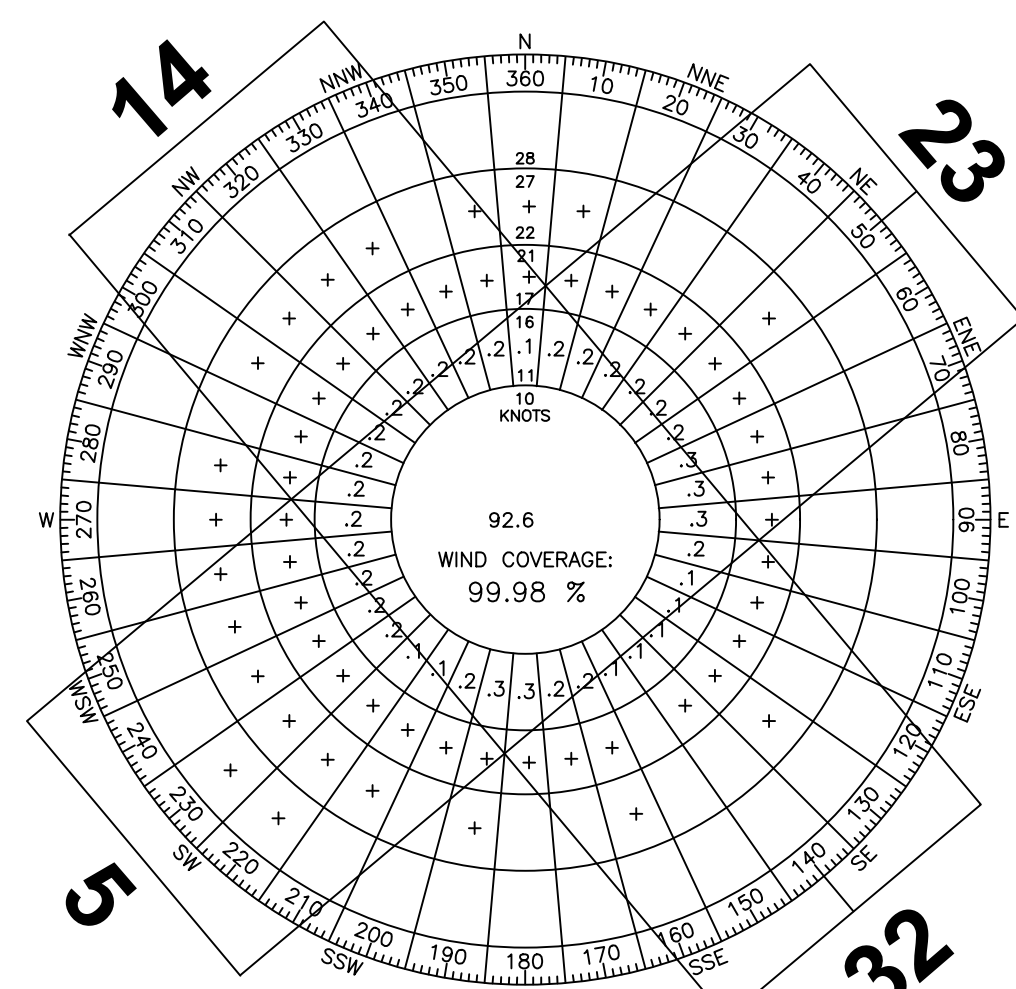




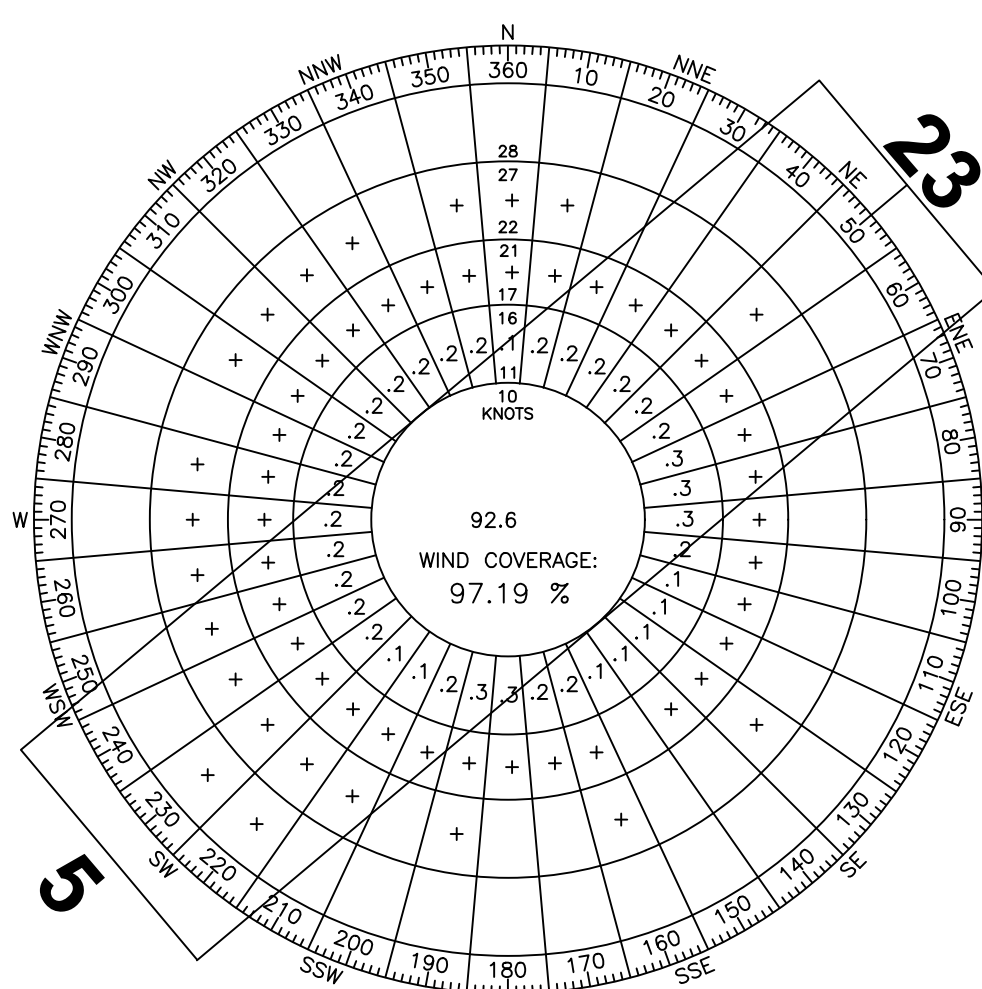
ALL WEATHER  
WIND COVERAGE 10.5 KNOTS (12 MPH)  
99.74%



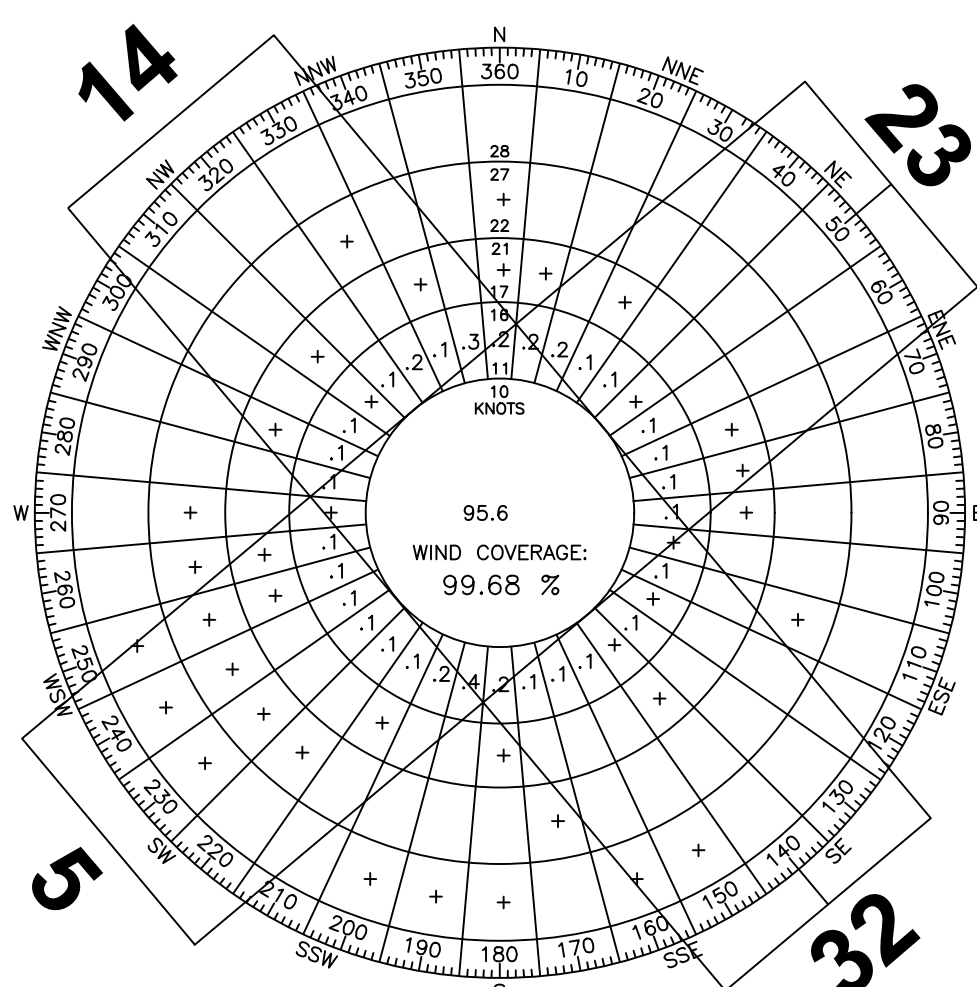
ALL WEATHER  
WIND COVERAGE 13 KNOTS (15 MPH)  
99.97%



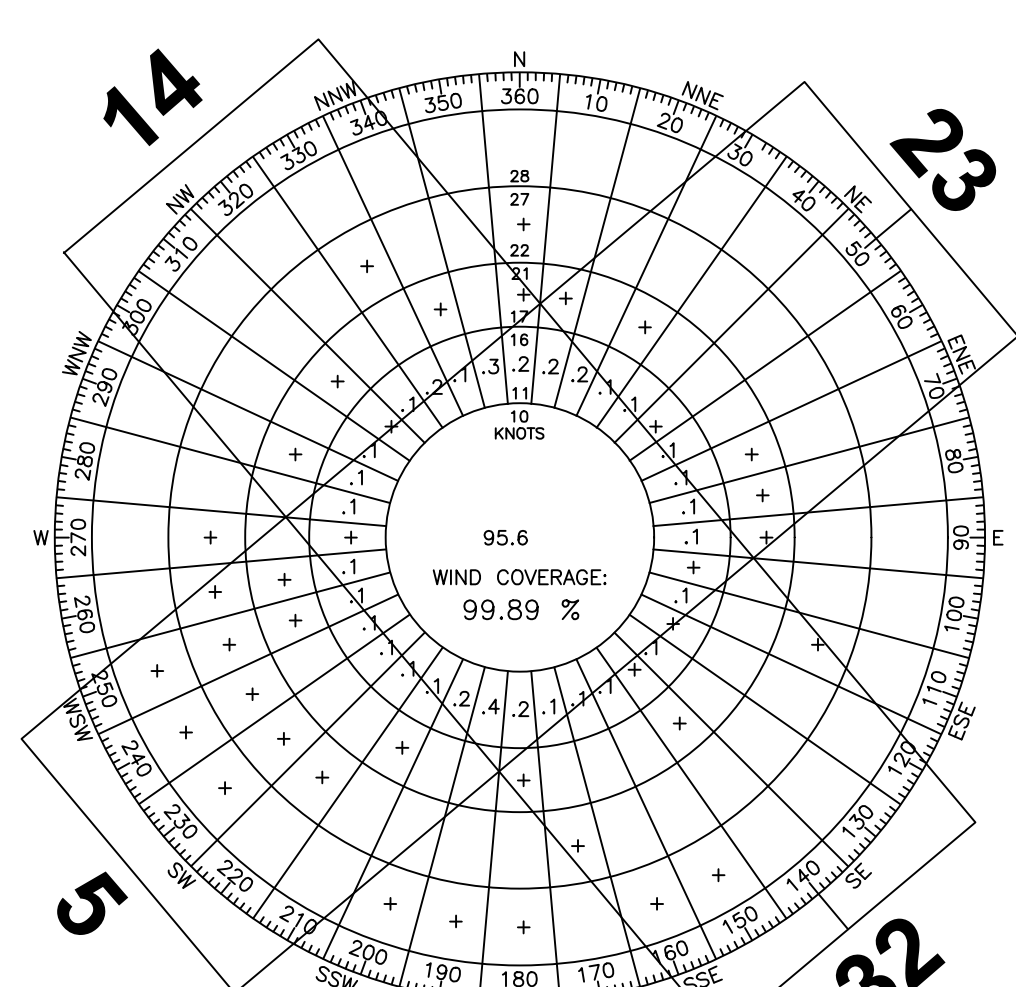
ALL WEATHER  
WIND COVERAGE 10.5 KNOTS (12 MPH)  
97.23%



