

**SCHEDULE R
AIRPORTS AND AIRCRAFT**

SECTION 1.0 SHORT TITLE

This Schedule shall be known and may be cited as "Schedule R, Airports and Aircraft."

SECTION 2.0 DEFINITIONS

For the purposes of this Schedule, the following terms shall have the meanings ascribed to them in this section:

Airport - means the Orlando Sanford International Airport, Sanford, Florida.

Airport elevation - The highest point of an airport's usable landing area measured in feet above mean sea level. The established airport elevation of the Orlando Sanford International Airport, Sanford, Florida, is fifty five feet (55') above mean sea level (AMSL).

Airport hazard - Any structure or object of natural growth located on or in the vicinity of a public airport, or any use of land near such airport, which obstructs the airspace required for the flight of aircraft in landing or takeoff at such airport or is otherwise hazardous to such landing or takeoff of aircraft.

Airport primary surface - A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends two hundred (200) feet beyond each end of that runway. The width of the primary surface of a runway will be that width prescribed in Part 77 of the Federal Aviation Regulations (FAR) for the most precise approach existing or planned for either end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway center line.

Airport zoning chart - Refers to a chart or map of the area affected by the airport zoning, which shows the layout of the runways, the airport boundaries and the airport elevation. The chart also sets forth the various zones with the applicable height limitations for each. The chart identifies topographic features such as major streams, rivers, railroads, roads and streets.

Airspace height - For the purpose of determining the height limits in all zones set forth in this Schedule and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.

Control zone - Airspace extending upward from the surface of the earth which may include one or more airports and is normally a circular area of five (5) statute miles in radius, with extensions where necessary to include instrument approach and departure paths.

Decision height - The height at which a decision must be made during a precision instrument approach, to either continue the approach or to execute a missed approach.

Instrument runway - A runway having an existing instrument approach procedure or planned in the Orlando Sanford International Airport Master Plan, July 2002 and FAA approved amendments, utilizing air navigation facilities or area-type navigation equipment, for which an instrument approach procedure has been approved or planned.

Minimum descent altitude - The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure, where no electronic glide slope is provided.

Minimum en route altitude - The altitude in effect between radio fixes which assures acceptable navigational signal coverage and meets obstruction clearance requirements between those fixes.

Minimum obstruction clearance altitude - The specified altitude in effect between radio fixes on VHF omnidirectional radio range (VOR) airways, off-airway routes, or route segments which meets route segment and which assures acceptable navigational signal coverage only within twenty-two (22) miles of a VOR.

Runway - A defined area on an airport prepared for landing and takeoff of aircraft along its length.

Visual runway - A runway intended solely for the operation of aircraft using visual approach procedures with no straight-in instrument approach procedure and no instrument designation indicated on an FAA-approved airport layout plan, a military service's approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.

SECTION 3.0 AIRPORT ZONING MAP

In order to outline definitely the horizontal and vertical limits beyond which the projection of any structure or tree will constitute an airport hazard, the Airport Height Zoning Map of the Orlando Sanford International Airport, Sanford, Florida, attached hereto, is hereby incorporated into this article and made a part hereof.

SECTION 4.0 AIRPORT HEIGHT ZONES AND LIMITATIONS

- 1. Horizontal surface:** The land lying under a horizontal plane one hundred and fifty (150) feet above the established airport elevation, two hundred and five feet (205') AMSL at Sanford. The perimeter of the horizontal zone at Orlando Sanford International Airport is constructed by swinging arcs of ten thousand (10,000) feet radii from the center of each end of the primary surface of each end of runway and connecting the adjacent arcs by lines tangent to those arcs.

No structure shall be permitted in the horizontal zone that would exceed one hundred and fifty (150) feet above the established airport elevation as depicted on the Airport Height Zoning Map of Sanford, Florida.

- 2. Conical zone:** The land lying under a surface extending outward and upward from the periphery of the horizontal surface at a slope of twenty to one (20 to 1) for a horizontal distance of four thousand (4000) feet at Orlando Sanford International Airport . The conical surface extends upward to an elevation of four hundred five (405) AMSL.

No structure shall be permitted in the conical zone that would penetrate the conical surface as depicted on the Airport Height Zoning Map of Sanford, Florida.

