



***AMENDED AGENDA**
AIRPORT ADVISORY COMMISSION
REGULAR MEETING
DECEMBER 8, 2022
6:00 PM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. APPROVAL OF MINUTES**
 - 4.1 Regular AAC Meeting Minutes - October 13, 2022
- 5. PUBLIC COMMENT REGARDING ITEMS NOT ON THE AGENDA**
- 6. OLD BUSINESS**
 - 6.1 Transient Aircraft Parking Apron Rehabilitation - Project Update
 - 6.2 Monthly Airport Financial Report
- 7. NEW BUSINESS**
 - 7.1 ** Airport Property Rezoning Recommendation Request
 - 7.2 2-111 AOB Temporary Tower Services Agreement - The Amelia
- 8. AIRPORT DIRECTOR AND STAFF REPORTS**
 - 8.1 Monthly Airport Director Report
- 9. COMMISSION MEMBER REPORTS/COMMENTS**
- 10. NEXT MEETING DATE**
- 11. ADJOURNMENT**

All members of the public are invited to be present and be heard. Persons with disabilities requiring accommodations in order to participate in this program or activity should contact the City Clerk at (904) 310-3115 or TTY/TDD 711 (for the hearing or speech impaired). All interested parties may appear at said meeting and be heard as to the advisability of any

action, which may be considered with respect to such matter. For information regarding this matter, please contact the Airport Director.

1. **Call to Order:** Chairperson Geib called the meeting to order at 6:00 pm.
2. **Members Present:** Doug Geib, Chuck Colcord, Tom Piscitello, Bob Sell, Tom Lockie, Prudence Hostetter, Hugh Giggy

Members Absent: George Haffey

Others Present: Nathan Coyle (Airport Manager), and Robert Kozakoff (Airport Operations)

3. **Pledge of Allegiance**
4. **Approval of Minutes:** The August 11, 2022 AAC Regular Meeting Minutes were presented for consideration of the AAC.

A motion was made by Member Sell, seconded by Member Colcord to approve the August 11, 2022 Regular Airport Advisory Commission Meeting Minutes. A vote upon passage of the motion was taken by ayes and nays and being all ayes, carried

5. **Public Comment Regarding Items Not On The Agenda:**

Mr. James Harkins, 1942 Springbrook Rd, Fernandina Beach: Mr. Harkins stated that he observed an aircraft that was not following the voluntary noise abatement guidelines by executing turns prior to reaching the water. He believes that the aircraft also did flying maneuvers over residential areas, and provided an image provided by an online flight tracking tool.

Airport Manager Coyle reviewed the image and stated that the aircraft appeared to be conducting practice approaches to Runway 4. For Runway 4 the Noise Abatement Guidelines would request a turn to crosswind at or above 800 feet above ground level instead of when reaching the water since the coastline is a far distance from the airport when operating on that runway.

Don Edlin, 1548 Ruskin Ln, Fernandina Beach: Mr. Edlin stated that the Cirrus Owners and Pilots Association (COPA) event at the airport appeared to be successful and commended the FBO and Airport staff that helped to make this event successful.

6. **Old Business:**

6.1 Monthly Financial Update

Airport Manager Coyle presented the monthly financial update which included a snapshot of revenue and expenditures as of 30 September, 2022. The airport ended the fiscal year in a cash-flow positive position.

7. **New Business:**

7.1 FHB Aircraft Hangars LLC - Phase 3 Development Discussion.

Manager Coyle stated that there is a need for more T-Hangars at FHB as the hangar waiting list at the airport contains more than 70 individuals, and continues to grow. He also stated what the airport requirements and obligations are in the building process of said hangars and to support the infrastructure

improvements as directed by the FAA. He then introduced Mr. Harry Giltz and Mr. Brian Echard who presented a proposal for construction of T-Hangars in addition to a non-aviation storage development at the airport.

Mr. Giltz stated that he sees the need for additional T-Hangars at FHB. He also desires to build non aeronautical storage units in conjunction with the T-Hangars. Mr. Giltz expressed that there were two areas they felt could be viable options for this proposed development, if accepted by the City. The preferred location is approximately 9 acres where the existing soccer fields reside on airport property, which would require that the soccer fields to be moved to replace the existing softball fields at the airport. The other location is near Jamestown Road on the east side of the airport which would require extensive tree removal.