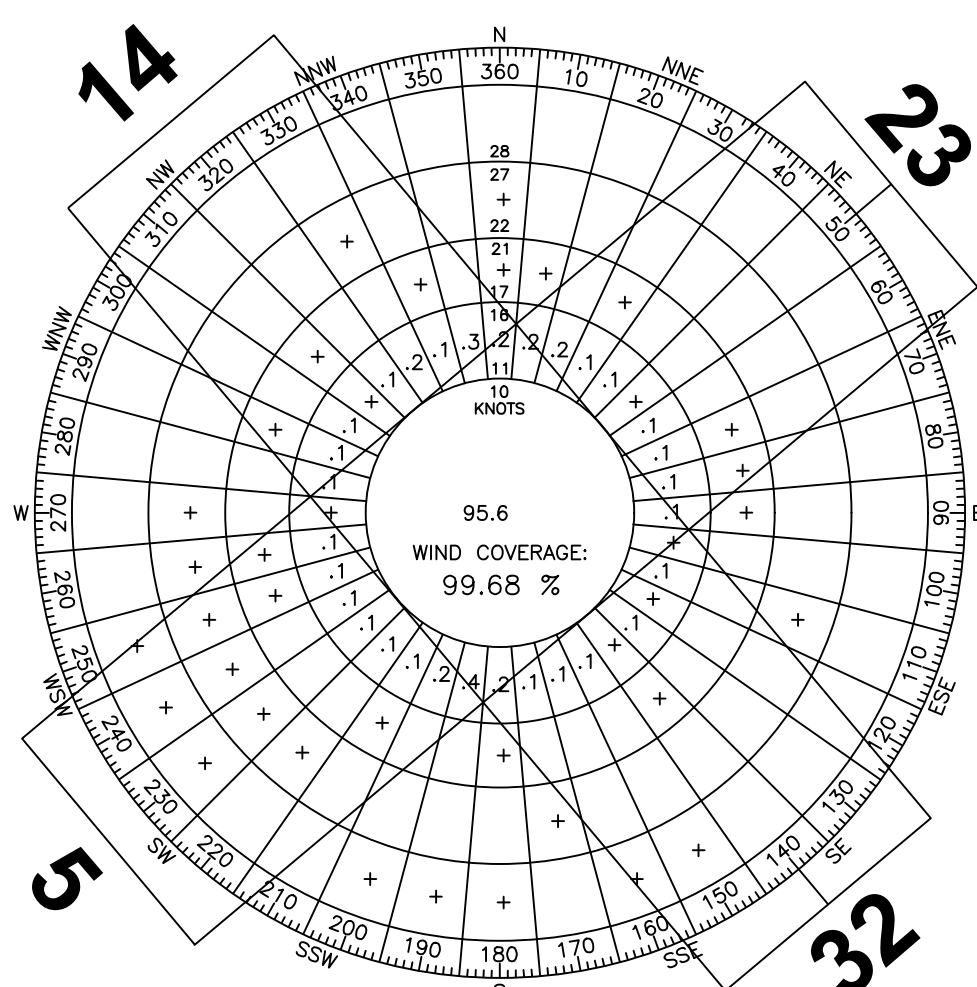
VISUAL FLIGHT RULES (VFR)  
WIND COVERAGE 10.5 KNOTS (12 MPH)  
99.75%



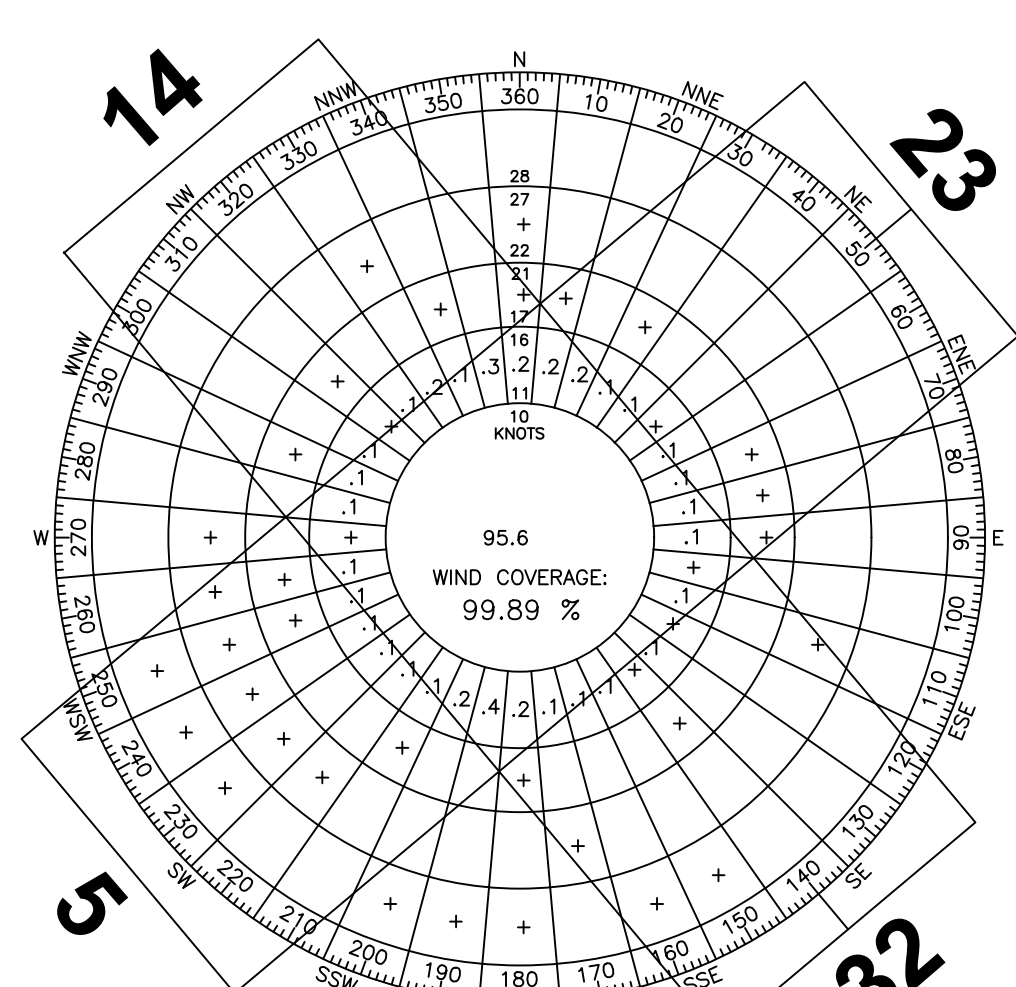
VISUAL FLIGHT RULES (VFR)  
WIND COVERAGE 13 KNOTS (15 MPH)  
99.98%



VISUAL FLIGHT RULES (VFR)  
WIND COVERAGE 10.5 KNOTS (13 MPH)  
97.19%

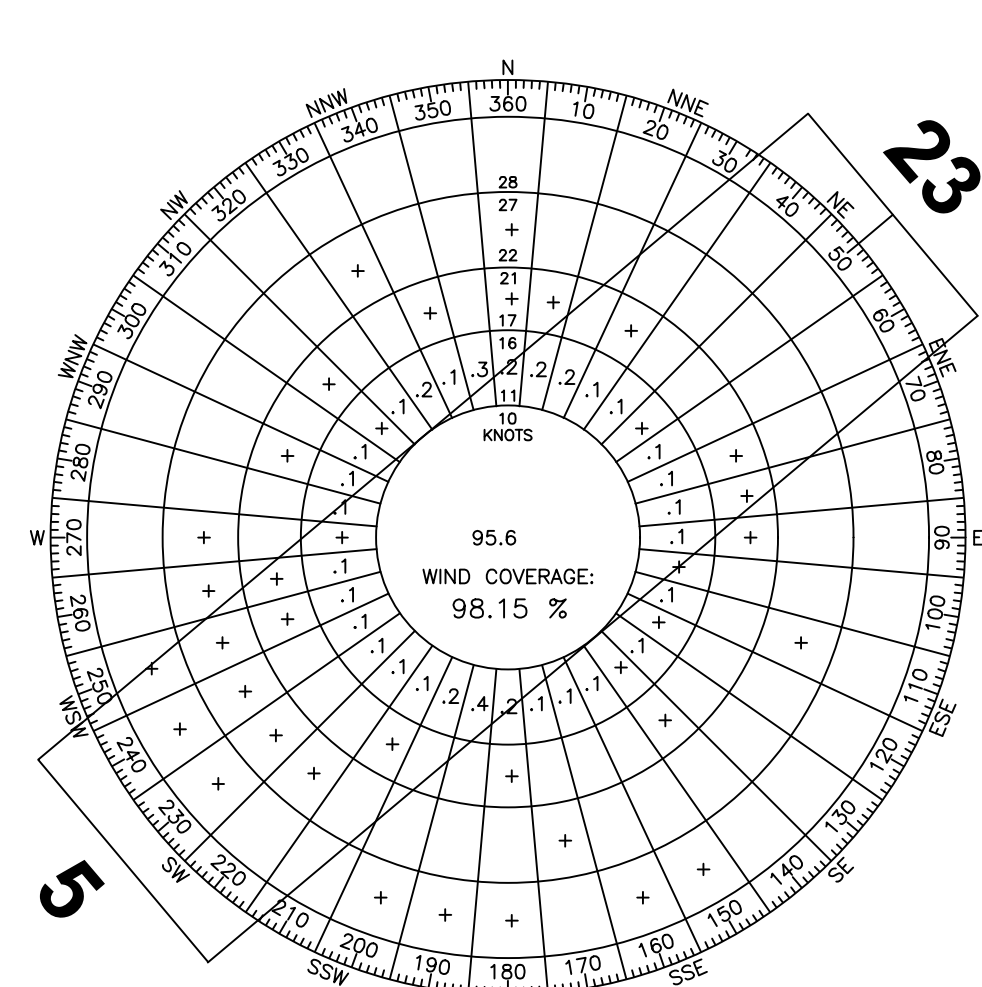


INSTRUMENT FLIGHT RULES (IFR)  
WIND COVERAGE 10.5 KNOTS (12 MPH)  
99.68%



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

WIND DATA SOURCE: FAA AGIS YEARS  
2010-2017  
STATION: OKEECHOBEE COUNTY AIRPORT



INSTRUMENT FLIGHT RULES (IFR)  
WIND COVERAGE 10.5 KNOTS (13 MPH)  
98.15%

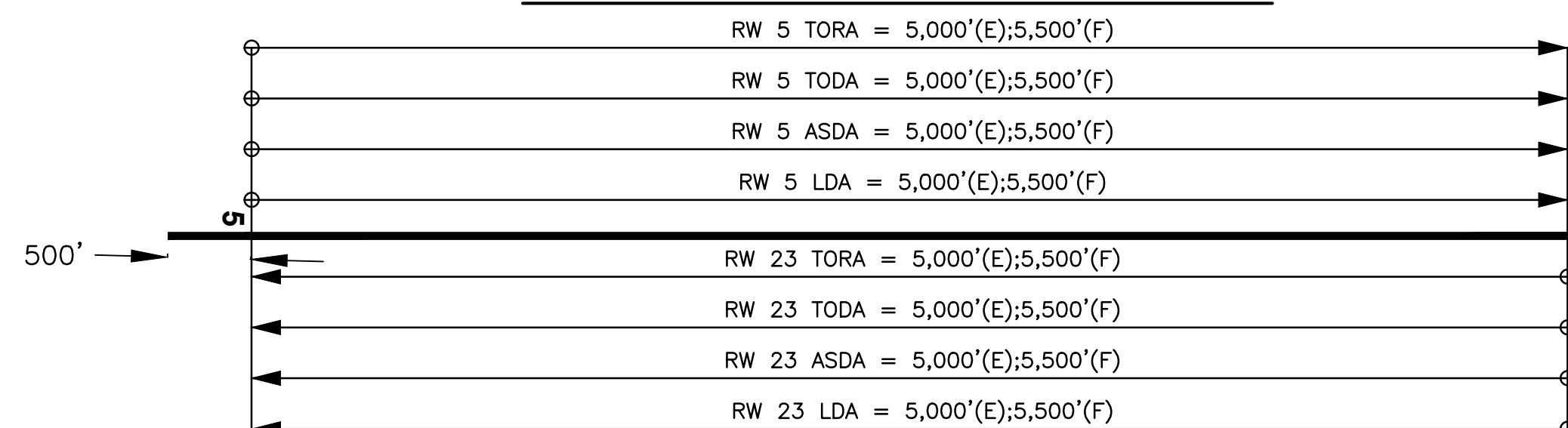
| ALL WEATHER WIND COVERAGE |                     |                     |
|---------------------------|---------------------|---------------------|
| RUNWAY                    | CROSSWIND COMPONENT |                     |
|                           | 10.5 KNOTS (12 MPH) | 13.0 KNOTS (15 MPH) |
| 5-23                      | 97.23%              | 98.75%              |
| 14-32                     | 96.69%              | 98.44%              |
| COMBINED                  | 99.74%              | 99.97%              |

| VFR WIND COVERAGE |                     |                     |
|-------------------|---------------------|---------------------|
| RUNWAY            | CROSSWIND COMPONENT |                     |
|                   | 10.5 KNOTS (12 MPH) | 13.0 KNOTS (15 MPH) |
| 5-23              | 97.19%              | 98.74%              |
| 14-32             | 96.65%              | 98.43%              |
| COMBINED          | 99.75%              | 99.98%              |

| IFR WIND COVERAGE |                     |                     |
|-------------------|---------------------|---------------------|
| RUNWAY            | CROSSWIND COMPONENT |                     |
|                   | 10.5 KNOTS (12 MPH) | 13.0 KNOTS (15 MPH) |
| 5-23              | 98.15%              | 99.11%              |
| 14-32             | 98.02%              | 99.02%              |
| COMBINED          | 99.68%              | 99.89%              |

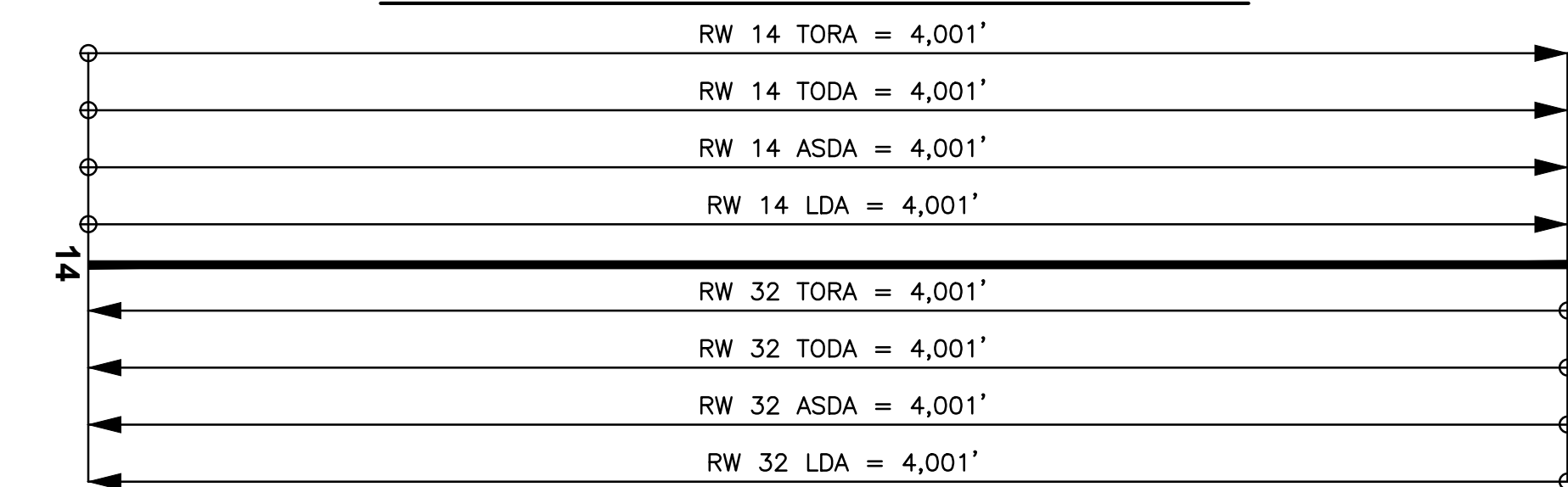
| DECLARED DISTANCES TABLE                   |          |        |           |        |
|--------------------------------------------|----------|--------|-----------|--------|
|                                            | RUNWAY 5 |        | RUNWAY 23 |        |
|                                            | EXISTING | FUTURE | EXISTING  | FUTURE |
| TAKE OFF RUN AVAILABLE (TORA)              | 5,000'   | 5,500' | 5,000'    | 5,500' |
| TAKE OFF DISTANCE AVAILABLE (TODA)         | 5,000'   | 5,500' | 5,000'    | 5,500' |
| ACCELERATED STOP DISTANCE AVAILABLE (ASDA) | 5,000'   | 5,500' | 5,000'    | 5,500' |
| LANDING DISTANCE AVAILABLE (LDA)           | 5,000'   | 5,500' | 5,000'    | 5,500' |

#### RUNWAY 5-23 EXISTING AND FUTURE



| DECLARED DISTANCES TABLE                   |           |        |           |        |
|--------------------------------------------|-----------|--------|-----------|--------|
|                                            | RUNWAY 14 |        | RUNWAY 32 |        |
|                                            | EXISTING  | FUTURE | EXISTING  | FUTURE |
| TAKE OFF RUN AVAILABLE (TORA)              | 4,001'    | 4,001' | 4,001'    | 4,001' |
| TAKE OFF DISTANCE AVAILABLE (TODA)         | 4,001'    | 4,001' | 4,001'    | 4,001' |
| ACCELERATED STOP DISTANCE AVAILABLE (ASDA) | 4,001'    | 4,001' | 4,001'    | 4,001' |
| LANDING DISTANCE AVAILABLE (LDA)           | 4,001'    | 4,001' | 4,001'    | 4,001' |

#### RUNWAY 14-32 EXISTING AND FUTURE



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

## OKEECHOBEE COUNTY AIRPORT

### AIRPORT LAYOUT PLAN SET

## AIRPORT DATA SHEET (2 OF 2)

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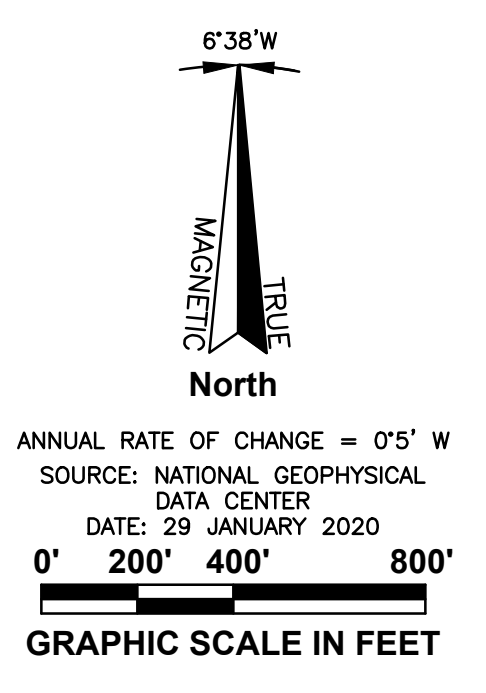
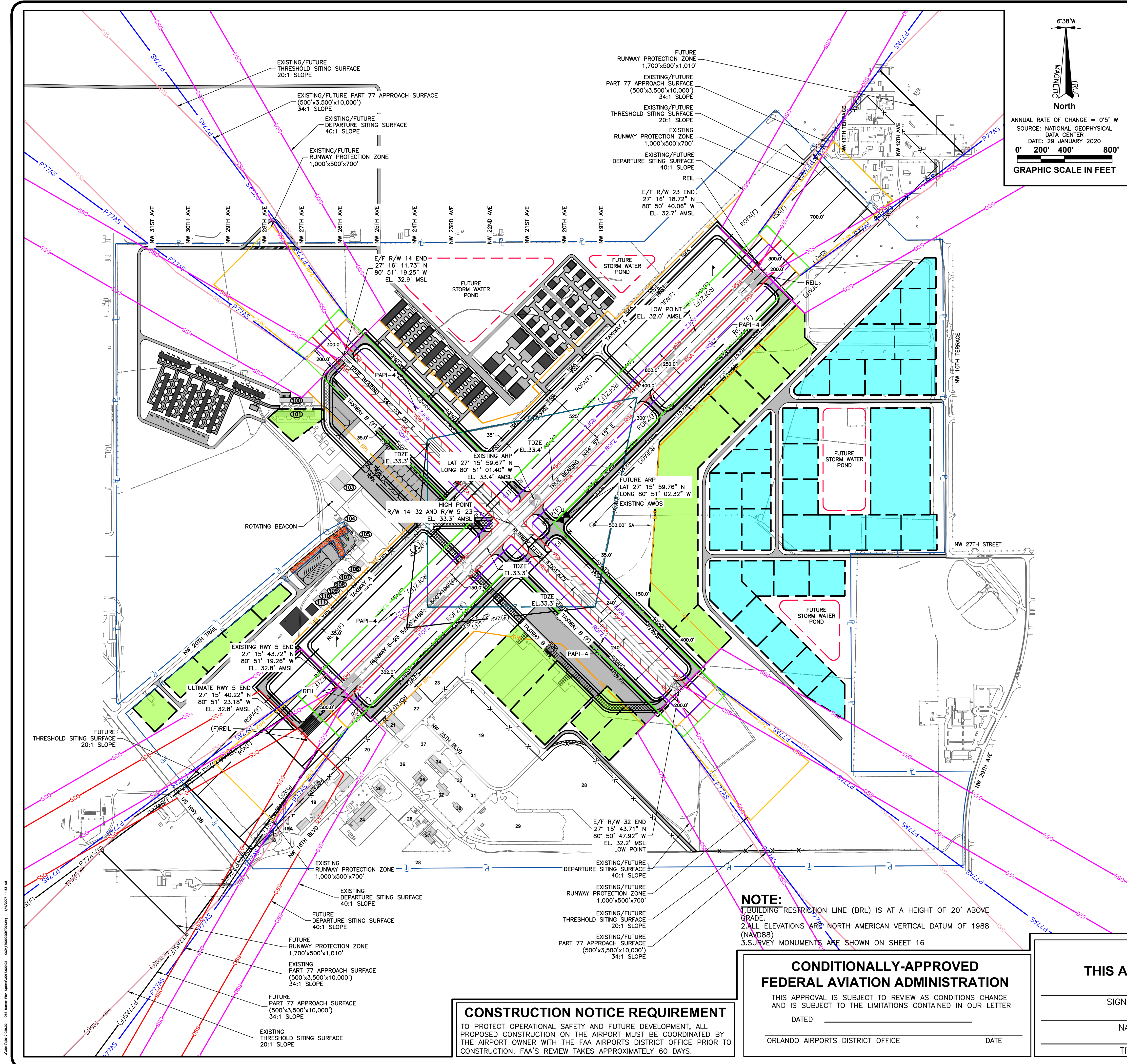
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DESIGNED BY: M.S  
DRAWN BY: M.A  
CHECKED BY: M.S  
APPROVED BY: M.S  
DATE: OCTOBER 2020