- 3. Approach zones:** The land lying under a surface longitudinally centered on the extended runway center line and extending outward and upward from each end of the primary surface.

An approach surface is applied to each end of each runway based upon the type of approach available or planned for the runway end and is depicted on the Airport Height Zoning Map of Sanford, Florida.

- a. The inner edge of the approach surface is the same width as the primary surface of each runway, two hundred and fifty (250) feet wide for runways 9C and 27C; and one thousand (1,000) feet wide for runways 9L, 9R, 27L, 27 R, 18 and 36 at Orlando Sanford International Airport. The outer edge of the approach surface is:
 - i. One thousand two hundred and fifty (1,250) feet for runways 9C and 27C.
 - ii. Sixteen thousand (16,000) feet for runway 9L, 9R, 27L, 27R, 18 and 36.
- b. The approach zone extends for a horizontal distance of five thousand (5,000) feet for runways 9C, 27C, and fifty thousand (50,000) feet for runway 9R, 9L, 27L, 27R, 18 and 36.
- c. The slopes of the approach zones are as follows:
 - i. Twenty to one (20 to 1) for runways 9C and 27C.
 - ii. Fifty to one (50 to 1) for the first ten thousand (10,000) feet horizontal distance with an additional twelve thousand (12,000) feet horizontal distance at a slope of forty to one (40 to 1) until intersection with a plane five hundred (500) feet above the airport elevation for twenty-eight thousand (28,000) feet for runways 9L, 27R, 9R, 27L, 18 and 36 as depicted on the Airport Height Zoning Map of Sanford, Florida.
- d. No structure shall be permitted in the approach zone that would penetrate the approach slope that runway, as depicted on the Airport Height Zoning Map of Sanford, Florida.

4. **Transitional zone:** The land lying under surfaces extending outward and upward at right angles to the runway center line and the runway center line extended at a slope of seven to one (7 to 1) form the sides of the primary and approach surfaces. However, when the slope of seven to one (7 to 1) intersects a plane five hundred (500) feet above the established airport elevation, the transitional surface becomes a plane five hundred (500) feet above the established airport elevation as depicted on the Airport Height Zoning Map of Sanford, Florida.

No structure shall be permitted that would penetrate the transitional surface as depicted on the Airport Height Zoning Map of Sanford, Florida.

5. **Altitude:** No structure shall be permitted in the City of Sanford that would raise an existing published minimum descent altitude or decision height for any instrument approach to any runway at the Orlando Sanford International Airport, nor shall any structure be permitted that would raise or increase the minimum obstruction clearance altitude or minimum en route altitude on any federal airway in the City of Sanford.

SECTION 5.0 USE RESTRICTIONS

Notwithstanding any other provision of this Schedule, no use may be made of land or water within the City of Sanford in such a manner as to interfere with the operation of an airborne aircraft. The following special requirements shall apply to each permitted use:

1. All lights of illumination used in conjunction with streets, 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 Orlando Sanford International Airport or in the vicinity thereof.
2. No operation from any use shall project smoke, glare or other visual hazards within three (3) statute miles of any usable runway of the Orlando Sanford International Airport.
3. No operations from any use in the City of Sanford shall produce electronic interference with navigation signals or radio communication between the airport and aircraft.

SECTION 6.0 NONCONFORMING USES

The regulations prescribed in Sections 4.0 and 5.0 of this Schedule shall not be construed to require the removal, lowering or other change or alteration of any structure or tree not conforming to the regulations as of the effective date of this Schedule, or otherwise interfere with the continuance of any nonconforming use. Nothing herein contained shall require any change in the construction, alteration or intended use of any structure the construction or alteration of which was begun prior to the effective date of this Schedule.

SECTION 7.0 LIGHTING

Notwithstanding the provisions of this Schedule, the owner of any structure over two hundred (200) feet above ground level must install on that structure lighting in accordance with Federal Aviation Administration Advisory Circular 70/7460-1K and FAA amendments. Additionally, any structure exceeding nine hundred and forty-nine (949) feet above mean sea level shall install on that structure high-intensity white obstruction lights. The high-intensity white obstruction lights must be in accordance with the Federal Aviation Advisory Circular 70/7460-1K and FAA Amendments.

