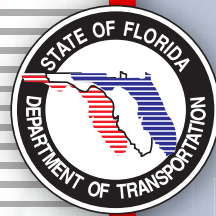
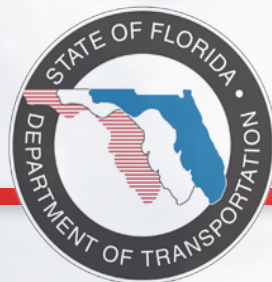




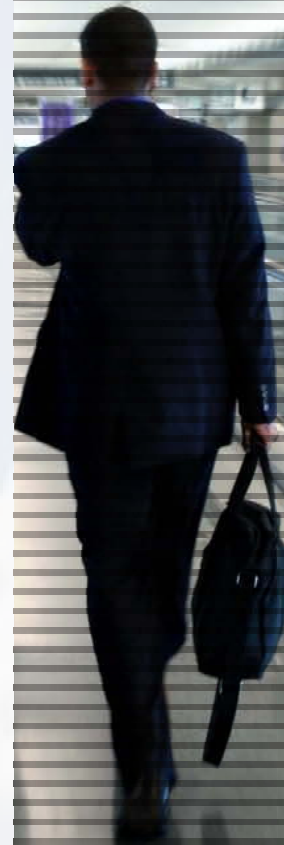
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32399-0450

December 2012



Airport Compatible Land Use

A PRIMER
TO THE
GUIDEBOOK



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Appendices

The Appendices in the *Airport Compatible Land Use Guidebook* include the following information:

Appendix A: Terms and Definitions

Appendix B: Examples of Land Use Zoning Ordinances

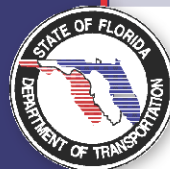
Appendix C: Interlocal Agreements

Appendix D: Florida Counties and Municipalities Within 10 NM of an Airport

Appendix E: Florida Counties and Municipalities Adjacent to an Airport

Appendix F: Protected Airspace Around Airports

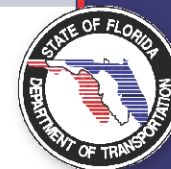
Appendix G: References and Contacts



Things to Consider

To most effectively utilize the information in the FDOT *Airport Compatible Land Use Guidebook*, the following should be considered:

- ☒ Is the local government in an airport hazard area?
- ☒ Has airport protection zoning been adopted?
- ☒ Is the airport protection zoning compliant with all aspects of Chapter 333, F.S.?
- ☒ Does the local government comprehensive plan address the airport as required by Chapter 163, F.S.?
- ☒ Has the local government taken steps to identify existing developments that conflict with the development restrictions contained in Chapter 333, F.S.?
- ☒ Does the local government have a copy of the airport's most current master plan and the most up-to-date FAA-approved copy of the airport layout plan?
- ☒ Is intergovernmental coordination to adopt/enforce zoning in the airport hazard area needed or in place?
- ☒ Does the FDOT Aviation Office have the most recent copy of the local government's airport protection zoning regulation?
- ☒ Is the FDOT Aviation Office included in the review process when a variance request to airport protection zoning is submitted?
- ☒ Are airport or airport authority representatives included in the decision making process for planning and zoning matters that may affect or compromise airport operational capacity?



Introduction

This primer is intended to serve as a summary of the *Airport Compatible Land Use Guidebook* (Guidebook). This document introduces the Guidebook and the basic concepts presented in the Guidebook.

The Guidebook is a result of an Airport Compatible Land Use Study sponsored by the Florida Department of Economic Opportunity (DEO) (formerly Department of Community Affairs), the Florida Airports Council (FAC), and the Florida Department of Transportation (FDOT). In addition, many local and statewide planners, developers, and professional associations served on a working group to develop the Guidebook.

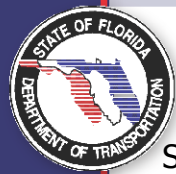
The purpose of the Guidebook is to provide valuable and detailed information for planners and policy decision makers. Based on current state law and existing federal regulations, the Guidebook highlights important information and factors that must be considered when evaluating various land use and development decisions that have the potential to impact public-use airports or military airfields in Florida. The focus of the Guidebook is to provide information that helps all applicable parties comply with existing laws and regulations.

The Guidebook is presented in four main sections and associated appendices.

- **Section One** provides more detail on the specific areas around airports and airfields that need to be protected from tall structures that may interfere with navigation and land uses that may jeopardize compatibility.
- **Section Two** provides more detail on the state laws, federal regulations and various processes in place to prevent incompatible development around airports/airfields.
- **Section Three** provides an overview of the process that all local governments in Florida should follow when they review a development proposal in order to be compliant with existing state statutes and federal regulations.
- **Section Four** discusses strategies to prevent or correct land use incompatibilities around airports/airfields and responsibilities related to compatible land use.

Obtain a Copy of the *Airport Compatible Land Use Guidebook*

To obtain an electronic version of the *Airport Compatible Land Use Guidebook*, please visit the FDOT Aviation Office's website at <http://www.dot.state.fl.us/aviation/> and select Publications - Florida from the Resources option.

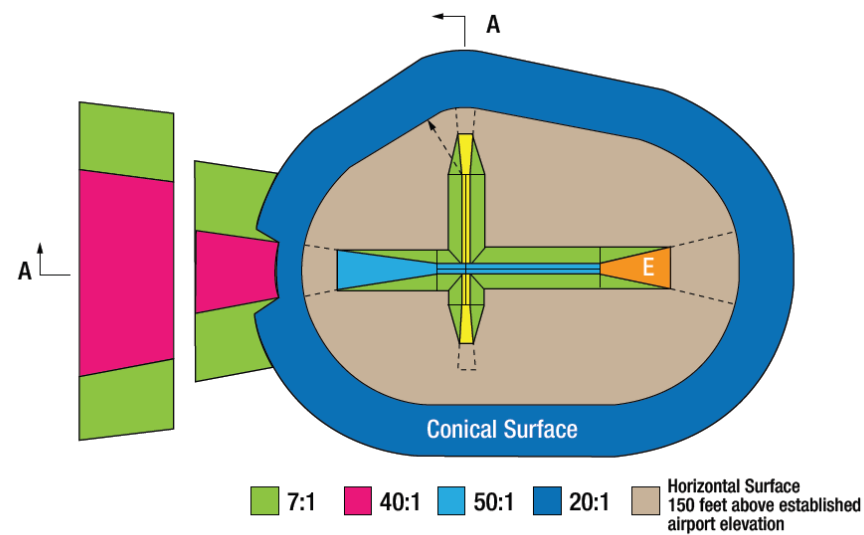


Section One

Section One of the *Airport Compatible Land Use Guidebook* provides information on the underlying principles upon which current laws, regulations, and processes related to airport compatible land use are based. This section focuses on land use compatibility based on height and noise.