FAA AIP NO. 3-12-0056-019-2017  
FDOT FM NO 441689-94-01  
AVCON PROJECT NO. 2017.029.02

## SHEET NUMBER





| LEGEND   |          |                                                       |
|----------|----------|-------------------------------------------------------|
| EXISTING | FUTURE   | DESCRIPTION                                           |
| N/A      | ---      | FUTURE COMMERCIAL/INDUSTRIAL DEVELOPMENT AREA         |
|          |          | PROPERTY LINE/FUTURE ACQUISITION                      |
|          |          | AIRPORT REFERENCE POINT                               |
|          | N/A      | RUNWAY OBJECT FREE ZONE (ROFZ)                        |
|          | N/A      | BUILDING RESTRICTION LINE (BRL)                       |
|          | RSA(F)   | RUNWAY SAFETY AREA (RSA)                              |
|          | ROFA(F)  | RUNWAY OBJECT FREE AREA (ROFA)                        |
|          | TOFA(F)  | TAXIWAY OBJECT FREE AREA (TOFA)                       |
|          | TSA(F)   | TAXIWAY SAFETY AREA                                   |
|          | N/A      | TREES                                                 |
|          | ---      | PAVED AIRFIELD SURFACES                               |
|          | N/A      | PAVED AIRFIELD SURFACE REMOVAL                        |
|          | X        | FENCE (6-FEET HIGH TOPPED WITH 3 STRANDS BARBED WIRE) |
|          | ---      | BUILDING                                              |
|          | N/A      | BUILDING REMOVAL                                      |
|          |          | WINDSOCK AND SEGMENTED CIRCLE                         |
|          | SAME     | PAPI                                                  |
|          | ---      | WETLAND/SURFACE WATER BOUNDARY                        |
|          | ---      | ROADS                                                 |
| REIL     | (F) REIL | RUNWAY END INDICATOR LIGHTS (REIL)                    |
|          | TSS(F)   | THRESHOLD SITING SURFACE                              |
|          | RPZ(F)   | RUNWAY PROTECTION ZONE                                |
|          | DS(F)    | DEPARTURE SURFACE                                     |
|          | P77AS(F) | PART 77 APPROACH SURFACE                              |
|          | RVZ(F)   | RUNWAY VISIBILITY ZONE (RVZ)                          |
| N/A      |          | FUTURE NON-AERONAUTICAL DEVELOPMENT                   |
| N/A      |          | FUTURE AERONAUTICAL DEVELOPMENT                       |

| EXISTING FACILITY DATA |                               |                      |
|------------------------|-------------------------------|----------------------|
| ID NUMBER              | OCCUPANT                      | MSL IN FEET (NAVD88) |
| 100                    | BOX HANGARS                   | 91.0'                |
| 101                    | T-HANGARS                     | 92.0'                |
| 103                    | PRIVATE FBO HANGAR            | 92.0'                |
| 104                    | ELECTRICAL VAULT              | 94.0'                |
| 105                    | GA TERMINAL BUILDING          | 90.0'                |
| 106                    | TRAFFICOPTER BULK HANGAR      | 90.0'                |
| 107                    | GILBERT AVIATION BULK HANGAR  | 100.0'               |
| 108                    | GILBERT AVIATION BULK HANGAR  | 89.0'                |
| 109                    | BIG LAKE AVIATION BULK HANGAR | 95.0'                |
| 110                    | FORESTRY BULK HANGAR          | 93.0'                |
| 111                    | PRIVATE BULK HANGAR           | 103.0'               |

| INDUSTRIAL PARK DATA |                   |                                           |                      |
|----------------------|-------------------|-------------------------------------------|----------------------|
| ID NUMBER            | ADDRESS           | OCCUPANT                                  | MSL IN FEET (NAVD88) |
| 18                   | 2699 NW 16 BLVD   | BIG LAKE ROOFING                          | ±18'                 |
| 18A                  | 2699 NW 16 BLVD   | VACANT                                    | ±30'                 |
| 19                   | 2534 NW 16TH BLVD | NEXAIR LLC                                | ±30'                 |
| 20                   | NW 16TH BLVD      | VACANT                                    | 0'                   |
| 21                   | 2455 NW 16TH BLVD | VACANT                                    | ±50'                 |
| 22                   | 2401 NW 16TH BLVD | ALLIED PIVOT SALES                        | ±18'                 |
| 23                   | NW 16TH BLVD      | VACANT                                    | ±18'                 |
| 24                   | 2570 NW 16TH BLVD | VACANT                                    | ±25'                 |
| 25                   | 2530 NW 16TH BLVD | FRANK AND GEORGINN HEWITT                 | ±18'                 |
| 26                   | 1500 NW 25TH DR   | A&D WATER SYSTEMS                         | ±18'                 |
| 27                   | 1480 NW 25TH DR   | OKEECHOBEE COUNTY ANIMAL SHELTER          | ±18'                 |
| 28                   | NW 24TH DR        | VACANT                                    | ±18'                 |
| 29                   | 1491 NW 24TH DR   | CONCRETE PRODUCTS OF PALM BEACH           | ±18'                 |
| 30                   | 1481 NW 25TH DR   | LINDA M. WELLMARKER & PALM CITY INTERIORS | ±18'                 |
| 31                   | NW 24TH DR        | VACANT                                    | ±18'                 |
| 32                   | 1501 NW 25TH DR   | LINDA M. WELLMARKER & PALM CITY INTERIORS | ±30'                 |
| 33                   | NW 24TH DR        | INCUBATOR BUILDING FOR THREE COMPANIES    | ±18'                 |
| 34                   | 1551 NW 24TH DR   | VACANT                                    | ±18'                 |
| 35                   | 1531 NW 25TH DR   | MAGNA-BON II LLC                          | ±25'                 |
| 36                   | 1571 NW 25TH DR   | VACANT                                    | ±18'                 |
| 37                   | NW 16TH BLVD      | VACANT                                    | ±18'                 |

**NOTE:**  
1. BUILDING RESTRICTION LINE (BRL) IS AT A HEIGHT OF 20' ABOVE GRADE.  
2. ALL ELEVATIONS ARE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).  
3. SURVEY MONUMENTS ARE SHOWN ON SHEET 16

**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.

**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**  
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TITLE \_\_\_\_\_



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**OKEECHOBEE  
COUNTY AIRPORT**

**AIRPORT LAYOUT PLAN  
SET**

**AIRPORT LAYOUT  
PLAN**

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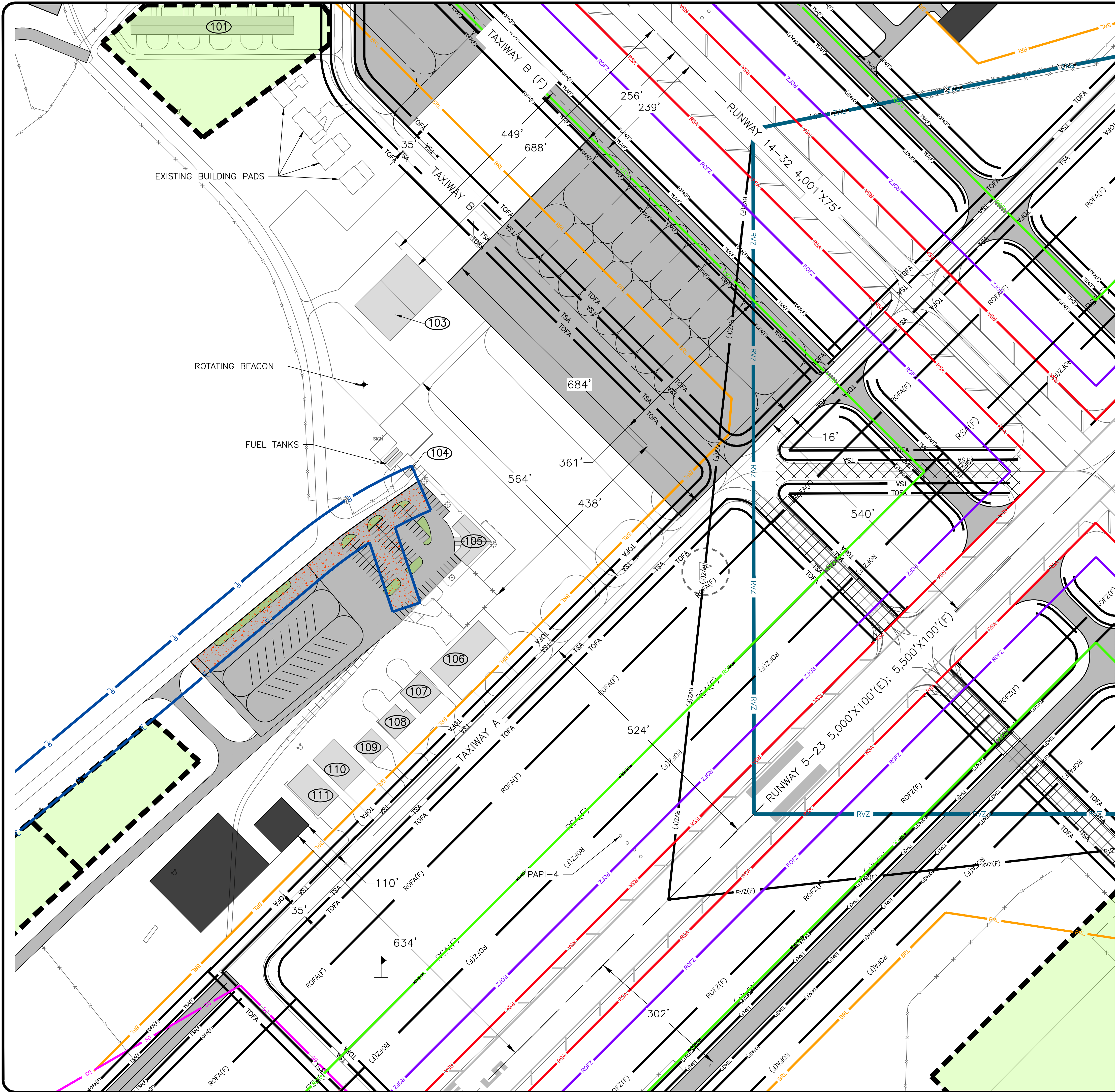
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**DRAWN BY:** M.A  
**CHECKED BY:** M.S  
**APPROVED BY:** M.S  
**DATE:** OCTOBER 2020

**FAA AIP NO.** 3-12-0056-019-2017  
**FDOT FM NO.** 441689-94-01  
**AVCON PROJECT NO.** 2017.029.02

**SHEET NUMBER**  
**4**





| LEGEND   |          |                                                        |
|----------|----------|--------------------------------------------------------|
| EXISTING | FUTURE   | DESCRIPTION                                            |
| N/A      | ---      | FUTURE COMMERCIAL/INDUSTRIAL DEVELOPMENT AREA          |
|          |          | PROPERTY LINE/FUTURE ACQUISITION                       |
|          |          | AIRPORT REFERENCE POINT                                |
| ROFZ     | N/A      | RUNWAY OBJECT FREE ZONE (ROFZ)                         |
| BRL      | N/A      | BUILDING RESTRICTION LINE (BRL)                        |
| RSA      | N/A      | RUNWAY SAFETY AREA (RSA)                               |
| ROFA     | ROFA(F)  | RUNWAY OBJECT FREE AREA (ROFA)                         |
| TOFA     | TOFA(F)  | TAXIWAY OBJECT FREE AREA (TOFA)                        |
| TSA      | TSA(F)   | TAXIWAY SAFETY AREA                                    |
|          | N/A      | TREES                                                  |
|          |          | PAVED AIRFIELD SURFACES                                |
|          | N/A      | PAVED AIRFIELD SURFACE REMOVAL                         |
|          | X        | FENCE (6- FEET HIGH TOPPED WITH 3 STRANDS BARBED WIRE) |
|          |          | BUILDING                                               |
|          | N/A      | BUILDING REMOVAL                                       |
|          |          | WINDSOCK AND SEGMENTED CIRCLE                          |
|          |          | PAPI                                                   |
|          | ---      | WETLAND/SURFACE WATER BOUNDARY                         |
|          |          | ROADS                                                  |
| REIL     | (F) REIL | RUNWAY END INDICATOR LIGHTS (REIL)                     |
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| RPZ      | RPZ(F)   | RUNWAY PROTECTION ZONE                                 |
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| P77AS    | P77AS(F) | PART 77 APPROACH SURFACE                               |
| RVZ      | RVZ(F)   | RUNWAY VISIBILITY ZONE (RVZ)                           |
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| N/A      |          | FUTURE AERONAUTICAL DEVELOPMENT                        |

| EXISTING FACILITY DATA |                               |                      |
|------------------------|-------------------------------|----------------------|
| ID NUMBER              | OCCUPANT                      | MSL IN FEET (NAVD88) |
| 101                    | T-HANGARS                     | 92.0'                |
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OKEECHOBEE  
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AIRPORT LAYOUT PLAN  
SET