Mr. Echard provided comments stating that the non-aeronautical storage component of development would be built to help offset the cost of providing T-hangars for which there is a much slimmer margin. He also stated that they would prefer to build on the north side of the airport as most of the airport infrastructure is already located there. He also said that the Jamestown Road location would require a large area of trees to be removed.

Airport Manager Coyle briefed on the considerations of each of the proposed areas, and mentioned that the North-side of the airport would indeed keep T-hangars in a consistent location near the fuel farm self-service. Mr. Coyle also clarified that the conversation contained two components which were whether or not the airport would eliminate the exclusivity that only allows for the City to construct T-hangars and subsequently, if exclusivity were removed, the location for the proposed development.

Member Giggy asked about the effects on the soccer/ball fields. Manager Coyle explained that discussions at the staff-level, which would require City Commission consideration, have been to construct a new soccer complex over the existing softball field location, which would eliminate the softball fields.

Chairman Geib opened the floor to comments:

Commissioner Ross, 210 N 3rd St. Fernandina, stated that this is a “long time coming” and was to be expected. He also said that the current ball fields would be repurposed into soccer fields and that the costs would be covered by City Impact Fees. The ball fields would no longer exist on airport property. He also mentioned that there is a good possibility that Nassau County may agree to assist with funding a long-term lease for the soccer fields. He also stated that 90% of the use of the ball fields are county residents. He then reiterated the point that this land is obligated for airport use.

Mr. Larry Pung, 96062 Sweetbrier Ln, Yulee, stated that he is #23 on the FHB Hangar Waiting list and therefore likes the idea of creating new hangars as he has been awaiting access to hangar space for quite some time. He stated that it is presently hard to find T-hangars anywhere.

Mr Ron Aker, 32532 Willow Parke Circle, Fernandina, stated that as an Amelia Island Youth Soccer Representative he wanted to remind everyone that there are 776 children that use the current soccer fields. He is glad to be included in the discussion and wants to ensure that this will not create a burden on the soccer organization. He would like to keep the north area just for Hangars and recreation and put non-aeronautical storage units in the south area.

Mr. Tom Carrera 1518 North Parke Dr., Fernandina stated the importance of including public input into this proposal as it moves forward, and a preference to keep the soccer and softball fields in their present location.

Airport Manager Coyle said there are two recommendations that are needed from the AAC. The first, the T-Hangars exclusivity component and the second, the location of the proposal, either North or South.

Member Colcord made a motion to remove the City's rule for exclusivity of T-Hangar construction. Member Hostetter seconded the motion. A vote upon passage was taken by ayes and nays and being all ayes, carried.

Several members of the AAC were concerned about the reduction/removal of parts of the sporting complex. Some also wanted to know if it is feasible to have the non-aeronautical units located in the South side proposal.

Commissioner Chip Ross stated again that the airport property must give preference to aeronautical use over non-aeronautical use per the FAA. But if a lease is put in place between the city and county for the sports complex it would keep newly constructed soccer fields in place for the lease period.

Mayor Mike Lednovich, 1586 Canopy Dr, Fernandina Beach stated that it would behoove the City Commission to have a City Commission Workshop on this proposal so that the commissioners could discuss this proposal further. He stated that the proposal for use of property on the North-side of the airport hinges on the County's participation. He also said he believes it would be a good idea to not decide on location until the commissioners look at it. He said that the Parks and Recreation Department was not aware of this proposal until last Tuesday.

A motion was made by Member Colcord and seconded by Member Lockie to recommend that staff continue discussions and analysis for use of the North-property site to construct T-hangars and a non-aviation development as proposed by Mr. Echard and Mr. Giltz. A vote upon passage of the motion was taken by ayes and nays all being ayes, carried.

Mr. Coyle expressed that he would correspond with City Manager Dale Martin on the scheduling of a workshop to discuss this with the City Commission.

8. Airport Director and Staff Reports

Manager Coyle provided the monthly department report for the Airport. Of note, Mr. Coyle mentioned that the transient aircraft parking apron rehabilitation start-date had been pushed back from October to early November. There was no further discussion.

9. