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**Washington County Airport Zoning Ordinance
Tri-County Airport (KBCR)
May 2024**

County Contacts:

County Responsibility: 333.03, F.S. requires every political jurisdiction with an airport hazard area within its limits to “adopt, administer, and enforce” airport zoning regulations.

Current Regulations: Washington County Land Development Code (adopted 12-14-2023)
[WASHINGTON COUNTY COMPREHENSIVE PLAN-VISION 2035, FUTURE LAND USE MAPS, LDC](#)

Issue: Washington County’s current Airport Zoning Ordinance appears to only address airport protection and compatibility requirements for Northwest Florida Beaches International Airport for the most part. A local ordinance is required to protect the Tri-County Airport by regulating tall structures/objects, dust, glare, light emissions, smoke, steam/fog, population densities, incompatible uses, wildlife attractants, and noise.

Sec 2.02.04 – Special Provisions for Select Land Uses:

- N. “The Special Treatment Zone (Northwest Florida Beaches International Airport) is an overlay zone on the Future Land Use Map...”
- Q.8. Wireless Communication Towers near Ebro...”regulations and restrictions of the Airport Protection Area of 2.03.05 of LDC shall be applicable.”

Sec 2.03.05 – Airport Protection Zone (AICUZ): ***Does this still exist?***

- A. “The AICUZ area...is the lands and waters described in the Northwest Florida Beaches International Airport 2009 AICUZ User Guide Manual. Development restrictions described...shall apply within the AICUZ area. There are four (4) specific zones created for the Northwest Florida Beaches International Airport.”
- B. Permitted Uses
 1. *Airport Obstruction Height Zone*. Map 1: Height limitations and sizes established to conform to the standards for determining obstructions to air navigation.
 2. *Wildlife Attractant Hazard Zone (B)*. Map 2: 10,000-foot Perimeter (B). Separation distance for any wildlife attractants or for new airport development projects meant to accommodate aircraft movement. Page 2, FAA Advisory Circular 150/5200-33B.
 3. *5—Mile Perimeter C*. Map 3: Five (5) Statute miles Perimeter — Between farthest edge of the airport's air operations area (AOA) and hazardous wildlife attractant if it could cause hazardous wildlife movement into or across the approach or departure airspace. Page 2, FAA Advisory Circular 150/5200-33B.
 4. *10—Nautical Mile Perimeter*. Map 4: Ten-nautical mile radius of geographical center of publicly center of a publicly owned or operated airport, a military

DRAFT

airport, or an airport licensed by the state for public use. Permit required for structures exceeding federal obstruction standards in F.S. 333.025.

5. *6-Nautical Mile Perimeter*. Map 5: Six-nautical mile, limitations on construction or establishments of landfills near public airports. Page 4, FAA Advisory Circular 150/5200-33B.

Any development that would threaten the integrity and mission of the Northwest Florida Beaches International Airport shall be prohibited.

Federal Requirements: FAR Part 77 requires federal notification for any construction or alteration that is more than 200 ft above ground level or exceeds an imaginary surface extending outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 ft from the nearest point of the runway at Tri-County Airport (because its runway is more than 3,200 ft in length).

State Requirements: Chapter 333, F.S. requires local regulations to address:

1. Permitting process for obstructions (333.025, FS)
2. Permit requirements for construction/alteration of any obstruction (333.03 1c1, FS)
3. Obstruction marking and lighting requirements (333.03 1c2, FS)
4. Documentation showing compliance with FAR Part 77 notification requirement and aeronautical study submitted (333.03 1c,3 FS)
5. Consideration of statutory criteria in evaluating a permit (333.03 1c4, FS):
 - a. Safety of persons on ground in air
 - b. Safe and efficient use of navigable airspace
 - c. Nature of terrain and existing structure heights
 - d. Effect of an obstruction on licensing standards
 - e. Character of existing/planned flights operations & developments
 - f. FAA-designated airways, approaches
 - g. Cumulative effects on airspace of all obstructions in an area.
6. Approval of permit cannot be based solely on FAA non-hazard determination (333.03 1c5, FS)
7. Prohibition of landfills within 5,000 ft from nearest point on runway for non-turbine aircraft or 10,000 ft for turbine aircraft (333.03 2a, FS)
8. Requirement for operators of landfills attracting wildlife to minimize hazards (333.03 2b, FS)
9. Prohibition of incompatible uses per FAR Part 150 Noise study (333.03 2c, FS)
10. Prohibition of residential and educational facilities (except aviation schools) within area one-half the length of the longest runway on each side of and end of runway centerline if no Part 150 study (333.03 2d, FS)
11. Restriction of incompatible uses within RPZs (333.03 2e, FS)
12. If two political jurisdictions are within airport imaginary surface, then interlocal agreement or joint zoning board (333.03 1b, FS)

Proposed Solution: Consultant will prepare draft airport ordinance language and exhibits for Washington County consideration based on FDOT 2020 Airport Airspace and Land Use Guidebook. Deliverables to include:

- Draft airport zoning ordinance text for Washington County
- Airspace height zoning exhibit
- Federal notification exhibit (for reference)

In addition, because the Tri-County Airport airspace extends into Holmes County, Jackson County and Washington County, the three jurisdictions shall enter an interlocal agreement or form a Joint Airport Protection Zoning Board with the Tri-County Airport Authority to protect the airport per 333.03(1)(b), F.S.

The airport zoning regulations shall be subject to a properly advertised public hearing before being adopted by the local legislative body.