Height

Section One of the Guidebook provides more information about areas around public-use airports and military airfields that need to be protected from tall objects (both human-made and natural) that pose a hazard to safe airport operations and/or navigable airspace.



Part 77 Surfaces: Plan View

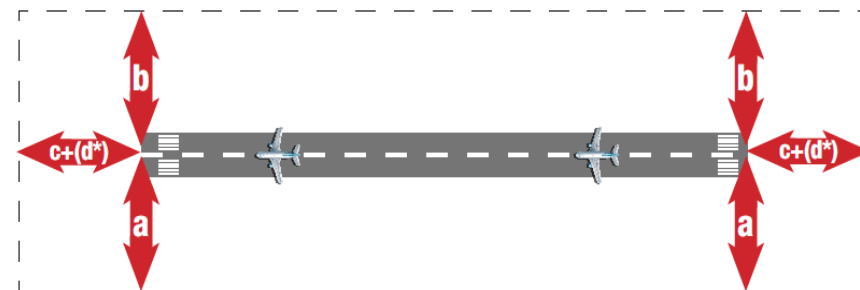
This section addresses:

1. Imaginary surfaces within Part 77
2. Structures that pose a hazard to air navigation
3. Other types of development that are a concern within Part 77
5. Responsibilities for Part 77 compliance.

Noise

This section addresses:

1. Evaluating aircraft noise
2. Noise contours and compatible land use
3. Part 150 noise studies
4. Local airport traffic /training patterns and airport noise



Aircraft Category	Distance in nautical miles			
	a	b	c	d*
A	1.25	0.25	1.25	0.375
B	1.5	0.25	1.5	0.5
C	2.25	0.5	2.25	0.875
D	4	0.5	3	1

Typical Aircraft Traffic Patterns



Section Four

Section Four of the *Airport Compatible Land Use Guidebook* provides strategies to prevent and correct land use incompatibilities.

Strategies to Prevent Incompatible

Land Uses Around Airports

This section of the guidebook expands on the following strategies to prevent incompatible land uses around airports:

1. Comprehensive Planning
 - A. Include airports in the comprehensive planning process
 - B. Coordinate comprehensive plan development and amendment process with airport master plans
 - C. Consider Part 77 surfaces, FAA safety zones, and planned airport improvements
2. Zoning
3. Acquisition
 - A. Land Purchase
 - B. Easements
 - C. Transfer of Development Rights
 - D. Land Banking
 - E. Purchase of Development Rights
 - F. Conservation Easement
 - G. Deed Restrictions
4. Notification
 - A. Nonsuit Covenants and Hold Harmless Agreements
 - B. Disclosure Agreements
5. Site Plan Review
6. Public Education and Communication

Corrective Actions to Address Incompatible

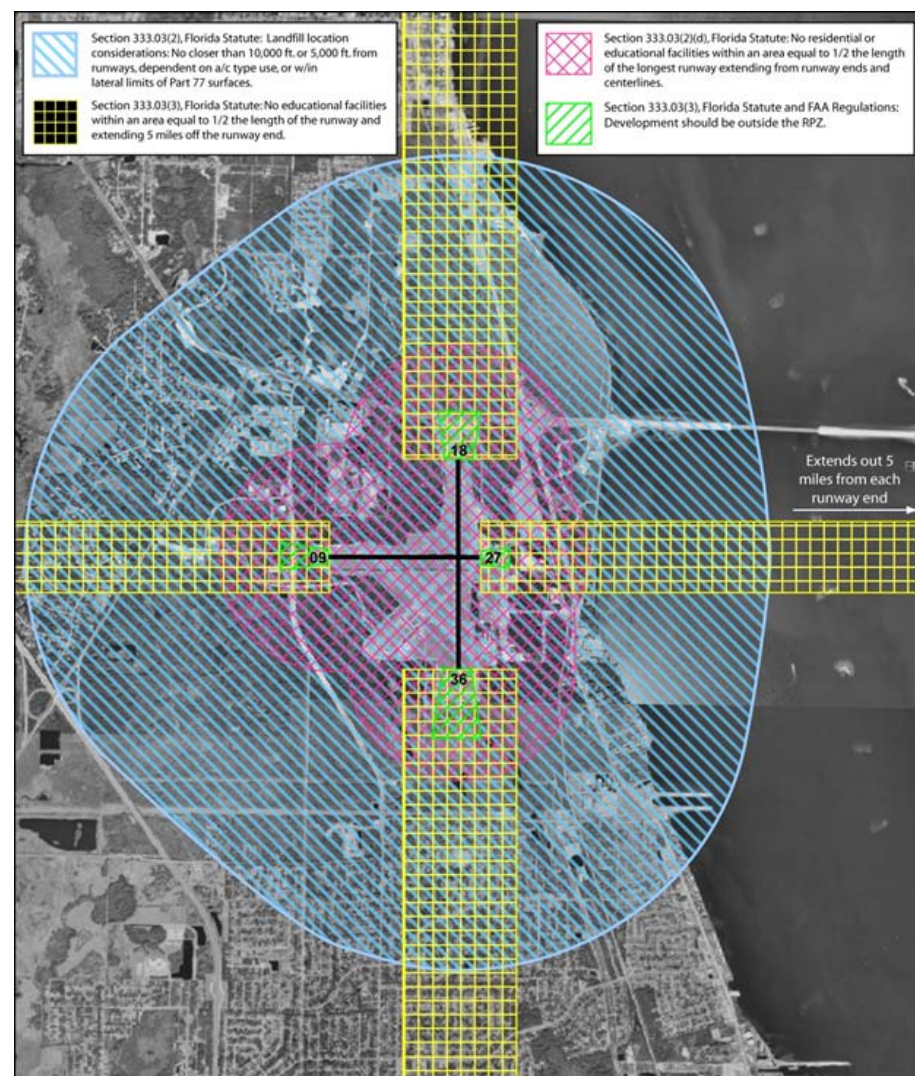
Land Uses Around Airports

This section of the Guidebook provides an overview of strategies to correct land use incompatibilities that already exist around Florida's public-use airports and military airfields in Florida. These strategies include:

1. Changes to Land Use or Zoning
2. Noise Mitigation and Operational Procedures
 - A. Sound Insulation
 - B. Operational Procedures
 - C. Noise Barriers

This section addresses:

1. Protecting airport operations from wildlife hazard attractants on or near airports, including:
 - A. Sanitary landfills
 - B. Sanitary sewer systems
 - C. Stormwater management facilities
 - D. Wetlands
 - E. Agricultural areas
 - F. Parks, natural resources, and natural areas
 - G. Landscaping
2. Areas around airports with the highest accident potential
3. FAA identified areas for increased safety
4. Cumulative height, noise, and safety areas around civilian airports for compatible land use planning



Composite Overlay of All Zoning Requirements

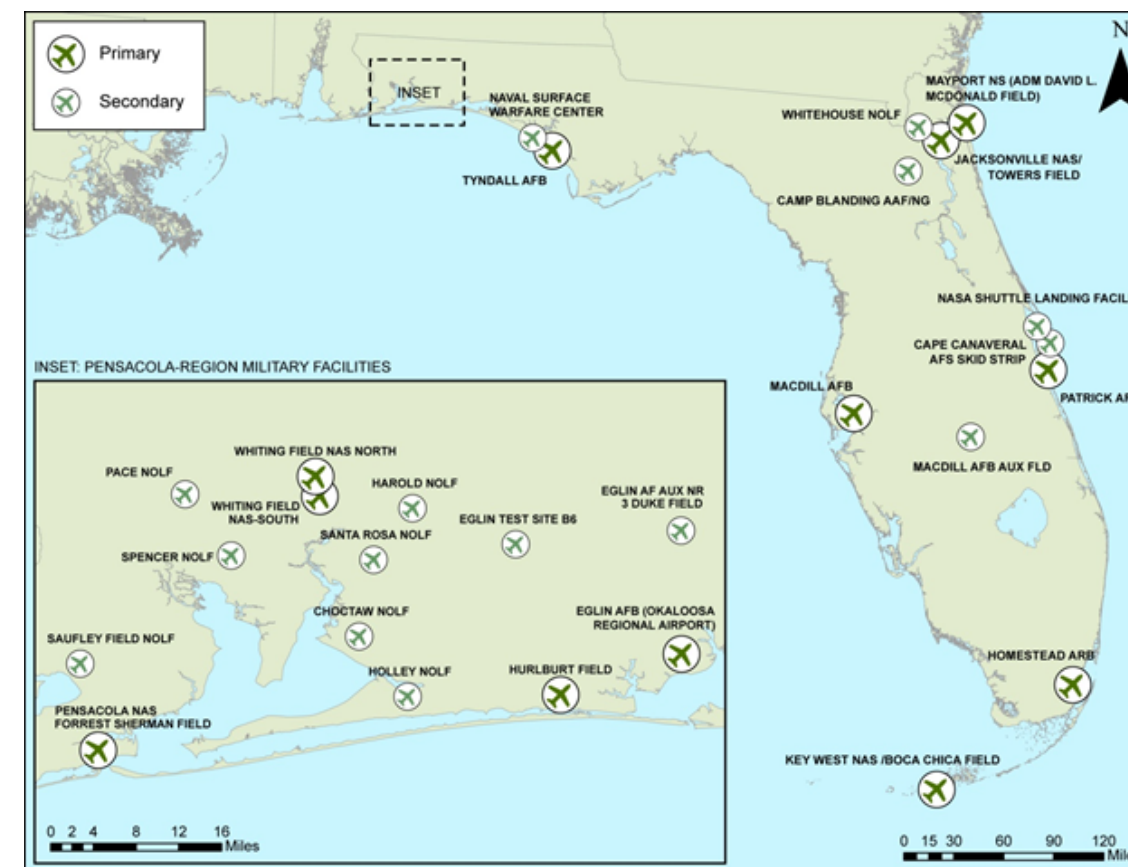
Areas Around Military Airfields to Consider in the Land Use Planning Process

Although the FAA is the agency primarily responsible for providing guidance for civilian airport planning, the Department of Defense is responsible for military airfield installations. Compatible land use planning for military airfields is covered by the Air Installation Compatible Use Zone (AICUZ) program.

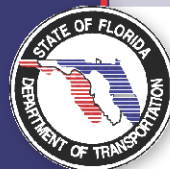
The two primary purposes for the AICUZ program are:

1. To protect the operational integrity of military flying missions
2. To promote public health and safety around military airfields through local adoption of land use controls.

The Joint Land Use Study (JLUS) program, managed by the Office of Economic Adjustment through the Office of the Secretary of Defense, provides grants to state and local governments to participate with the military in the development of compatible land use plans. The JLUS program is more public in nature than the AICUZ program. For more information, please visit the Office of Economic Adjustment at www.oea.gov and click on the Compatible Land Use link.



Military Airfields



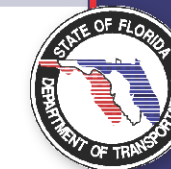
Section Two

Section Two of the *Airport Compatible Land Use Guidebook* provides information on statutes, regulations, and processes related to compatible land use planning for airports in Florida.

Compatible Land Use around airports in Florida is regulated primarily by the following statutes and rules:

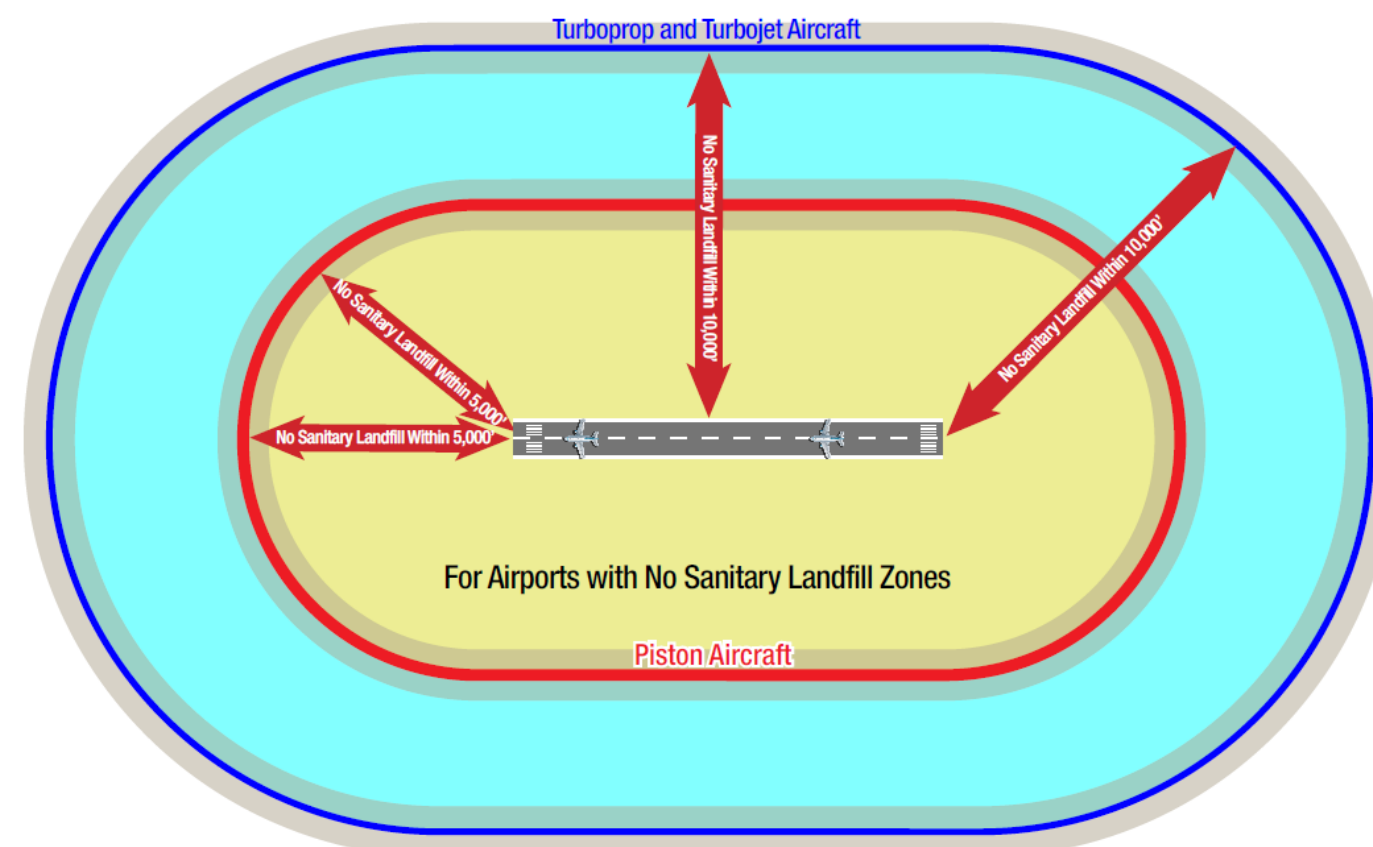
- Chapter 333, F.S., Airport Zoning
- Chapter 163, Part II, F.S., Growth Management Act/Local Government Comprehensive Planning and Land Development Regulations Act
- Rule 14-60, F.A.C., Airport Licensing, Registration, and Airspace Protection

Federal regulations govern primarily the height of objects around airports (Federal Aviation Regulations Title 14 Part 77). Land use determinations are made on the state and local level. Section One of the Guidebook includes information regarding FAA notification related to tall structures.

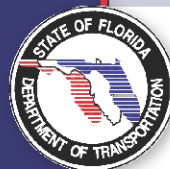


Land Use Approval Process: Sanitary Landfills

Any sanitary landfill should be outside of the lateral extent of an airport's Part 77 surfaces (see Section One of the *Airport Compatible Land Use Guidebook* for information regarding Part 77 surfaces). If a runway is used by piston-powered aircraft, sanitary landfills should be prohibited in the area 5,000 feet out from the edge of the runway in all directions. If the runway is used by turboprop or jet-powered aircraft, sanitary landfills should be prohibited in the area 10,000 feet out from the edge of the runway in all directions.

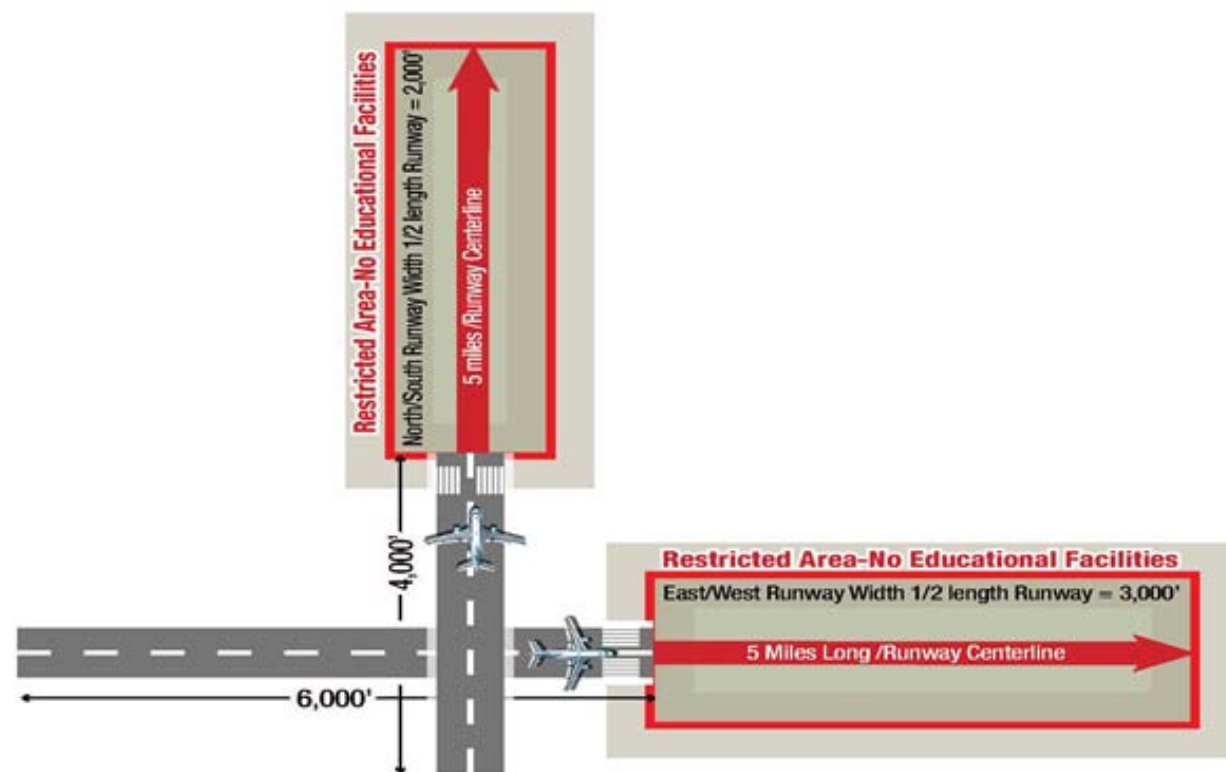


Areas Restricting the Location of Sanitary Landfills



Land Use Approval Process: Educational Facilities

Educational facilities should be prohibited, unless the local government makes specific findings detailing how the public policy reasons for allowing the construction outweigh health and safety concerns prohibiting the construction, as depicted in a rectangular area extending from each runway end. The rectangle starts at the physical end of the runway pavement and extends out five statute miles. The width of the rectangle is one half the length of the runway.