TERMINAL  
AREA PLAN

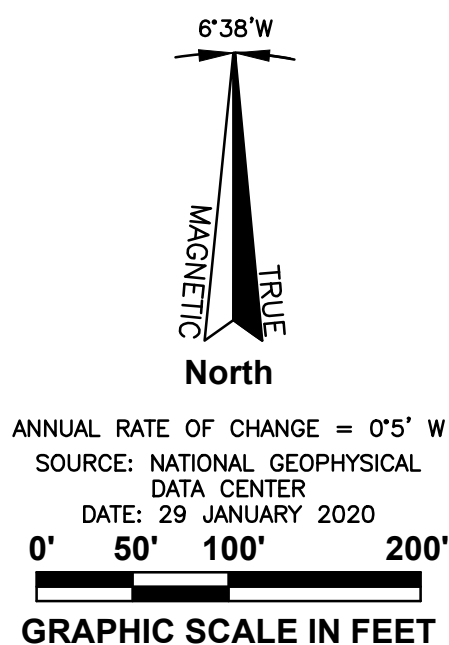
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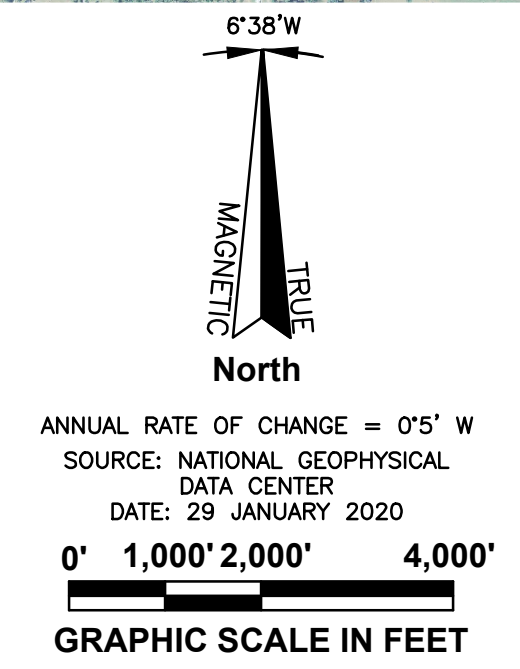
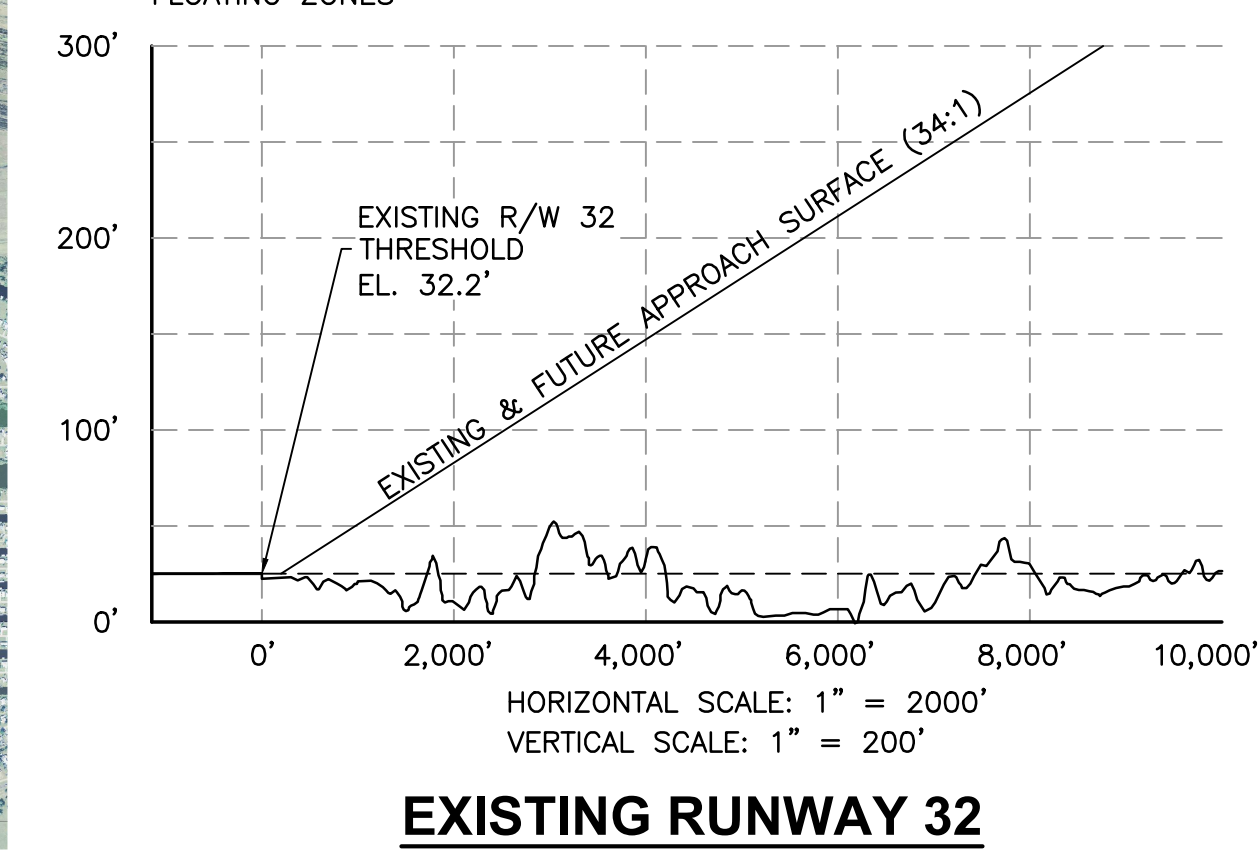
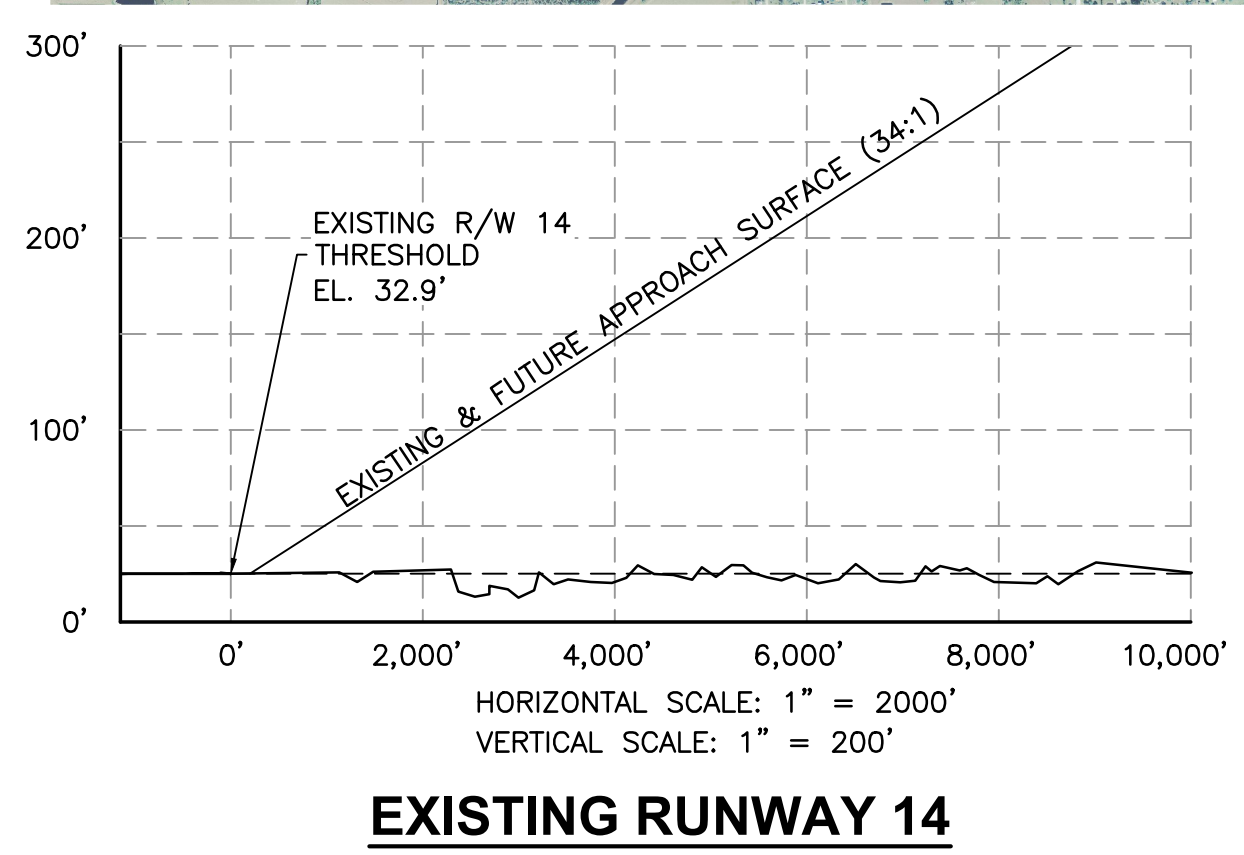
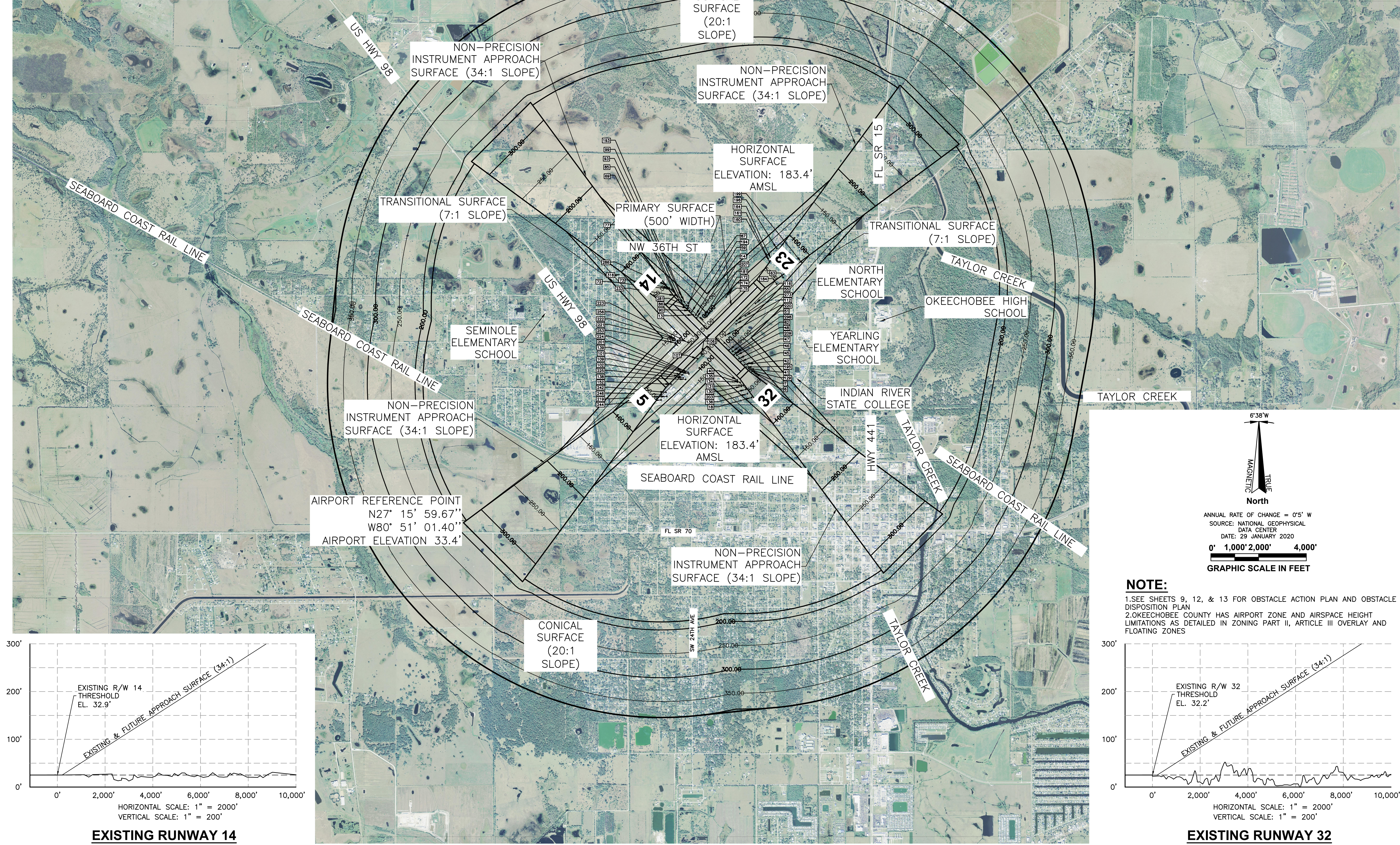
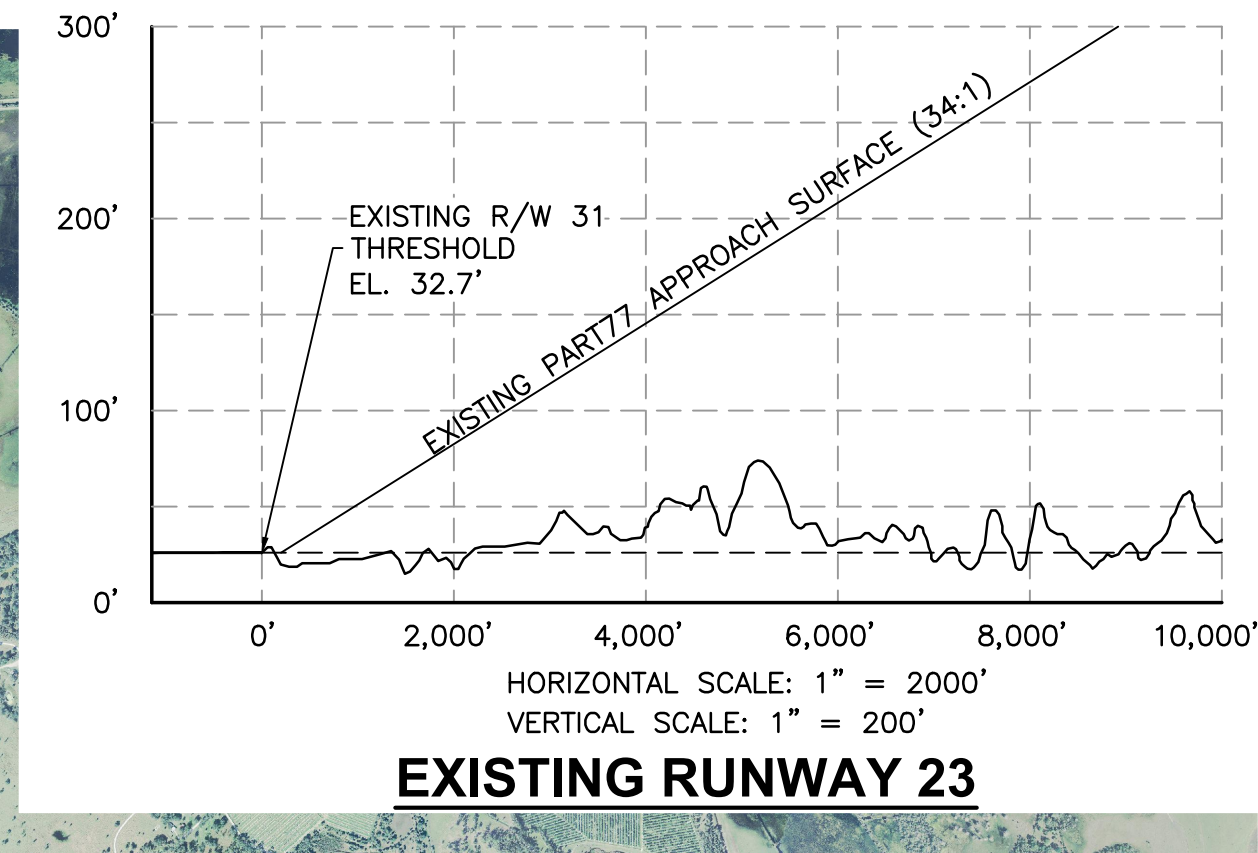
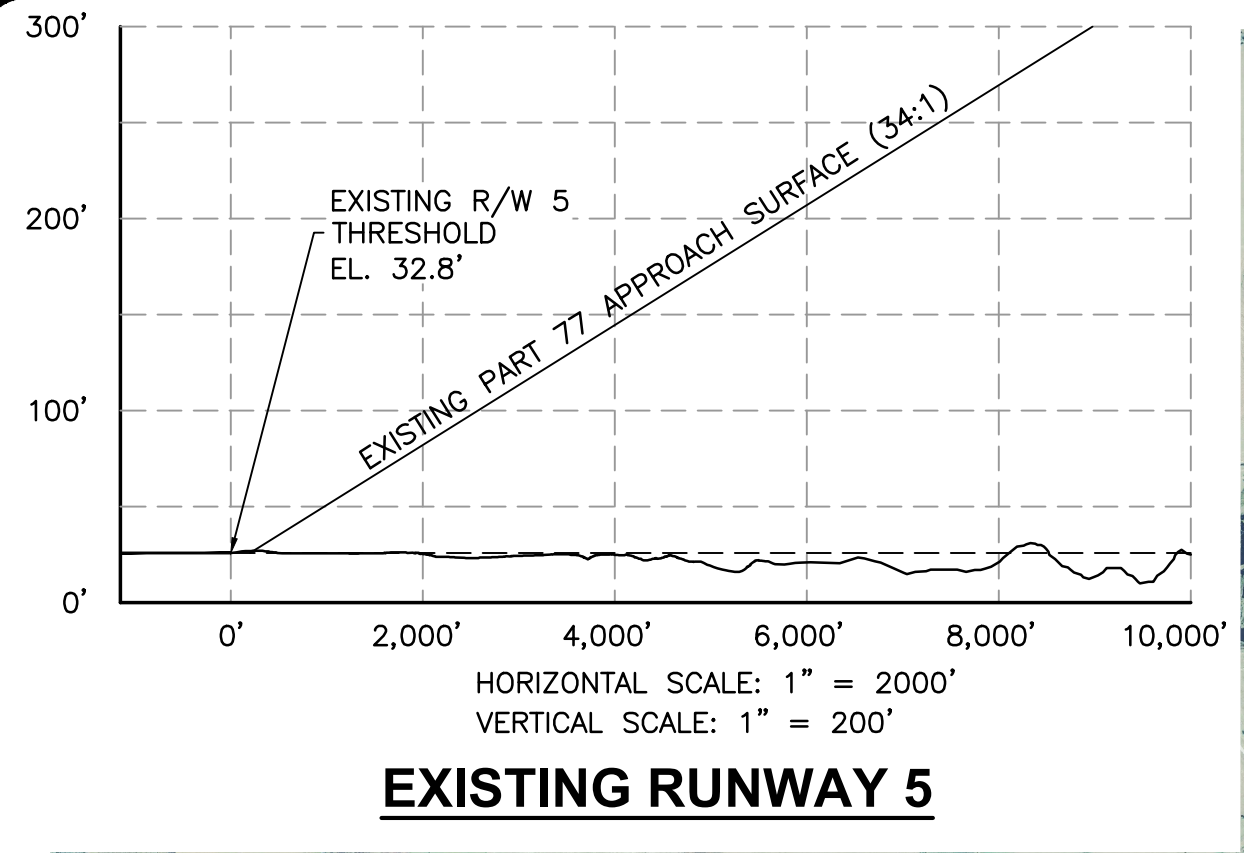
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FAA AIP NO. 3-12-0056-019-2017  
FDOT FM NO 441689-94-01  
AVCON PROJECT NO. 2017.029.02

SHEET NUMBER  
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**NOTE:**  
 1. SEE SHEETS 9, 12, & 13 FOR OBSTACLE ACTION PLAN AND OBSTACLE DISPOSITION PLAN  
 2. OKEECHOBEE COUNTY HAS AIRPORT ZONE AND AIRSPACE HEIGHT LIMITATIONS AS DETAILED IN ZONING PART II, ARTICLE III OVERLAY AND FLOATING ZONES



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**OKEECHOBEE COUNTY AIRPORT**