SECTION 8.0 HEIGHT VARIANCES AND CONDITIONAL USES

1. **General.** Any person desiring to erect or increase the height of any structure, or use his property not in accordance with the regulations prescribed in this Schedule may apply to the Administrative Official or the Planning and Zoning Commission. A variance shall be required for single-family homes or duplexes. A conditional use shall be required for all other uses. No application for variance or conditional use to the requirements of this Schedule may be considered by Administrative Official or the Planning and Zoning Commission unless a copy of the application has been provided the airport manager of Orlando Sanford International Airport for his review and advice as to aeronautical effects of the variance or conditional use. If the Orlando Sanford International Airport manager does not respond to the application for variance or conditional use within fifteen (15) days after receipt, the Administrative Official or the Planning and Zoning Commission may act on its own to grant or deny said application for a variance or conditional use, respectively.
2. **Criteria for granting a variance.** No variance shall be approved solely on the basis that such proposed structure will not exceed federal obstruction standards as contained in 14 C.F.R.

77.21, 77.23, 77.25, 77.28 or 77.29, or any other federal aviation regulation.

When determining whether to issue or deny a variance, the following shall be considered:

- a. The nature of the terrain and the height of existing structures;
- b. Public and private interests and investments;
- c. The character of flying operations and planned developments of the airport;
- d. Federal airways as designated by the Federal Aviation Administration;
- e. Whether the construction of the proposed structure would cause an increase in the minimum descent altitude or the decision height at the airport;
- f. Technological advances;
- h. Land use density or intensity;
- i. The safe and efficient use of navigable airspace;
- j. The cumulative effects on navigable airspace of all existing structures, proposed structures identified in the Sanford Comprehensive Plan and all other known proposed structures in the area.

C. Documentation Required. Each person applying for a variance shall submit documentation showing compliance with the federal requirement for notification of proposed construction and a valid aeronautical evaluation.

SECTION 9.0 PERMITS

1. Future Uses: No material change shall be made in the use of land, and no structure or tree shall be erected, altered, planted or otherwise established in any airport approach zone, horizontal zone, conical zone or transitional zone, unless a permit therefore shall have been applied for and granted by the Administrative Official or the Planning and Zoning Commission. However, a permit for a tree or structure of less than seventy-five (75) feet of vertical height above the ground shall not be required in the horizontal or conical zone or in any approach or transition zone beyond a horizontal distance of five thousand (5,000) feet from each end of the runway, except when such tree or structure, because of terrain, land contour or topographic features, would extend above the height limit prescribed for the respective zone.

Each such application shall indicate the purpose for which the permit is desired, with sufficient particularity to permit it to be determined whether the resulting use, structure or tree would conform to the regulations herein prescribed. If such determination is in the affirmative, the permit applied for shall be granted.

2. Existing Uses: Before any existing use, structure or tree may be replaced, substantially altered or repaired, rebuilt, allowed to grow higher or replanted within any airport approach zone, horizontal zone, conical zone or transitional zone, a permit must be secured authorizing such

replacement, change or repair from the Administrative Official or the Planning and Zoning Commission. No such permit shall be granted that would allow the establishment or creation of an airport hazard or permit a nonconforming use, structure or tree to be made or become higher, or become a greater hazard to air navigation than it was on the effective date of this Schedule or than it is when the application for a permit for replacement, change or repair of existing use, structure or tree shall be granted.

3. **Abandoned or Destroyed Nonconforming Use or Structure:** Whenever the Administrative Official or the Planning and Zoning Commission determines that a nonconforming use or nonconforming structure or tree has been abandoned for a period of six (6) months or is more than eighty (80) per cent torn down, destroyed, deteriorated or decayed, no permit shall be granted that would allow said structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations.

SECTION 10.0 ADMINISTRATIVE OFFICIAL

The Administrative Official, as determined by action of the City Commission, or the Planning and Zoning Commission shall have the administrative power to implement the provisions of this Schedule.

SECTION 11.0 CONFLICTING REGULATIONS

Where this Schedule imposes a greater or more stringent restriction upon the use of land than is imposed or required by any other ordinance or regulation, the provisions of this Schedule shall govern.