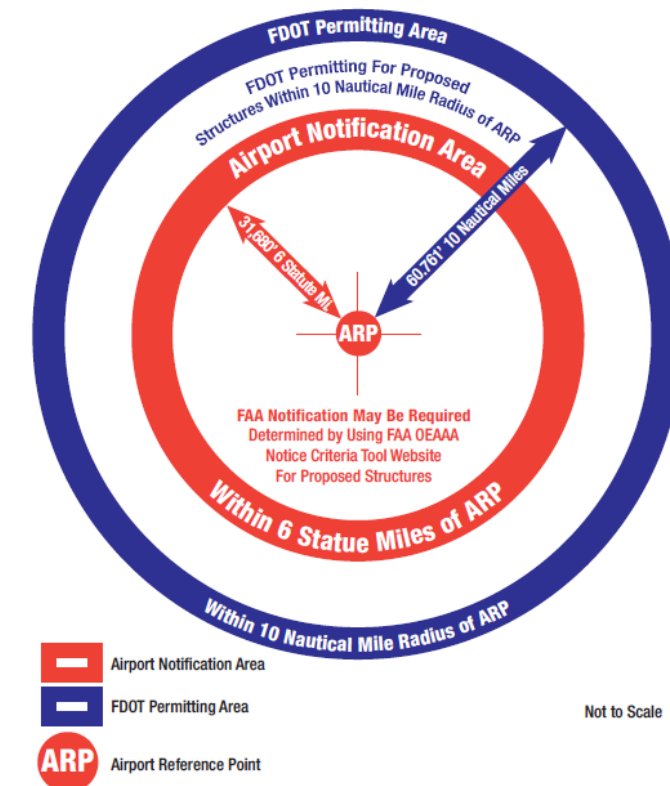
Restricted Areas for Educational Facilities

Section Three

Section Three of the *Airport Compatible Land Use Guidebook* provides an overview of the steps to be followed when a local government receives an application for development. This section of the Guidebook focuses on two types of airport hazards: tall structures and incompatible land uses.

Tall Structure Approval Process

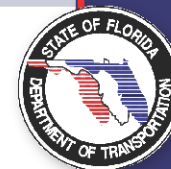
To simplify the development review process, the FDOT Aviation Office established "Airport Notification Areas" for each public-use airport and military airfields that should be considered by local governments. For public-use airports and military airfields with runways 3,200 feet or longer, the airport notification area is centered on the airport reference point (ARP) and extends six statute miles out from that point. For public-use airports and military airfields with runways that are shorter than 3,200 feet, the airport notification area extends three statute miles out from the ARP. The airport notification area extends one statute mile out from the ARP for heliports.

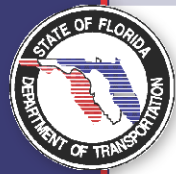


Example Airport Notification Area

If a proposed development is within an airport notification area and is less than 200 feet above ground level, the Notice Criteria Tool available on the OE/AAA website should be used to determine if Federal Aviation Administration (FAA) notification is required. If the Notice Criteria Tool indicates that the FAA must be notified regarding the development, or if any development exceeds 200 feet above ground level, the sponsor of the development is responsible for filing a Notice of Proposed Construction or Alteration (Form 7460-1) with the FAA.

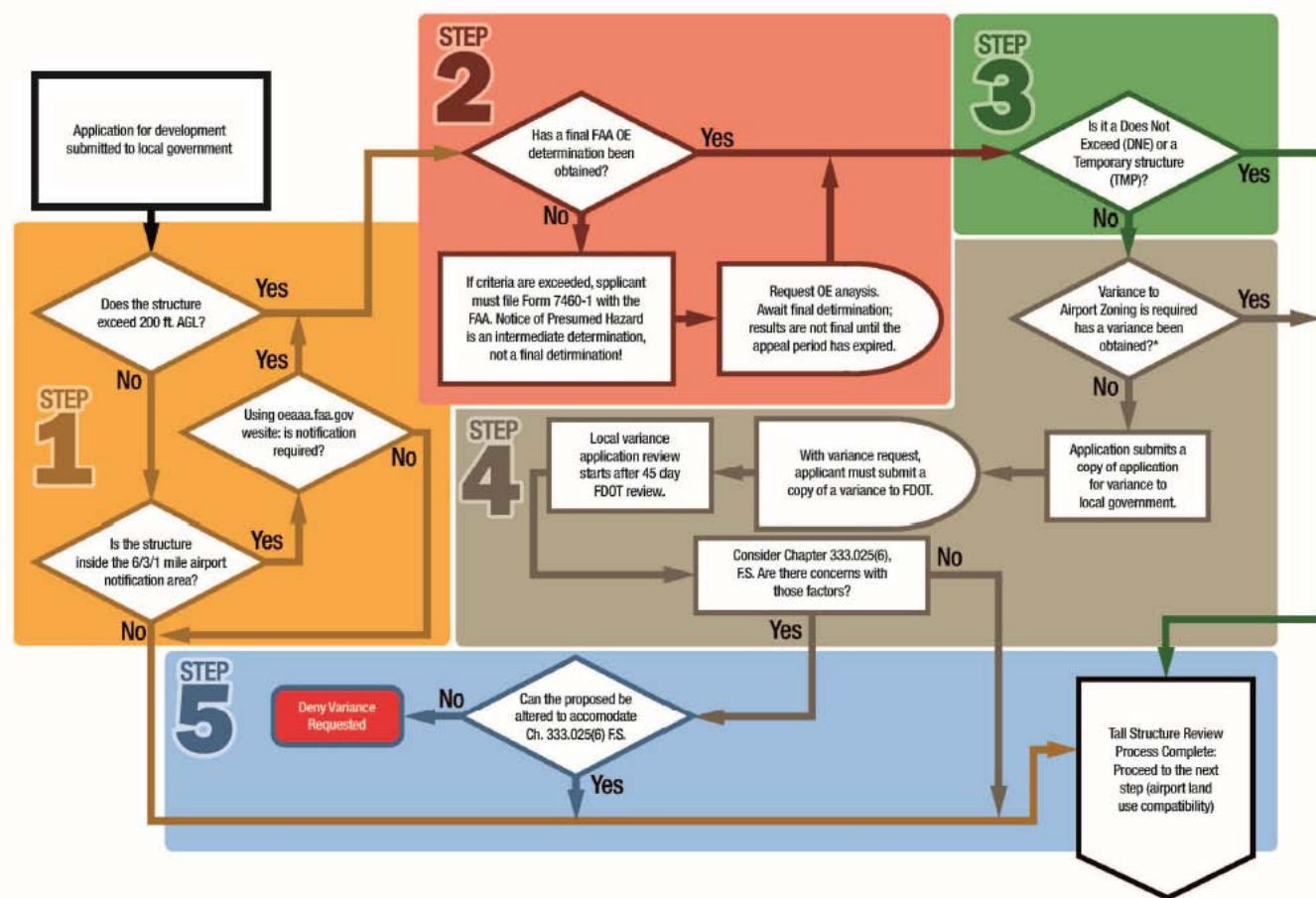
The Notice Criteria Tool is available on the menu bar on the Obstruction Evaluation/ Airport Airspace Analysis (OE/AAA) website at <https://oeaaa.faa.gov>. The Notice of Proposed Construction or Alteration form is available on the FAA Forms website at www.faa.gov/forms.