**AIRPORT LAYOUT PLAN SET**

**AIRPORT AIRSPACE DRAWING**

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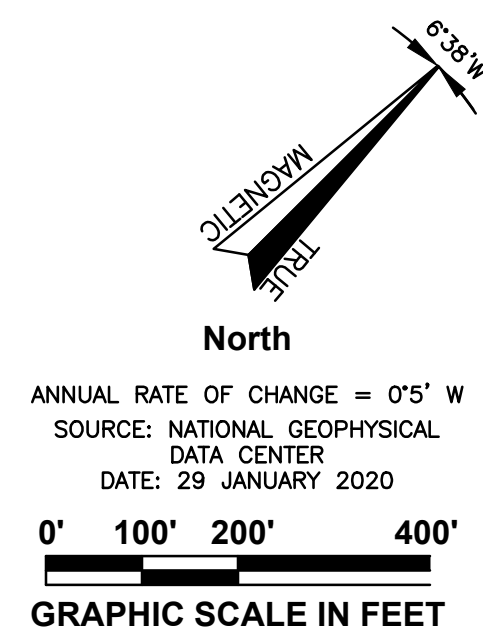
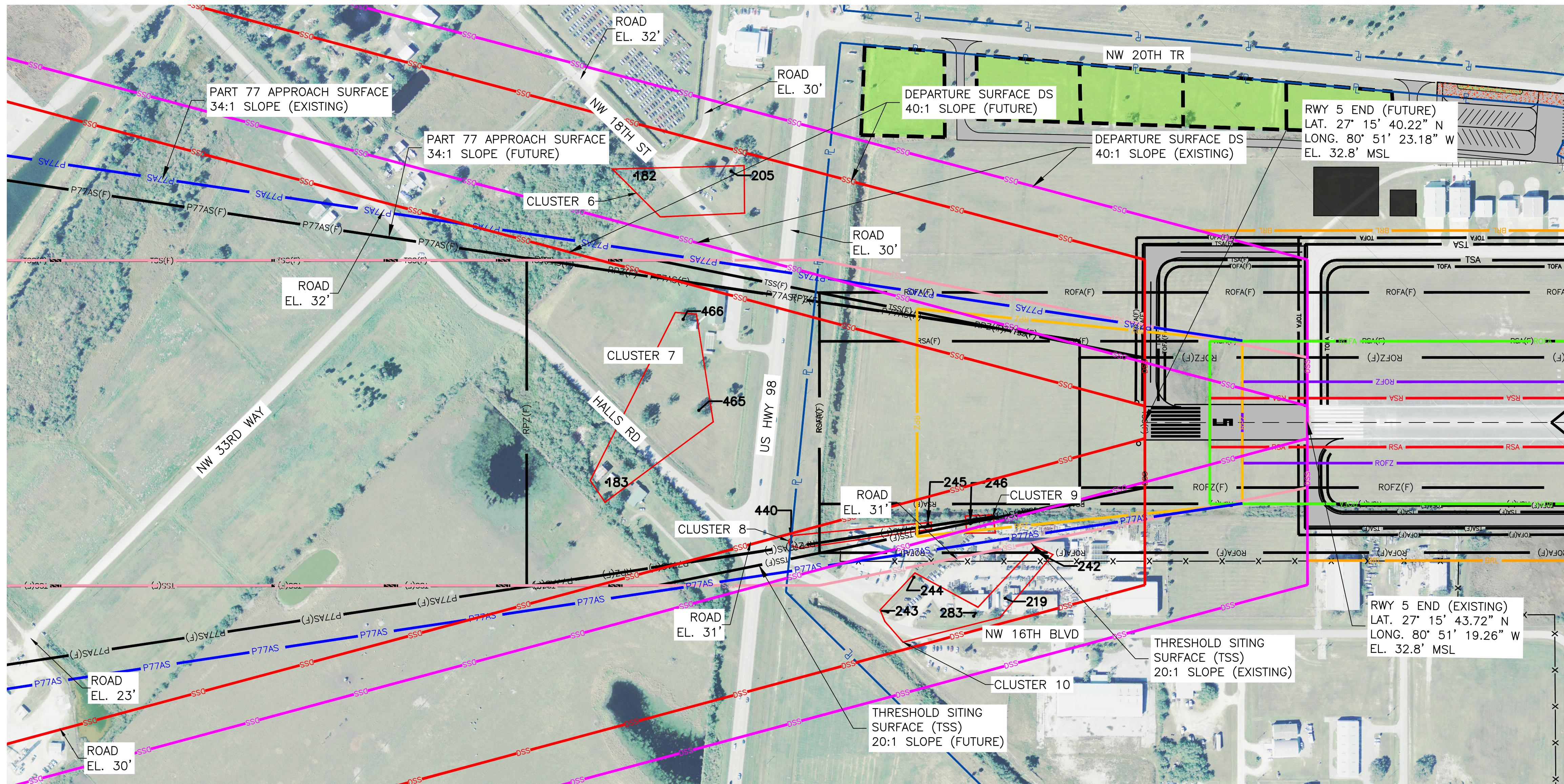
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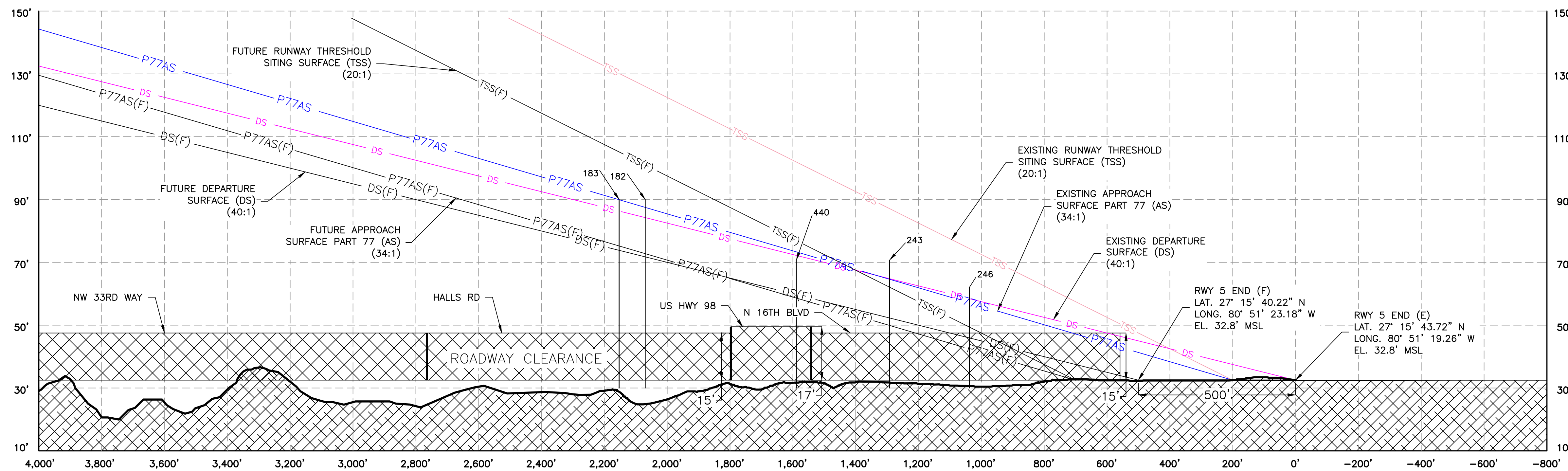
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## OKEECHOBEE COUNTY AIRPORT

### AIRPORT LAYOUT PLAN SET

### INNER PORTION OF THE APPROACH SURFACE FOR RUNWAY 5

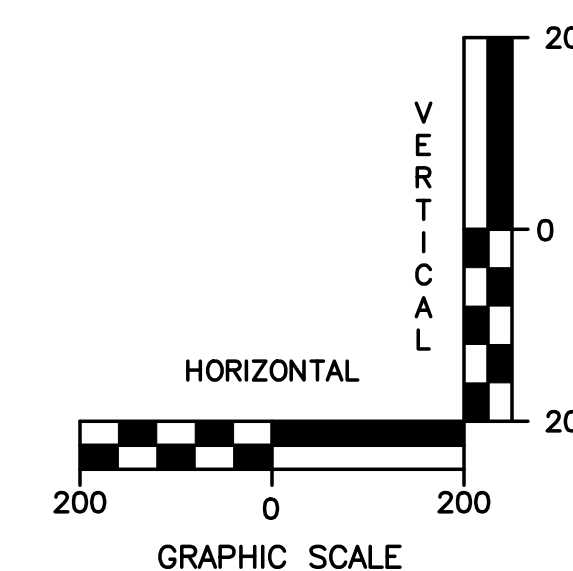
### RUNWAY 5 INNER PLAN VIEW



### RUNWAY 5 APPROACH PROFILE VIEW

### NOTES:

1. SEE LEGEND ON SHEET 4.
2. SEE SHEET 9 FOR OBSTACLE ACTION PLAN, OBSTACLE DISPOSITION PLAN, AND ADDITIONAL OBSTRUCTION DETAIL.
3. THE OBSTRUCTION DATA WAS TAKEN FROM THE FAA'S OAS DATA.
4. PLAN VIEW DRAWING SHOWS ALL OBSTRUCTIONS THAT PENETRATE OR ARE WITHIN 10 FEET OF PENETRATING THE PART 77 APPROACH, DEPARTURE, AND/OR THE THRESHOLD SITING SURFACES; PROFILE VIEW DRAWING SHOWS THE HIGHEST OBSTRUCTION WITHIN EACH CLUSTER.



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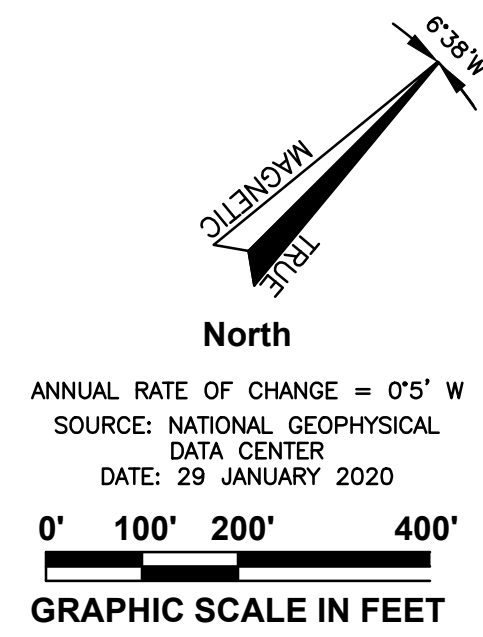
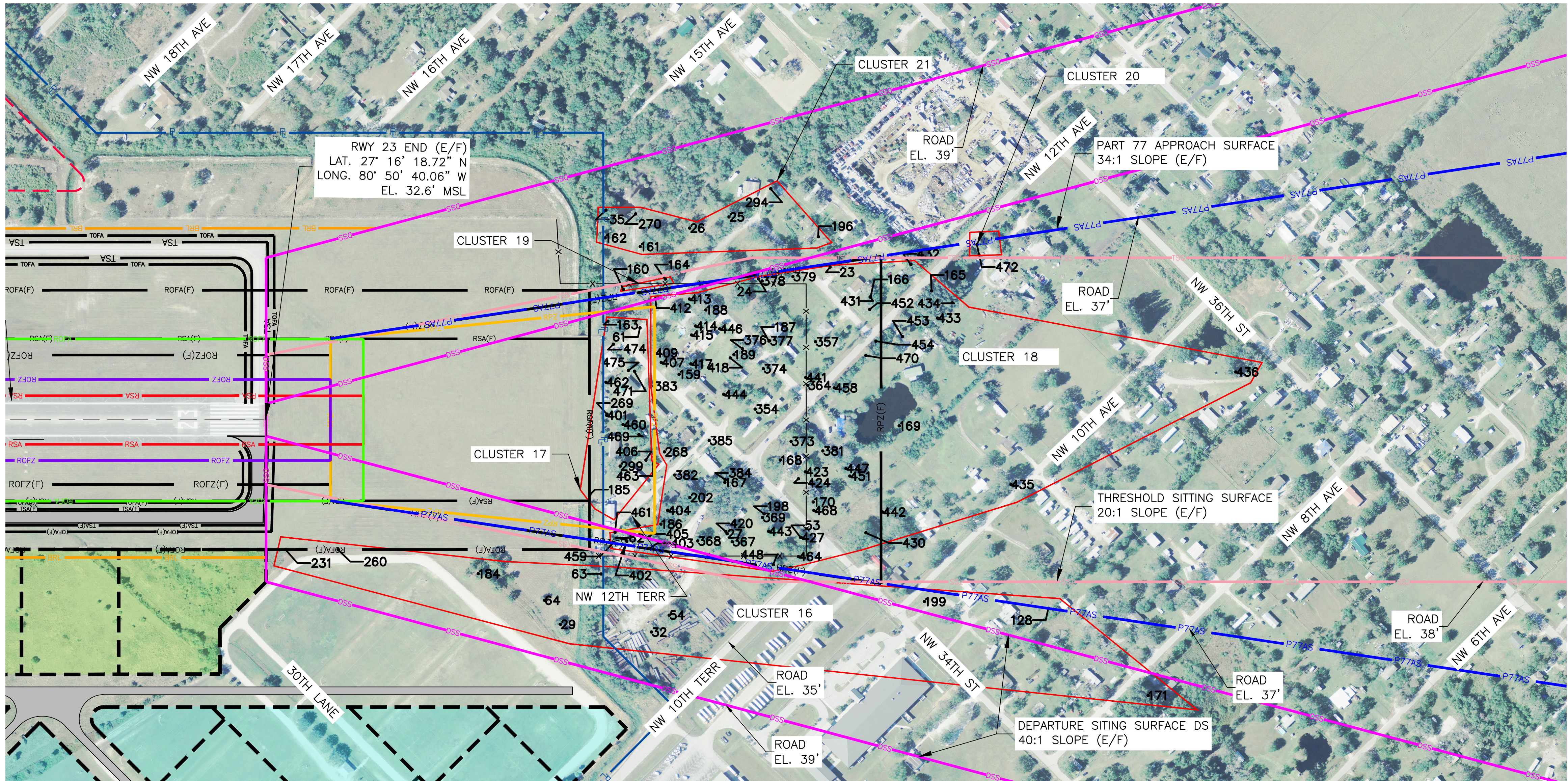
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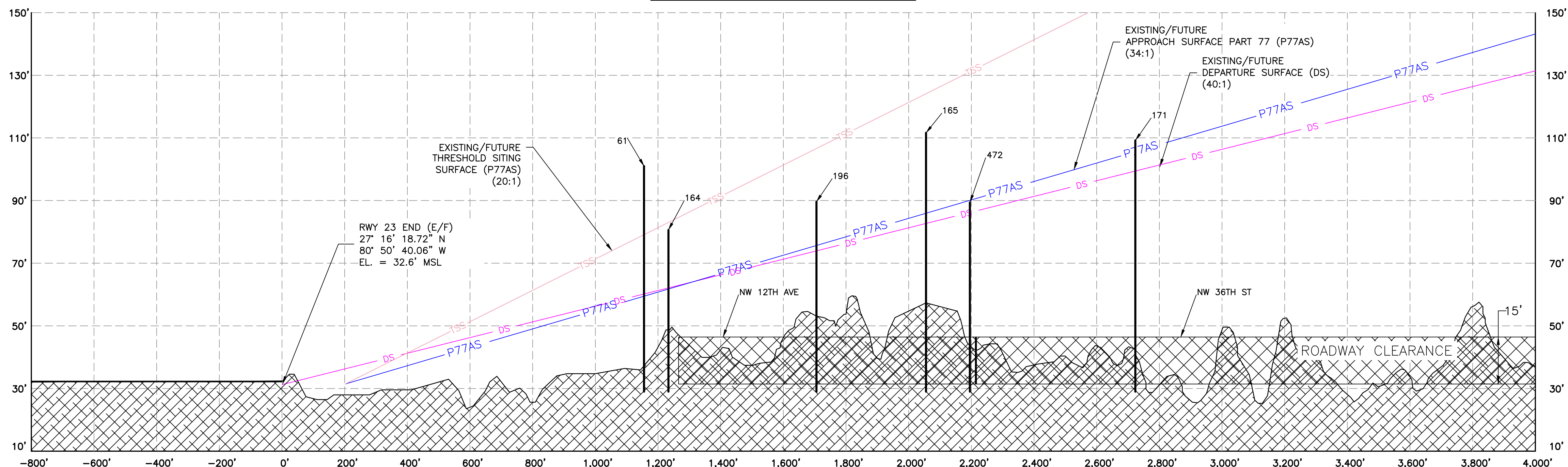
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## OKEECHOBEE COUNTY AIRPORT

### AIRPORT LAYOUT PLAN SET

### INNER PORTION OF THE APPROACH SURFACE FOR RUNWAY 23

### RUNWAY 23 INNER PLAN VIEW



### NOTES:

1. SEE LEGEND ON SHEET 4.
2. SEE SHEET 9 FOR OBSTACLE ACTION PLAN, OBSTACLE DISPOSITION PLAN, AND ADDITIONAL OBSTRUCTION DETAIL.
3. THE OBSTRUCTION DATA WAS TAKEN FROM THE FAA'S OAS DATA.
4. PLAN VIEW DRAWING SHOWS ALL OBSTRUCTIONS THAT PENETRATE OR ARE WITHIN 10 FEET OF PENETRATING THE PART 77 APPROACH, DEPARTURE, AND/OR THE THRESHOLD SITING SURFACES; PROFILE VIEW DRAWING SHOWS THE HIGHEST OBSTRUCTION WITHIN EACH CLUSTER.