Tall Structure Review for Local Governments with Airport Zoning or an Interlocal Agreement

The following flowchart provides a graphical representation of the review process for an application for development related to tall structures where the local government has adopted an airport protection zoning ordinance or has entered into an interlocal agreement in accordance with Section 333.03 F.S.

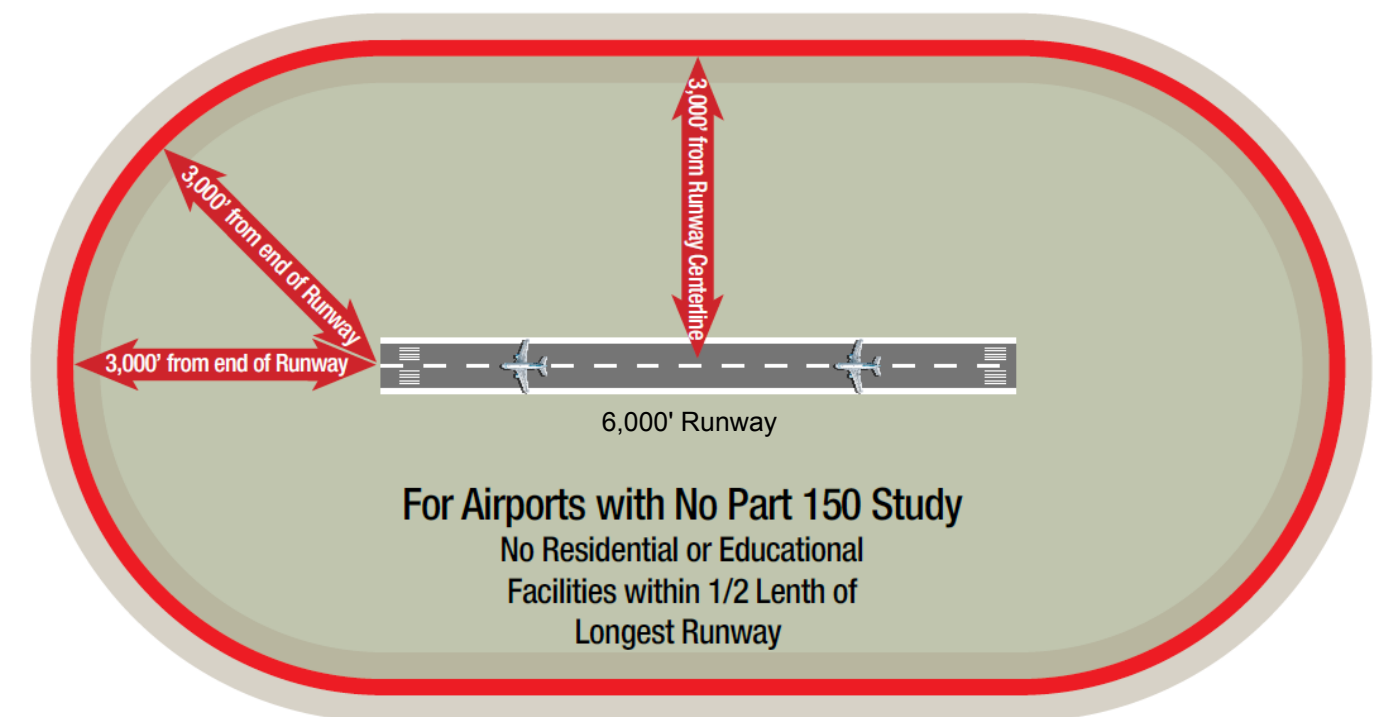


Tall Structure Review for Local Governments with Airport Zoning or an Interlocal Agreement

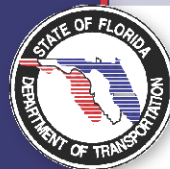


Land Use Approval Process: Residential or Educational Development Near Airports Without a Part 150 Noise Study

If the airport does not have an approved Part 150 Noise Contour, both residential development and educational facilities should be prohibited in an oval shaped area centered on each runway that extends one half the length of the longest runway laterally from the runway centerline and from each runway end.

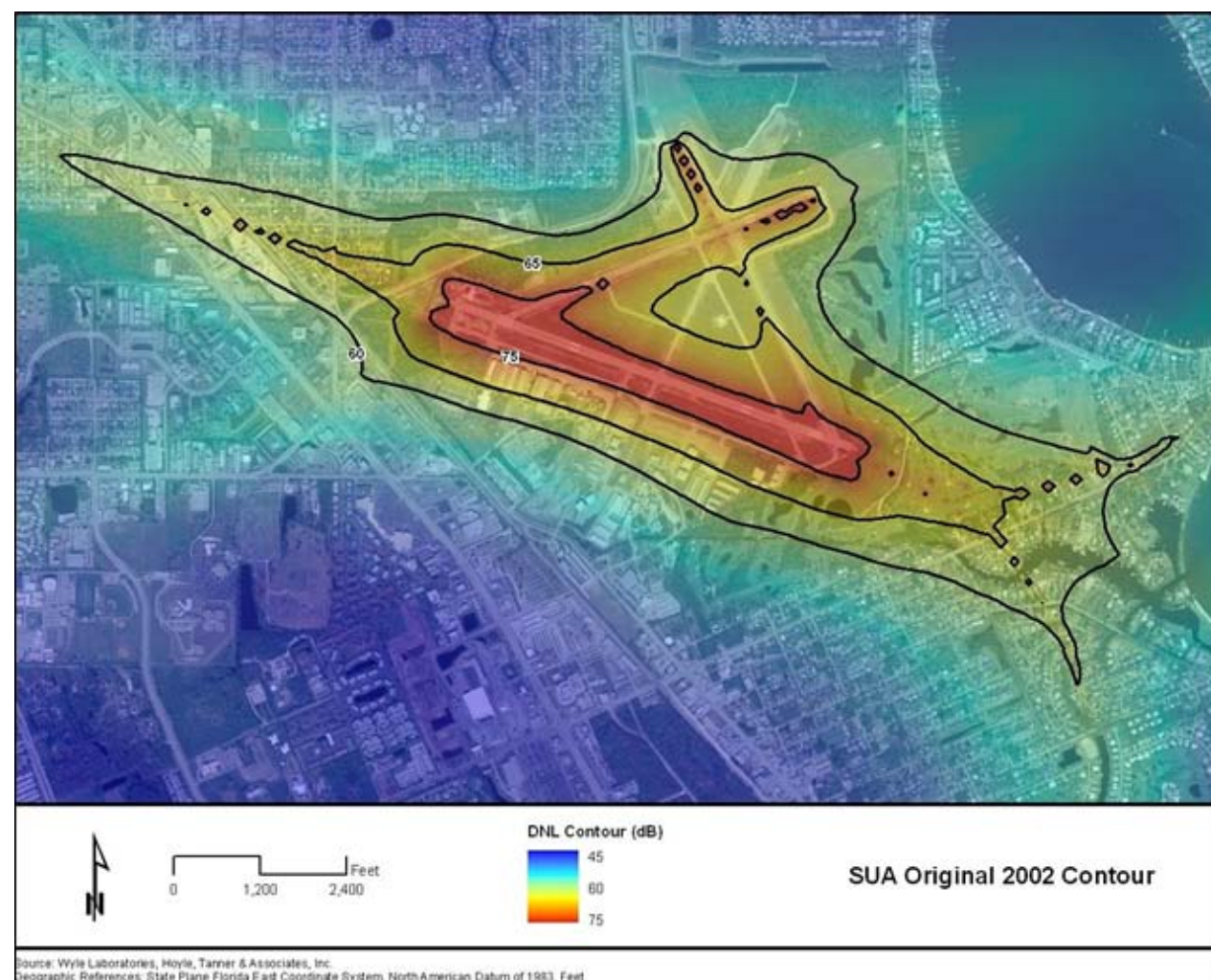


Restricted Areas for Residential Development and Educational Facilities

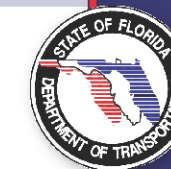


Land Use Approval Process: Residential or Educational Facilities Near Airports With a Part 150 Noise Study

To be compliant with Chapter 333, F.S., any proposed development that includes an educational facility should be beyond the outermost Day-Night Average Sound Levels (DNL) contour identified in the Part 150 Noise Study or an equivalent noise level, as established by other types of noise studies. Any long-term noise contours that have been recently prepared should also be requested for use with establishing limits for restricting educational facilities. If an airport has an approved Part 150 Noise Study, any development that includes a residential use should be located beyond the noise contour identified in the study as being an incompatible contour for residential use.