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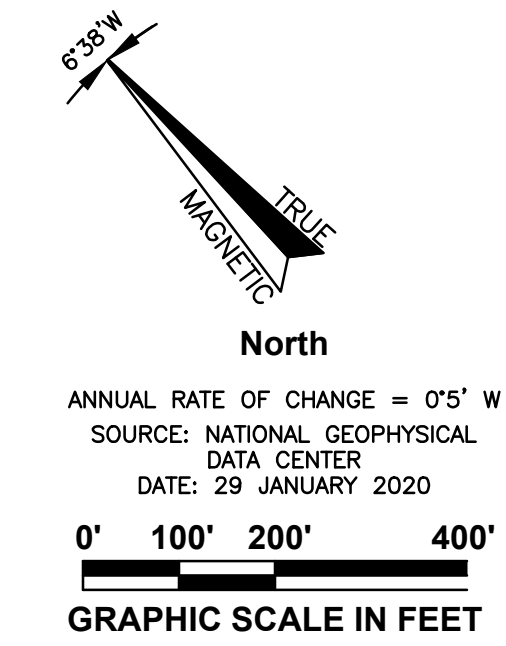
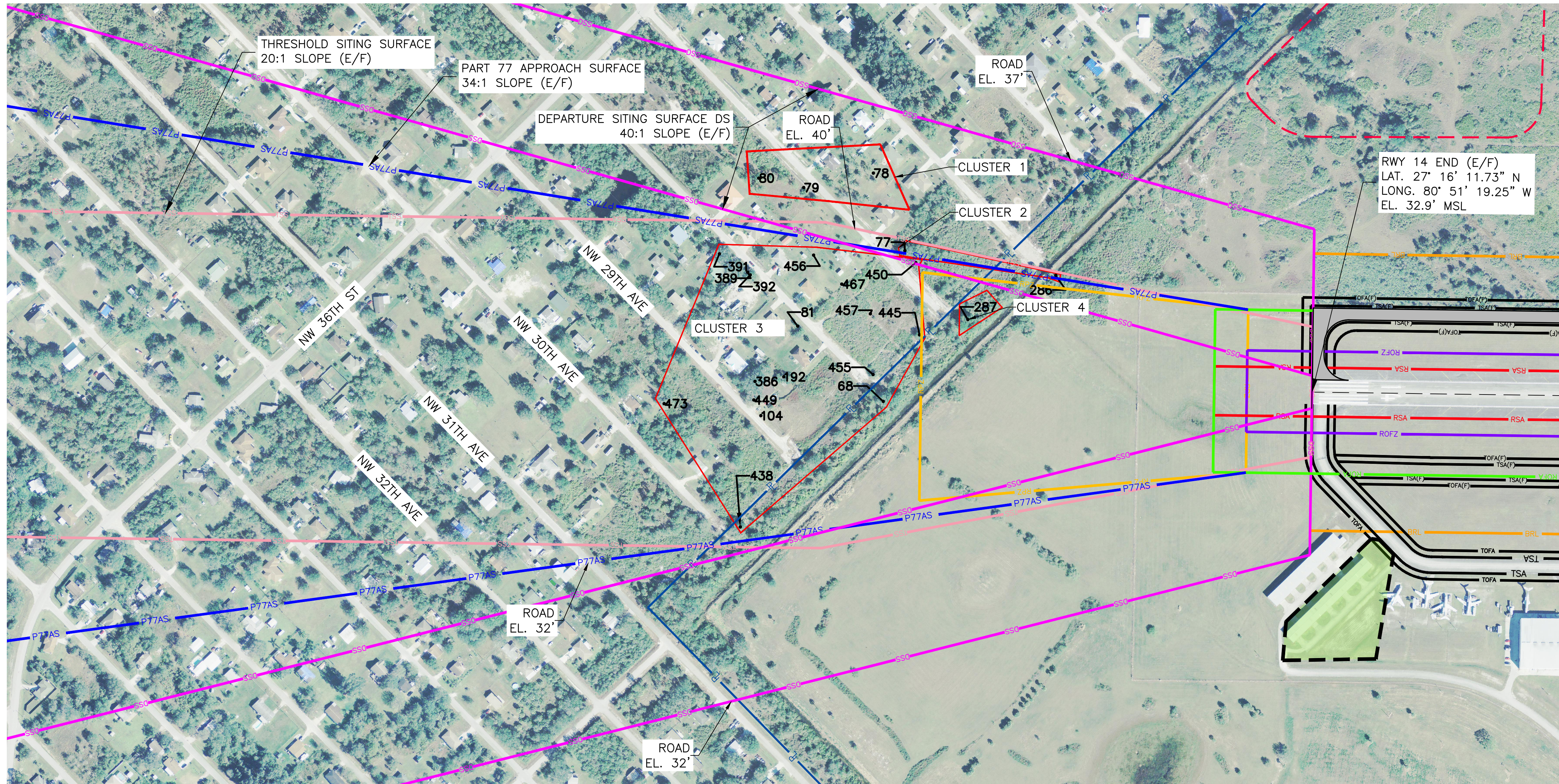
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OKEECHOBEE  
COUNTY AIRPORT

AIRPORT LAYOUT PLAN  
SET

INNER PORTION OF  
THE APPROACH  
SURFACE FOR  
RUNWAY 14

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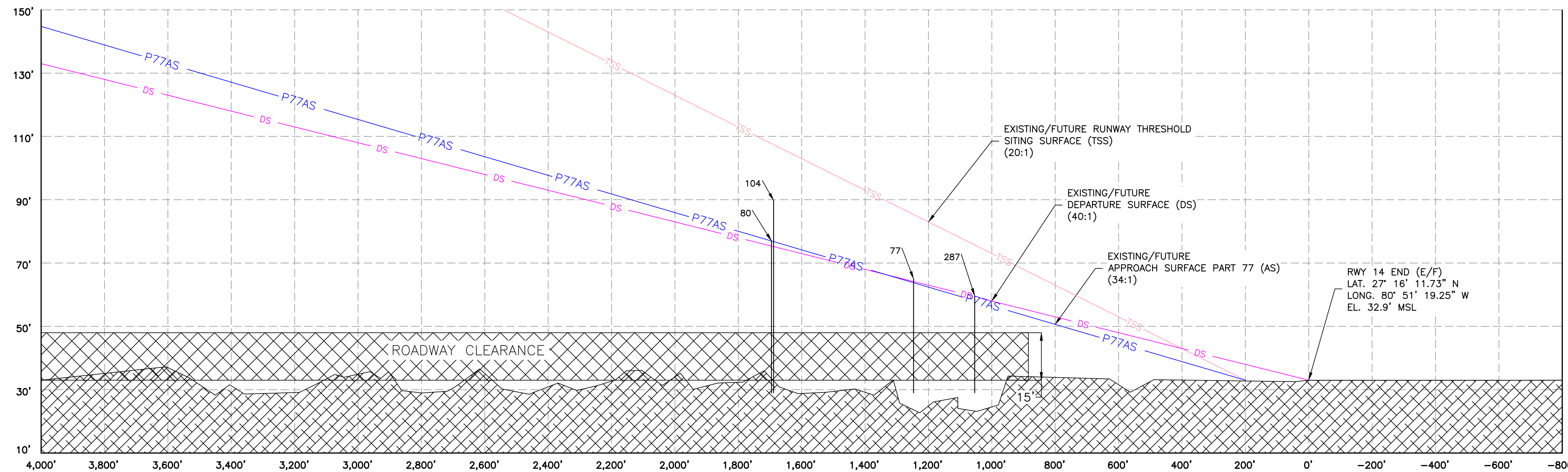
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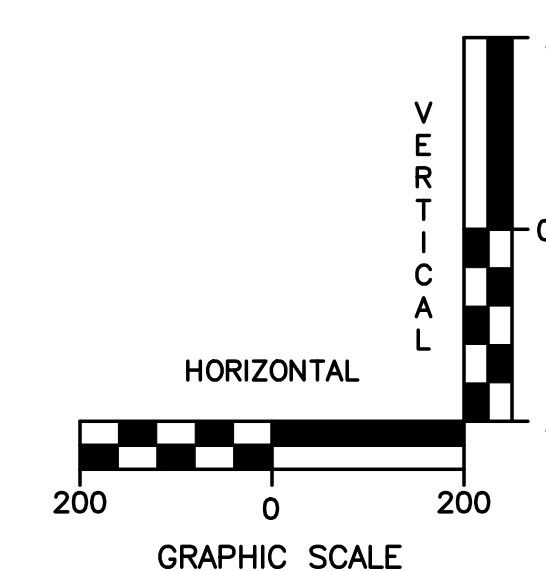
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RUNWAY 14 INNER PLAN VIEW

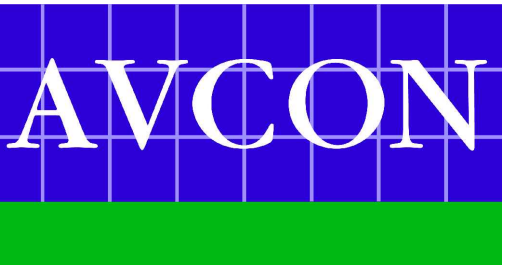
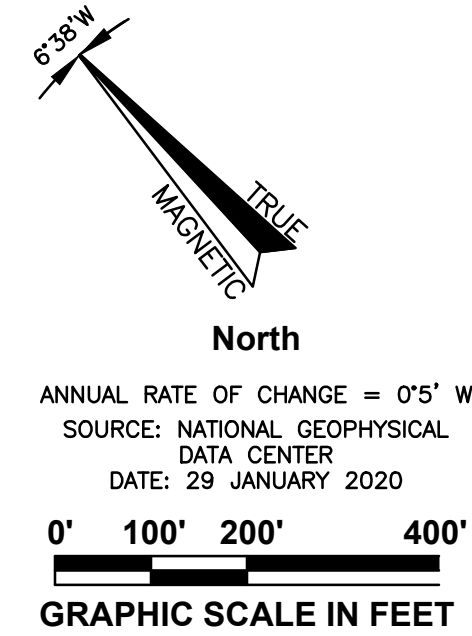
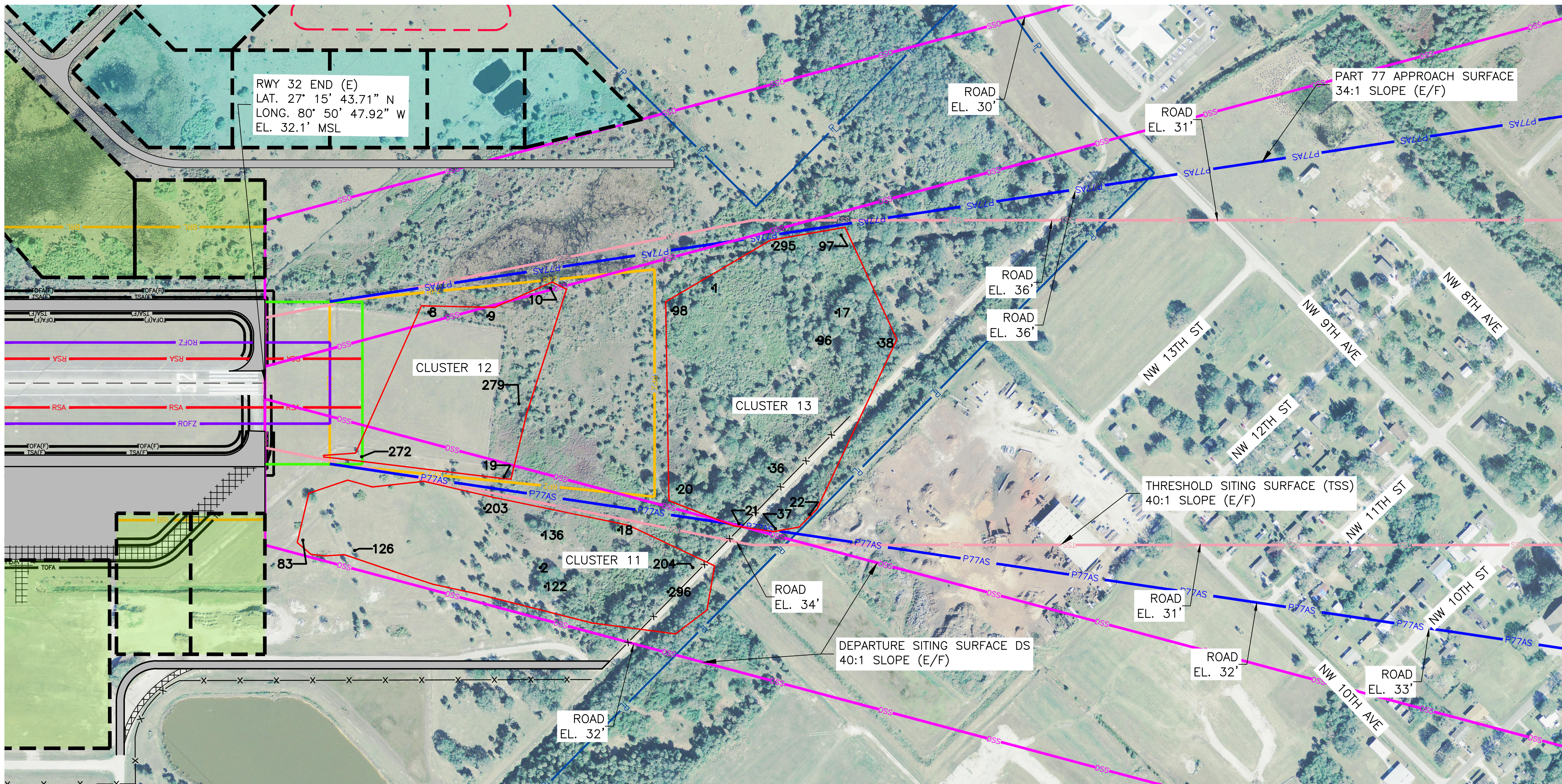


NOTES:

- SEE LEGEND ON SHEET 4.
- SEE SHEET 12 FOR OBSTACLE ACTION PLAN, OBSTACLE DISPOSITION PLAN, AND ADDITIONAL OBSTRUCTION DETAIL.
- THE OBSTRUCTION DATA WAS TAKEN FROM THE FAA'S OAS DATA.
- PLAN VIEW DRAWING SHOWS ALL OBSTRUCTIONS THAT PENETRATE OR ARE WITHIN 10 FEET OF PENETRATING THE PART 77 APPROACH, DEPARTURE, AND/OR THE THRESHOLD SITING SURFACES; PROFILE VIEW DRAWING SHOWS THE HIGHEST OBSTRUCTION WITHIN EACH CLUSTER.







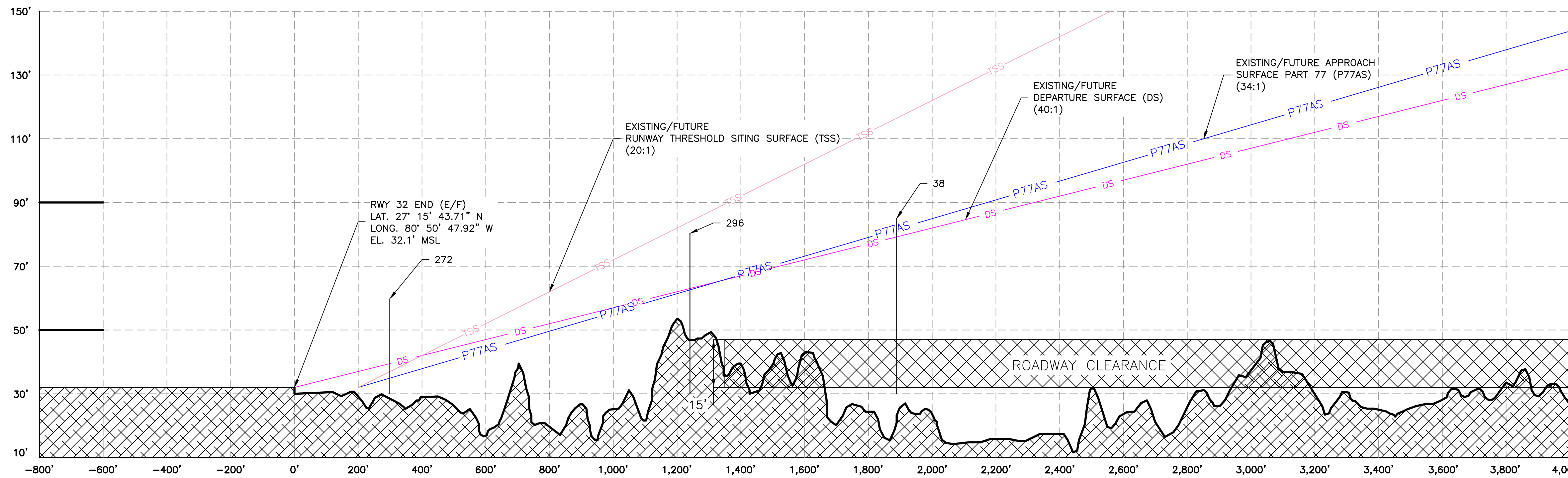
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## OKEECHOBEE COUNTY AIRPORT

### AIRPORT LAYOUT PLAN SET

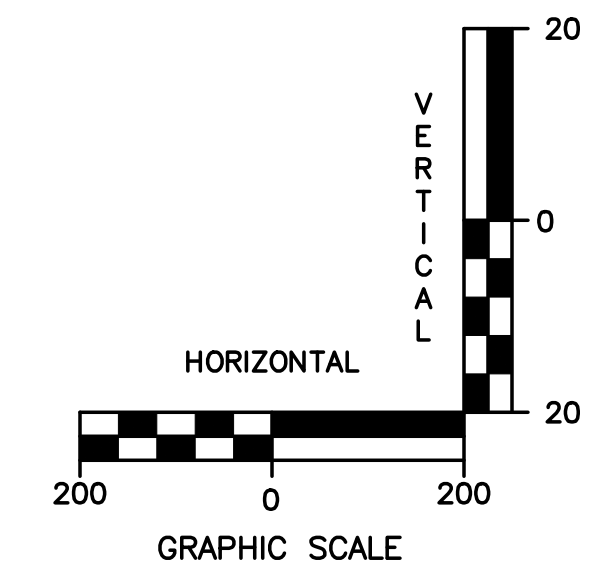
### INNER PORTION OF THE APPROACH SURFACE FOR RUNWAY 32

### RUNWAY 32 INNER PLAN VIEW



### NOTES:

- SEE LEGEND ON SHEET 4.
- SEE SHEET 12 FOR OBSTACLE ACTION PLAN, OBSTACLE DISPOSITION PLAN, AND ADDITIONAL OBSTRUCTION DETAIL.
- THE OBSTRUCTION DATA WAS TAKEN FROM THE FAA'S OAS DATA.
- PLAN VIEW DRAWING SHOWS ALL OBSTRUCTIONS THAT PENETRATE OR ARE WITHIN 10 FEET OF PENETRATING THE PART 77 APPROACH, DEPARTURE, AND/OR THE THRESHOLD SITING SURFACES; PROFILE VIEW DRAWING SHOWS THE HIGHEST OBSTRUCTION WITHIN EACH CLUSTER.