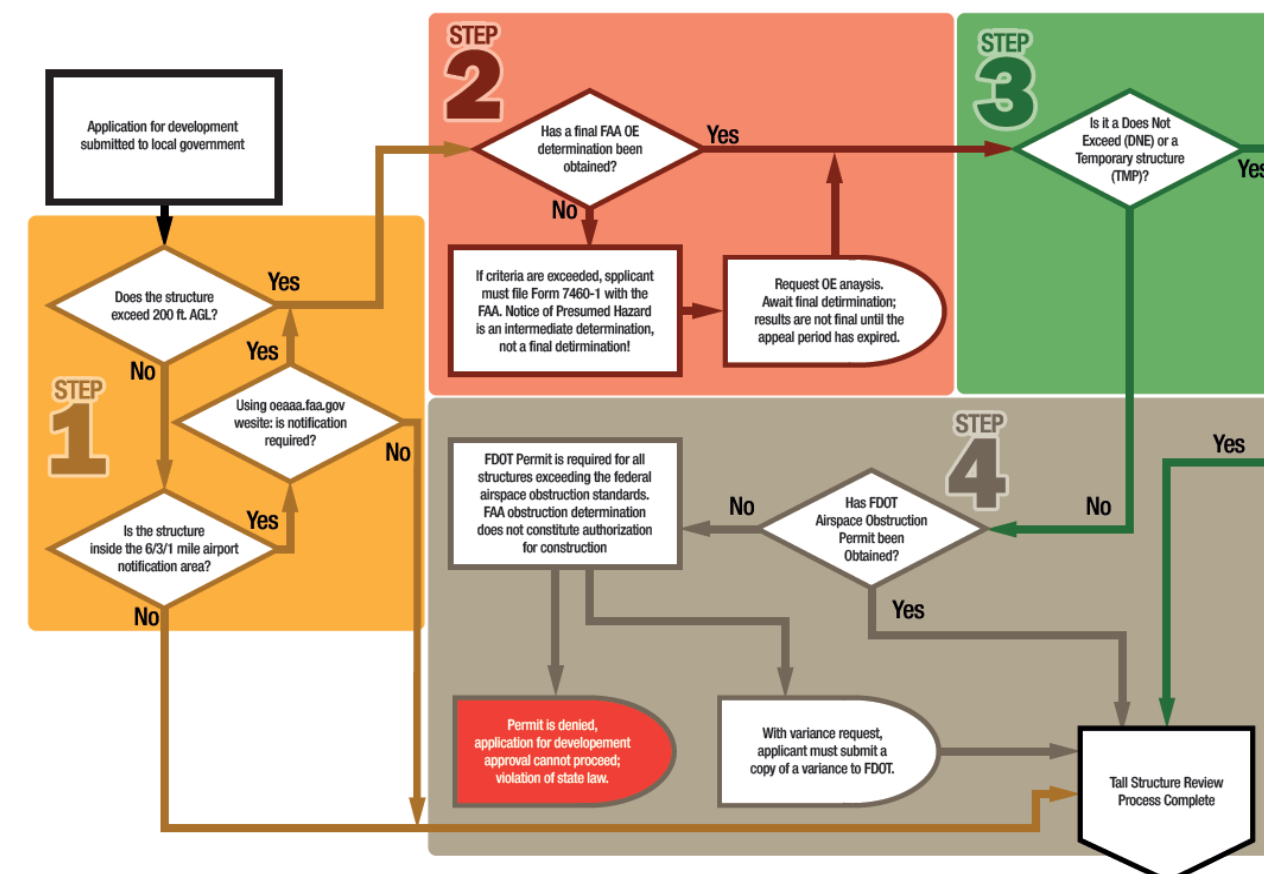


Example Part 150 Noise Contours

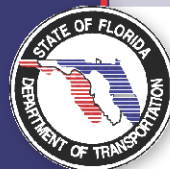


Tall Structure Review for Local Governments without Airport Zoning or an Interlocal Agreement

The following flowchart provides a graphical representation of the review process for an application for development related to tall structures where the local government has not adopted an airport protection zoning ordinance or entered into an interlocal agreement in accordance with Section 333.03 F.S.



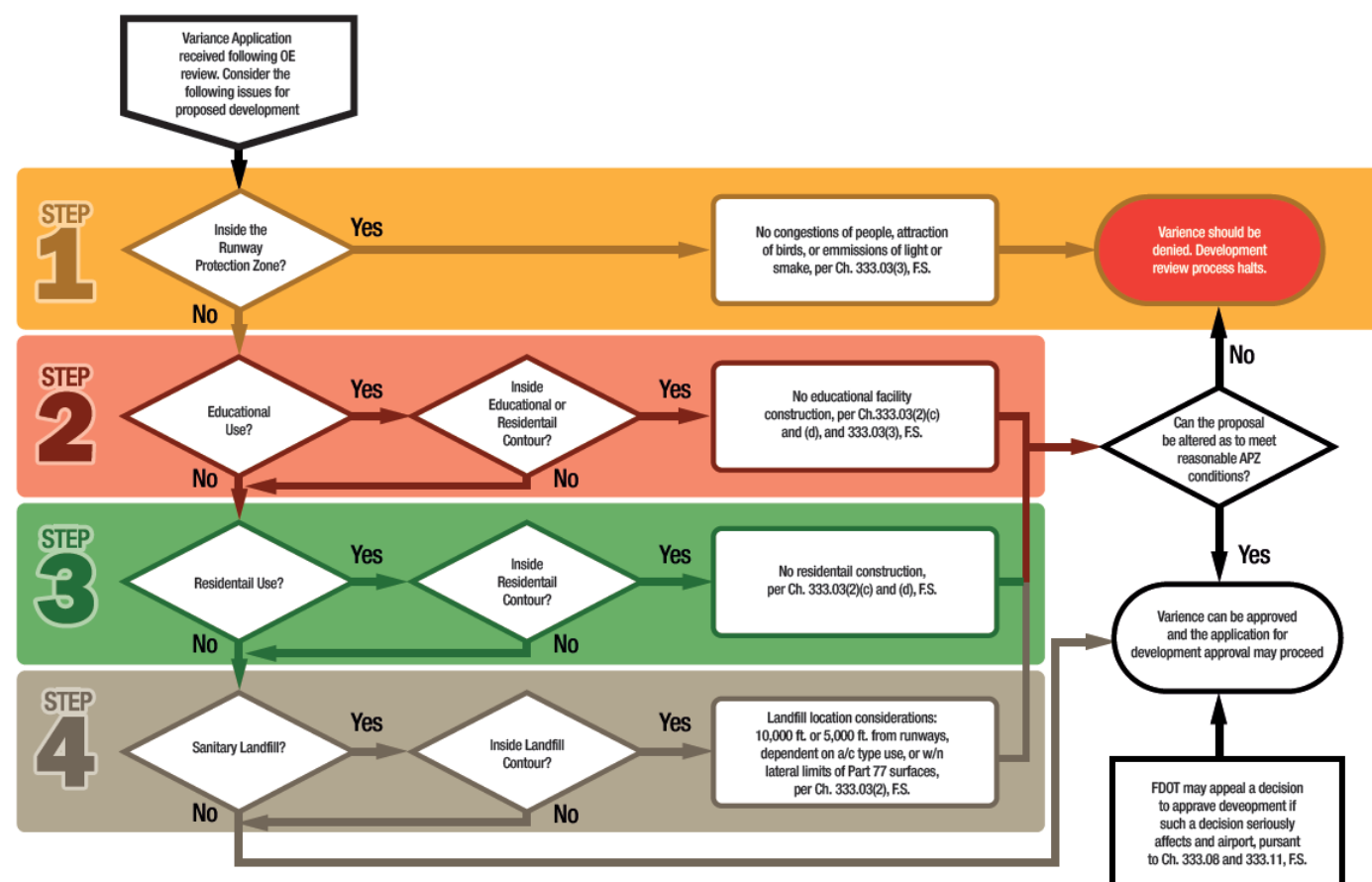
Tall Structure Review for Local Governments without Airport Zoning or an Interlocal Agreement



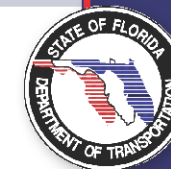
Land Use Approval Process

The following flowchart provides a graphical representation of the process that local governments with an adopted airport protection zoning ordinance or an interlocal agreement should follow to ensure that proposed development is consistent with land use compatibility requirements contained in Chapter 333, F.S.

When development is proposed in jurisdictions where the local government has not adopted an airport protection zoning ordinance or interlocal agreement, consideration should still be given to restricting development and land uses not compatible with airports.



Land Use Review for Local Governments with Airport Zoning or Interlocal Agreement



Land Use Approval Process: Runway Protection Zones

The first step in the land use compatibility review process is to determine if the proposed development is within an area defined by the FAA as a Runway Protection Zone (RPZ), formerly known as Clear Zones. The RPZ should be owned by the airport and should be clear of incompatible development. If the development could lead to the congregation of people, the attraction of birds, or the emission of light, glare, or smoke, the development application should be denied.



Example Runway Protection Zones (RPZs)