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| TRANSITIONAL SURFACE PENETRATIONS |                    |              |                      |             |
|-----------------------------------|--------------------|--------------|----------------------|-------------|
| OBS. NO.                          | DESCRIPTION        | TOP EL (MSL) | TRANS. SURFACE (7:1) | DISPOSITION |
| 6                                 | TREE               | 51           | -0.82                | REMOVE      |
| 7                                 | TREE               | 60           | 15.18                | REMOVE      |
| 13                                | TREE               | 37           | 2.13                 | REMOVE      |
| 14                                | TREE               | 39           | 1.73                 | REMOVE      |
| 18                                | TREE               | 65           | -3.79                | REMOVE      |
| 40                                | TREE               | 55           | 6.77                 | REMOVE      |
| 41                                | TREE               | 57           | 15.48                | REMOVE      |
| 42                                | TREE               | 47           | -10.12               | REMOVE      |
| 45                                | TREE               | 52           | 11.39                | REMOVE      |
| 46                                | TREE               | 67           | 28.38                | REMOVE      |
| 47                                | TREE               | 50           | 7.13                 | REMOVE      |
| 48                                | TREE               | 58           | 18.35                | REMOVE      |
| 51                                | TREE               | 56           | 17.54                | REMOVE      |
| 55                                | TREE               | 51           | 0.65                 | REMOVE      |
| 59                                | TREE               | 42           | -2.62                | REMOVE      |
| 63                                | TREE               | 63           | -8.91                | REMOVE      |
| 69                                | TREE               | 45           | -2.09                | REMOVE      |
| 72                                | TREE               | 52           | -4.48                | REMOVE      |
| 73                                | TREE               | 45           | -5.45                | REMOVE      |
| 77                                | TREE               | 66           | 1.34                 | REMOVE      |
| 82                                | TREE               | 59           | 3.41                 | REMOVE      |
| 85                                | TREE               | 39           | 0.3                  | REMOVE      |
| 86                                | TREE               | 58           | 17.25                | REMOVE      |
| 87                                | TREE               | 73           | 9.65                 | REMOVE      |
| 90                                | TREE               | 41           | 2.43                 | REMOVE      |
| 93                                | TREE               | 52           | 16.53                | REMOVE      |
| 99                                | TREE               | 52           | -9.87                | REMOVE      |
| 101                               | VERTICAL_STRUCTURE | 45           | -8.46                | LIGHT       |
| 102                               | TANK               | 38           | -5.88                | LIGHT       |
| 106                               | TREE               | 36           | -6.53                | REMOVE      |
| 107                               | TREE               | 35           | -10.39               | REMOVE      |
| 109                               | TREE               | 44           | -4.18                | REMOVE      |
| 112                               | TREE               | 56           | -6.14                | REMOVE      |
| 116                               | TREE               | 51           | -6.56                | REMOVE      |
| 129                               | TREE               | 61           | 19.36                | REMOVE      |
| 130                               | TREE               | 56           | -3.43                | REMOVE      |
| 131                               | TREE               | 44           | -0.32                | REMOVE      |
| 134                               | TREE               | 56           | -0.4                 | REMOVE      |
| 135                               | TREE               | 39           | -8.38                | REMOVE      |
| 136                               | TREE               | 66           | -3.22                | REMOVE      |
| 138                               | TREE               | 73           | -9.24                | REMOVE      |
| 139                               | TREE               | 74           | 1.11                 | REMOVE      |
| 152                               | TREE               | 53           | 11.98                | REMOVE      |
| 160                               | TREE               | 82           | 20.32                | REMOVE      |
| 161                               | TREE               | 73           | -8.34                | REMOVE      |
| 164                               | TREE               | 83           | 15.65                | REMOVE      |
| 172                               | TREE               | 83           | -5.08                | REMOVE      |
| 174                               | TREE               | 83           | -8.71                | REMOVE      |
| 175                               | TREE               | 81           | -6.89                | REMOVE      |
| 181                               | TREE               | 79           | -6.75                | REMOVE      |
| 184                               | TREE               | 66           | -2.92                | REMOVE      |
| 193                               | TREE               | 55           | 2.03                 | REMOVE      |
| 194                               | TREE               | 49           | 6.89                 | REMOVE      |
| 195                               | TREE               | 51           | 14.2                 | REMOVE      |
| 196                               | TREE               | 88           | -1.92                | REMOVE      |
| 199                               | TREE               | 89           | -2.86                | REMOVE      |
| 201                               | TERRAIN            | 34           | -0.62                | LIGHT       |
| 203                               | TREE               | 53           | -2.94                | REMOVE      |
| 207                               | TREE               | 70           | -9.09                | REMOVE      |
| 209                               | TREE               | 53           | 5.2                  | REMOVE      |
| 219                               | TANK               | 67           | -9.8                 | LIGHT       |
| 220                               | POLE               | 67           | 1.87                 | LIGHT       |
| 221                               | POLE               | 112          | 4.27                 | LIGHT       |
| 222                               | POLE               | 124          | -1.59                | LIGHT       |
| 223                               | POLE               | 54           | -4.33                | LIGHT       |
| 224                               | BUILDING           | 53           | -10.47               | LIGHT       |
| 225                               | BUILDING           | 59           | -7.15                | LIGHT       |
| 233                               | FENCE              | 38           | -2.43                | LIGHT       |
| 242                               | BUILDING           | 59           | 3.99                 | LIGHT       |
| 244                               | POLE               | 64           | -5.46                | LIGHT       |
| 246                               | POLE               | 63           | 18.85                | LIGHT       |
| 253                               | POLE               | 112          | 2.22                 | LIGHT       |
| 256                               | POLE               | 134          | -1.33                | LIGHT       |
| 273                               | TREE               | 63           | -4.15                | REMOVE      |
| 281                               | TREE               | 55           | 11.05                | REMOVE      |
| 286                               | TREE               | 61           | 9.9                  | REMOVE      |
| 298                               | TREE               | 58           | 12.01                | REMOVE      |

NOTES:

1. THE OBSTRUCTION DATA WAS TAKEN FROM THE FAA'S OAS DATA.
2. THE OBSTRUCTIONS LISTED ARE PENETRATING OR WITHIN 10 FEET OF PENETRATING THE TRANSITIONAL SURFACE.
3. TRANSITIONAL SURFACE PENETRATIONS ARE SHOWN ON SHEET 6.



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OKEECHOBEE  
COUNTY AIRPORT

AIRPORT LAYOUT PLAN  
SET

OBSTACLE ACTION &  
DISPOSITION PLANS  
TRANSITIONAL  
SURFACE

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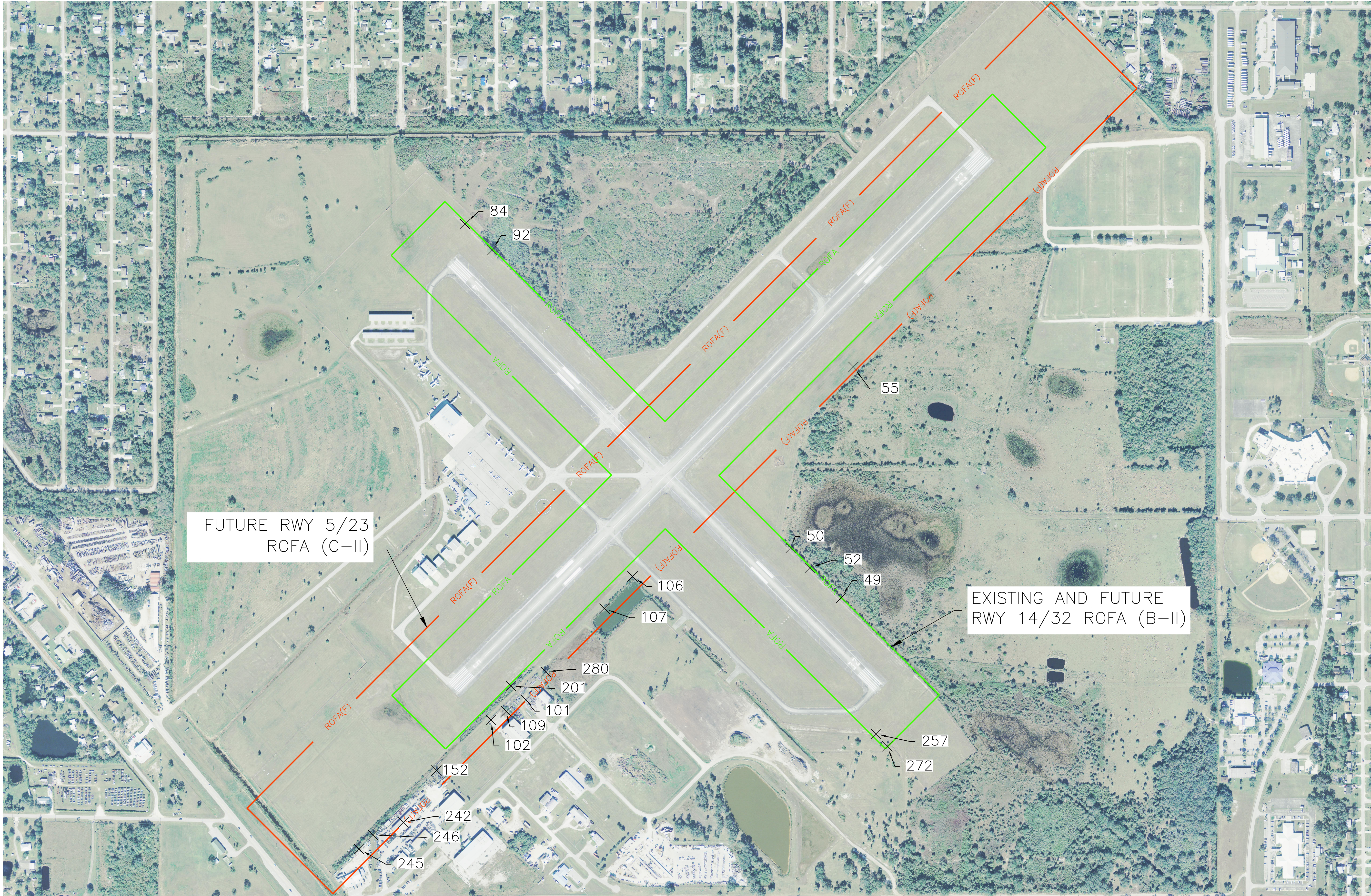
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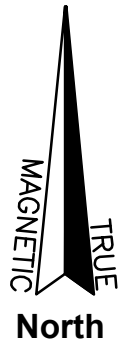


| ROFA OBSTRUCTIONS (EXISTING AND FUTURE) |             |     |        |             |
|-----------------------------------------|-------------|-----|--------|-------------|
| OBS. NO.                                | DESCRIPTION | E/F | RUNWAY | DISPOSITION |
| 49                                      | TREE        | E   | 32     | REMOVE      |
| 50                                      | TREE        | E   | 32     | REMOVE      |
| 52                                      | TREE        | E   | 32     | REMOVE      |

|     |                    |   |    |        |
|-----|--------------------|---|----|--------|
| 84  | TREE               | E | 14 | REMOVE |
| 92  | TREE               | E | 14 | REMOVE |
| 257 | FENCE              | E | 32 | MOVE   |
| 272 | TREE               | E | 32 | REMOVE |
| 55  | TREE               | F | 23 | REMOVE |
| 101 | VERTICAL_STRUCTURE | F | 5  | REMOVE |
| 102 | TANK               | F | 5  | MOVE   |
| 106 | TREE               | F | 5  | REMOVE |

|     |          |   |   |        |
|-----|----------|---|---|--------|
| 107 | TREE     | F | 5 | REMOVE |
| 109 | TREE     | F | 5 | REMOVE |
| 152 | TREE     | F | 5 | REMOVE |
| 201 | TERRAIN  | F | 5 | REMOVE |
| 242 | BUILDING | F | 5 | LIGHT  |
| 245 | POLE     | F | 5 | MOVE   |
| 246 | POLE     | F | 5 | MOVE   |
| 280 | TREE     | F | 5 | REMOVE |

- NOTES:**
- THE OBSTRUCTION DATA WAS TAKEN FROM THE FAA'S OAS DATA.
  - THE ROFA DATA TABLE SHOWS OBSTRUCTIONS WITHIN THE EXISTING (E) OR FUTURE (F) RUNWAY OBJECT FREE AREAS.
  - MANY OF THE TREES WITHIN THE EXISTING RWY 14/32 ROFA LIE CLOSE TO THE ROFA LINE. THESE TREES MAY NEED TO BE TRIMMED INSTEAD OF REMOVED TO REMAIN OUTSIDE OF THE BOUNDARY.



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OKEECHOBEE  
COUNTY AIRPORT

AIRPORT LAYOUT PLAN  
SET

EXISTING AND FUTURE  
ROFA OBSTRUCTIONS

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AVCON PROJECT NO. 2017.029.02

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**AVCON, INC.**  
ENGINEERS & PLANNERS  
5555 E. MICHIGAN ST., SUITE 200 - ORLANDO, FL 32822-2779  
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CORPORATE CERTIFICATE OF AUTHORIZATION NUMBER: 5057  
[www.avconinc.com](http://www.avconinc.com)

**OKEECHOBEE  
COUNTY AIRPORT**

## AIRPORT LAYOUT PLAN SET

## DEPARTURE SURFACES

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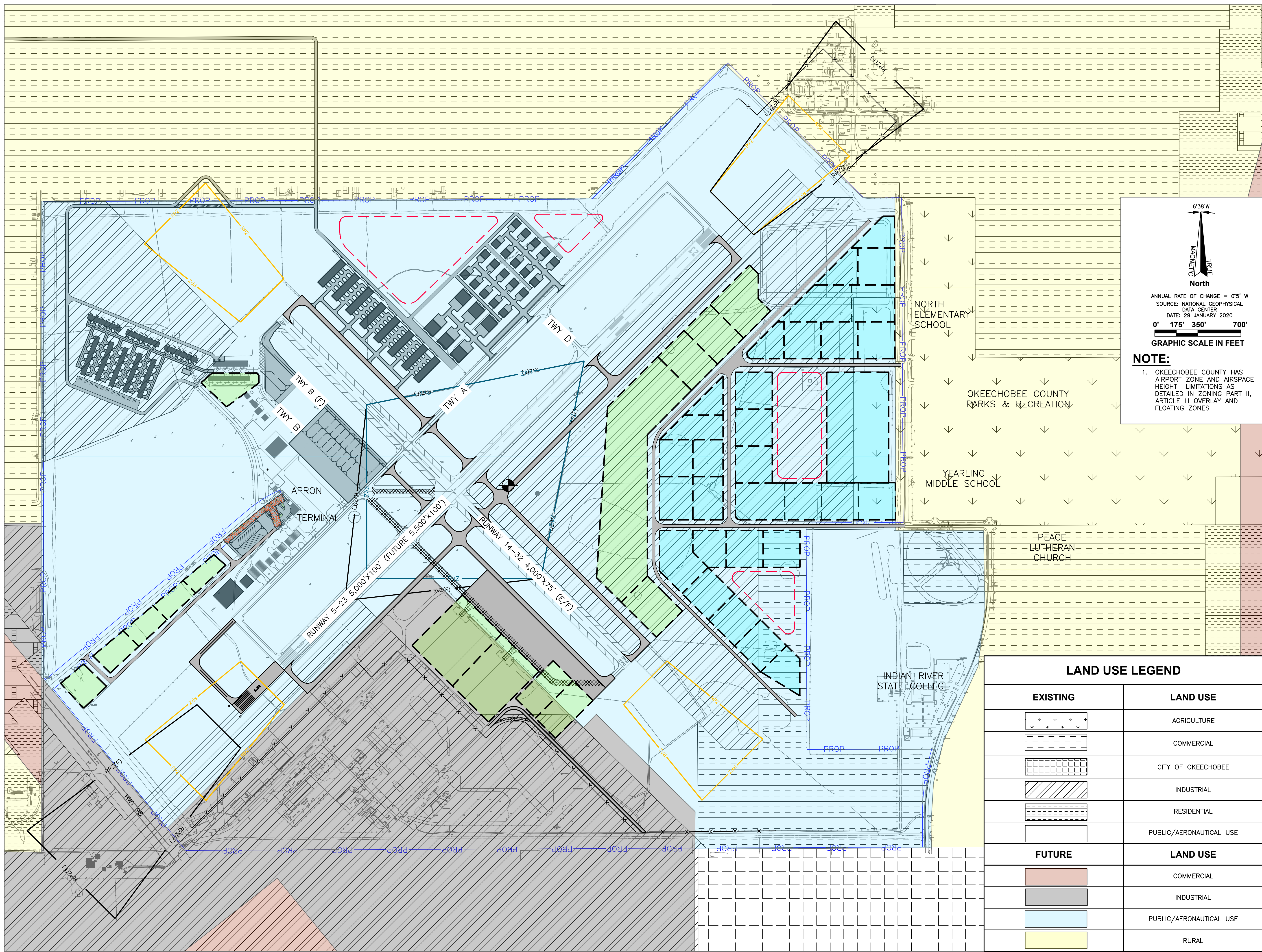
DESIGNED BY: M.S.  
DRAWN BY: M.A.  
CHECKED BY: M.S.  
APPROVED BY: M.S.  
DATE: OCTOBER 2020

FAA AIP NO. 3-12-0056-019-2017  
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15





6°38'W  
TRUE  
MAGNETIC  
North

ANNUAL RATE OF CHANGE = 0°5' W  
SOURCE: NATIONAL GEOPHYSICAL DATA CENTER  
DATE: 29 JANUARY 2020

0' 175' 350' 700'

GRAPHIC SCALE IN FEET

**NOTE:**  
1. OKEECHOBEE COUNTY HAS AIRPORT ZONE AND AIRSPACE HEIGHT LIMITATIONS AS DETAILED IN ZONING PART II, ARTICLE III OVERLAY AND FLOATING ZONES



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**OKEECHOBEE COUNTY AIRPORT**

**AIRPORT LAYOUT PLAN SET**

**LAND USE**

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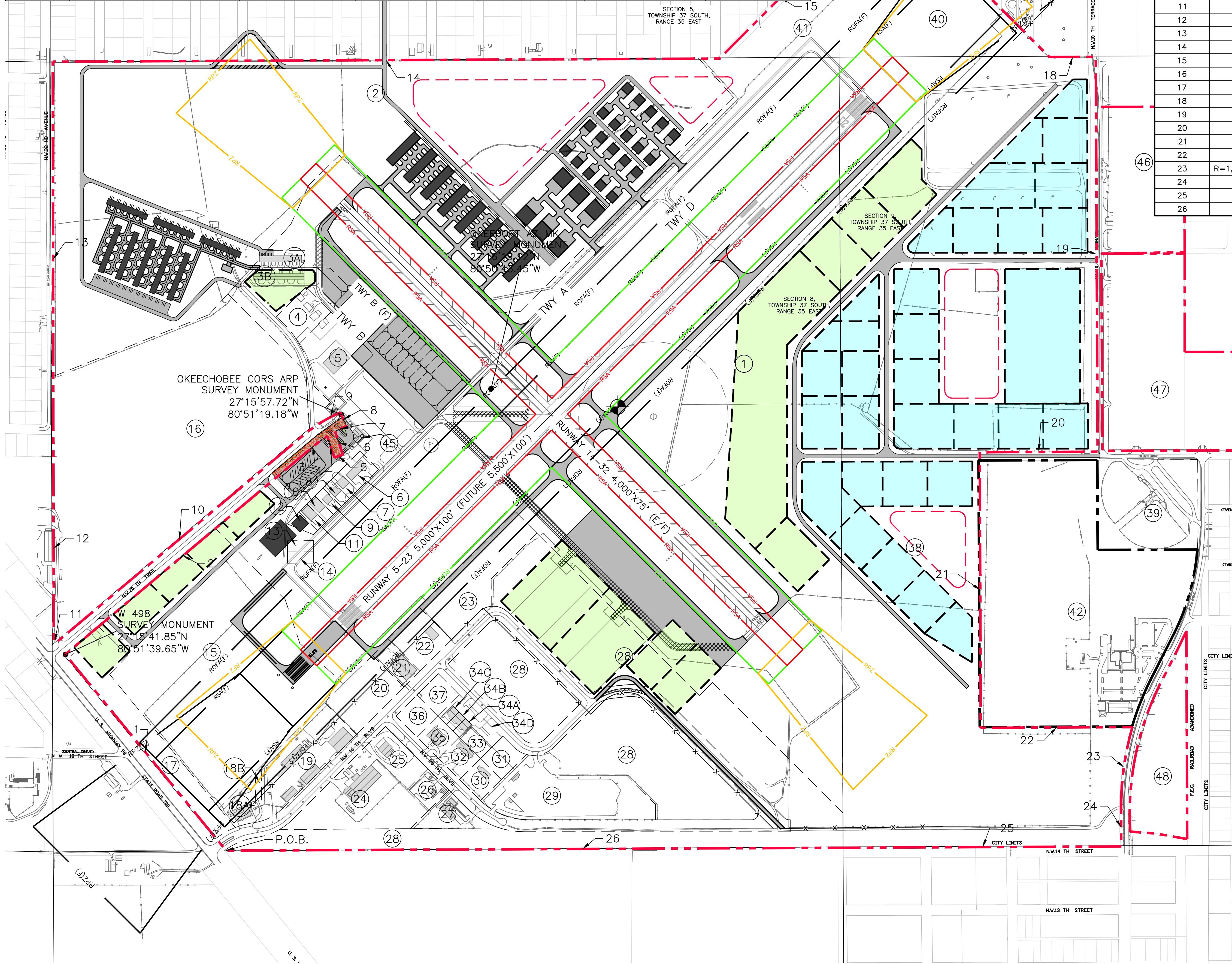
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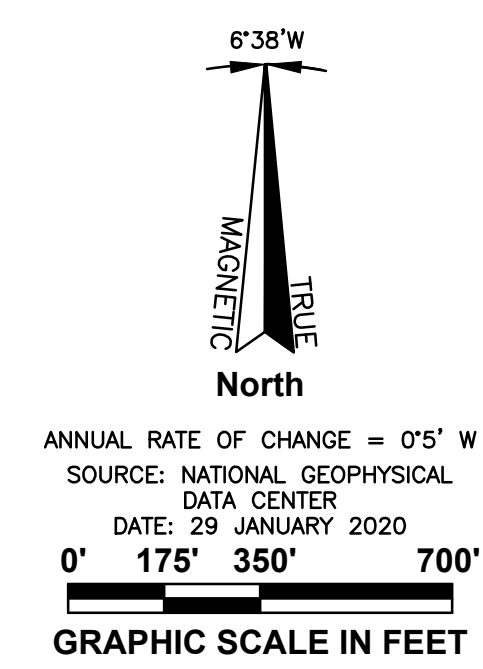


| TABLE OF PROPERTY RELEASED |                                            |                     |                                            |               |                                          |               |
|----------------------------|--------------------------------------------|---------------------|--------------------------------------------|---------------|------------------------------------------|---------------|
| ID                         | PROPERTY APPRAISER'S PARCEL IDENTIFICATION | DATE OF FAA RELEASE | CURRENT OWNER                              | AREA IN ACRES | TYPE OF RELEASE                          | BOOK AND PAGE |
| 42                         | 1-09-37-35-0A00-00004-B000 (05)            | 8/1/1982            | TRUSTEES OF INDIAN RIVER COMMUNITY COLLEGE | 41            | DEED OF RELEASE / CORRECTIVE COUNTY DEED | 250 / 1320    |
| 46                         | 1-09-37-35-0A00-00004-C000 (01)            | 8/4/1975            | OKEECHOBEE COUNTY SCHOOL BOARD             | 10.74         | DEED OF RELEASE / FAA                    | 174 / 727     |
| 47                         | 1-09-37-35-0A00-00004-A000 (01)            | 7/4/1977            | OKEECHOBEE COUNTY SCHOOL BOARD             | 20.56         | DEED OF RELEASE / FAA                    | 203 / 183     |
| 48                         | 1-09-37-35-0A00-00004-E000 (03)            | 1/30/1995           | OKEECHOBEE COUNTY                          | 11.59         | DEED OF RELEASE / FAA                    | 363 / 830     |



| PROPERTY BOUNDARY DESCRIPTION |                                     |                                     |
|-------------------------------|-------------------------------------|-------------------------------------|
| NUMBER                        | DEED MEASUREMENT                    | SURVEYOR MEASUREMENT                |
| 1                             | N 39°21'46" W; 1,696.56'            | N 39°22'14" W; 1,696.56'            |
| 2                             | N 50°01'44" E; 2,160.53'            | N 50°02'56" E; 2,159.77'            |
| 3                             | R=904.99'; Δ=07°36'52"; L=120.27'   | R=904.99'; Δ=07°35'38"; L=119.94'   |
| 4                             | S 18°28'16" E; 150.87'              | S 18°33'29" E; 150.99'              |
| 5                             | N 71°31'44" E; 60.00'               | N 71°26'15" E; 59.95'               |
| 6                             | N 18°28'16" W; 163.56'              | N 18°26'52" W; 163.36'              |
| 7                             | R=904.99'; Δ=05°10'55"; L=81.85'    | R=904.99'; Δ=05°10'51"; L=81.83'    |
| 8                             | N 23°17'28" W; 100.00'              | N 22°59'37" W; 100.90'              |
| 9                             | R=1,004.99'; Δ=16°40'52"; L=292.58' | R=1,004.99'; Δ=16°42'58"; L=293.21' |
| 10                            | S 50°01'44" W; 2,159.47'            | S 50°03'22" W; 2,158.59'            |
| 11                            | N 39°21'46" W; 20.57'               | N 39°22'14" W; 20.57'               |
| 12                            | N 00°08'09" W; 1,230.52'            | N 00°08'20" W; 1,230.17'            |
| 13                            | N 00°05'29" W; 2,639.40'            | N 00°04'56" W; 2,639.54'            |
| 14                            | N 89°44'01" E; 4,460.01'            | N 89°44'26" E; 4,459.48'            |
| 15                            | N 44°55'27" E; 1,153.03'            | N 44°57'27" E; 1,153.03'            |
| 16                            | N 44°57'27" E; 413.30'              | N 44°55'53" E; 413.90'              |
| 17                            | S 45°03'03" E; 1,555.07'            | S 45°03'34" E; 1,555.04'            |
| 18                            | N 89°43'39" E; 310.22'              | N 89°59'56" E; 309.70'              |
| 19                            | S 00°16'33" E; 2,640.50'            | S 00°16'27" E; 2,640.46'            |
| 20                            | S 89°44'21" W; 788.39'              | S 89°44'11" W; 788.26'              |
| 21                            | S 00°11'09" E; 1,842.50'            | S 00°11'57" E; 1,841.15'            |
| 22                            | N 89°44'21" E; 1,014.44'            | N 89°44'45" E; 1,013.99'            |
| 23                            | R=1,939.64'; Δ=16°11'52"; L=548.34' | R=1,939.64'; Δ=16°11'29"; L=548.13' |
| 24                            | S 00°12'04" E; 256.47'              | S 00°13'15" E; 256.47'              |
| 25                            | S 89°44'21" W; 1,853.05'            | S 89°44'49" W; 1,853.14'            |
| 26                            | S 89°43'59" W; 4,134.81'            | S 89°43'44" W; 4,134.76'            |

| LEGEND                  |          |           |
|-------------------------|----------|-----------|
| DESCRIPTION             | EXISTING | FUTURE    |
| PARCEL ID*              | ①        | SAME      |
| BOUNDARY ID*            | 1        | SAME      |
| PROPERTY BOUNDARY LINE  | ---      | SAME      |
| SOLD PROPERTY LINE      | ---      | SAME      |
| PARCEL BOUNDARY         | ---      | SAME      |
| SURVEY MONUMENTS        | ●        | SAME      |
| RUNWAY PROTECTION ZONE  | -RPZ-    | -RPZ(F)-  |
| RUNWAY SAFETY AREA      | -RSA-    | -RSA(F)-  |
| RUNWAY OBJECT FREE AREA | -ROFA-   | -ROFA(F)- |



SOURCE: NORTHSTAR GEOMATICS, INC.  
BOUNDARY SURVEY COMPLETED 1/23/2020

- \*NOTES
1. PARCELS 1 TO 45 WERE TURNED OVER TO OKEECHOBEE COUNTY FROM THE U.S. MILITARY IN 1948
  2. SEE SHEETS 18 AND 19 FOR PARCEL AND BOUNDARY DETAILS



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OKEECHOBEE  
COUNTY AIRPORT

AIRPORT LAYOUT PLAN  
SET

EXHIBIT "A"  
AIRPORT PROPERTY  
INVENTORY MAP

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AIRPORT PROPERTY - LEGAL DESCRIPTION

A PARCEL OF LAND LYING IN SECTIONS 4, 5, 8 AND 9, TOWNSHIP 37 SOUTH, RANGE 35 EAST, OKEECHOBEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 8;

THENCE NORTH 89°43’59” EAST ALONG THE SOUTH LINE OF SAID SECTION 8 (AS A BASE OF BEARINGS), A DISTANCE OF 1149.14 FEET TO THE INTERSECTION WITH THE NORTHEASTERLY RIGHT OF WAY LINE OF US HIGHWAY 98 (STATE ROAD 700, 59, 66) AS SHOWN ON THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION (9150) 91090–2102, LAST REVISED JANUARY 1, 1961, AND THE POINT OF BEGINNING;

THENCE NORTH 39°21’46” WEST ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 1696.56 FEET TO THE INTERSECTION WITH THE SOUTHEASTERLY RIGHT OF WAY LINE OF AIRPORT ROAD (NW 20TH TRAIL), AS SHOWN ON THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION 91563 – 2601, LAST REVISED FEBRUARY 26, 1960;

THENCE NORTH 50°01’44” EAST ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 2160.53 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE SOUTHEASTERLY,

THENCE NORTHEASTERLY ALONG SAID RIGHT OF WAY LINE AND THE ARC OF SAID CURVE, HAVING A RADIUS OF 904.99 FEET, A CENTRAL ANGLE OF 07°36’52” AND AN ARC DISTANCE OF 120.27 FEET TO A POINT OF NON–TANGENCY;

THENCE SOUTH 18°28’16” EAST ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 150.87 FEET;

THENCE NORTH 71°31’44” EAST ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 60.00 FEET;

THENCE NORTH 18°28’16” WEST ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 163.56 FEET TO THE POINT ON THE ARC OF A NON–TANGENT CURVE, CONCAVE SOUTHEASTERLY (SAID POINT BEARS NORTH 28°28’24” WEST FROM THE RADIUS POINT OF THE NEXT DESCRIBED CURVE);

THENCE NORTHEASTERLY ALONG SAID RIGHT OF WAY LINE AND ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 904.99 FEET, A CENTRAL ANGLE OF 05°10’55” AND AN ARC DISTANCE OF 81.85 FEET TO A POINT OF NON–TANGENCY AND THE NORTHEASTERLY RIGHT OF WAY LINE OF SAID AIRPORT ROAD;

THENCE NORTH 23°17’28” WEST ALONG SAID RIGHT OF WAY LINE AND ALONG A LINE RADIAL TO THE NEXT DESCRIBED CURVE, A DISTANCE OF 100.00 FEET TO THE NORTHWESTERLY RIGHT OF WAY LINE OF SAID AIRPORT ROAD;

THENCE SOUTHWESTERLY ALONG SAID RIGHT OF WAY LINE AND THE ARC OF SAID CURVE HAVING A RADIUS OF 1004.99 FEET, A CENTRAL ANGLE OF 16°40’52” AND AN ARC DISTANCE OF 292.58 FEET TO THE POINT OF TANGENCY;

THENCE SOUTH 50°01’44” WEST ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 2159.47 FEET TO THE INTERSECTION WITH THE NORTHEASTERLY RIGHT OF WAY LINE OF SAID US 98 (STATE ROAD 700, 59, 66);

THENCE NORTH 39°21’46” WEST ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 20.57 FEET TO THE INTERSECTION WITH THE WEST LINE OF THE SOUTHWEST ONE–QUARTER OF SAID SECTION 8, TOWNSHIP 37 SOUTH, RANGE 35 EAST;

THENCE NORTH 00°08’09” WEST ALONG THE WEST LINE OF SAID SOUTHWEST ONE–QUARTER OF SECTION 8, A DISTANCE OF 1230.52 FEET TO THE SOUTHWEST CORNER OF THE NORTHWEST ONE–QUARTER OF SAID SECTION 8;

THENCE NORTH 00°05’29” WEST ALONG THE WEST LINE OF SAID NORTHWEST ONE–QUARTER OF SECTION 8, A DISTANCE OF 2639.40 FEET TO THE NORTHWEST CORNER OF SAID SECTION 8;

THENCE NORTH 89°44’01” EAST ALONG THE NORTH LINE OF SAID SECTION 8, A DISTANCE OF 4460.01 FEET TO THE SOUTHWEST CORNER OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 40, PAGE 129, PUBLIC RECORDS OF OKEECHOBEE COUNTY FLORIDA;

THENCE NORTH 44°55’27” EAST ALONG THE NORTHWESTERLY LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 40, PAGE 129, A DISTANCE OF 1153.03 FEET TO THE WEST LINE SAID SECTION 4, TOWNSHIP 37 SOUTH, RANGE 35 EAST;

THENCE CONTINUE NORTH 44°55’27” EAST ALONG SAID LINE, A DISTANCE OF 413.30 FEET TO THE NORTHERN MOST CORNER OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 39, PAGE 523, PUBLIC RECORDS OF OKEECHOBEE COUNTY, FLORIDA;

THENCE SOUTH 45°03’03” EAST ALONG THE NORTHEASTERLY LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 39, PAGE 523, A DISTANCE OF 1555.07 FEET TO A POINT ON THE NORTH LINE OF SAID SECTION 9, TOWNSHIP 37 SOUTH, RANGE 35 EAST;

THENCE NORTH 89°43’39” EAST ALONG THE NORTH LINE OF SAID SECTION 9, A DISTANCE OF 310.22 FEET TO THE NORTHWEST CORNER OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 203, PAGE 187, PUBLIC RECORDS OF OKEECHOBEE COUNTY, FLORIDA;

THENCE SOUTH 00°16’33” EAST ALONG THE WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 203, PAGE 187, AND THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 174, PAGE 731, PUBLIC RECORDS OF OKEECHOBEE COUNTY, FLORIDA, A DISTANCE OF 2640.50 FEET TO THE SOUTHWEST CORNER OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 174, PAGE 731 AND THE NORTH RIGHT OF WAY LINE OF NW 27TH STREET;

THENCE SOUTH 89°44’21” WEST ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 788.39 FEET TO THE WESTERLY RIGHT OF WAY LINE OF SAID NW 27TH STREET AND THE NORTHERLY EXTENSION OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 250, PAGE 1320, PUBLIC RECORDS OF OKEECHOBEE COUNTY, FLORIDA;

THENCE SOUTH 00°11’09” EAST ALONG THE WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 250, PAGE 1320 AND THEIR NORTHERLY EXTENSION, A DISTANCE OF 1842.50 FEET TO THE SOUTHWEST CORNER OF SAID LANDS;

THENCE NORTH 89°44’21” EAST ALONG THE SOUTH LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 250, PAGE 1320, A DISTANCE OF 1014. 44 FEET TO THE WEST RIGHT OF WAY LINE OF NW 9TH AVE, AS LAID OUT AND IN USE, AND TO THE POINT ON THE ARC OF A NON–TANGENT CURVE, CONCAVE SOUTHEASTERLY (SAID POINT BEARS NORTH 74°00’12” WEST FROM THE RADIUS POINT OF THE NEXT DESCRIBED CURVE);

THENCE SOUTHWESTERLY ALONG SAID RIGHT OF WAY LINE AND THE ARC OF SAID CURVE HAVING A RADIUS OF 1939.64 FEET, A CENTRAL ANGLE OF 16°11’52” AND AN ARC DISTANCE OF 548.34 FEET TO THE POINT OF TANGENCY;

THENCE SOUTH 00°12’04” EAST ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 256.47 FEET TO THE SOUTH LINE OF SAID SECTION 9, TOWNSHIP 37 SOUTH, RANGE 35 EAST;  
THENCE SOUTH 89°44’21” WEST ALONG THE SOUTH LINE OF SAID SECTION 9, A DISTANCE OF 1853.05 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 8, TOWNSHIP 37 SOUTH, RANGE 35 EAST;

THENCE SOUTH 89°43’59” WEST ALONG THE SOUTH LINE OF SAID SECTION 8, A DISTANCE OF 4134.81 FEET TO THE NORTHEASTERLY RIGHT OF WAY LINE OF US HIGHWAY 98 (STATE ROAD 700, 59, 66), AND THE POINT OF BEGINNING.

SAID LANDS SITUATE IN OKEECHOBEE COUNTY, FLORIDA, CONTAINING 819.80 ACRES, MORE OR LESS.



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COUNTY AIRPORT

AIRPORT LAYOUT PLAN  
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EXHIBIT "A"  
PROPERTY  
INFORMATION  
2 OF 2

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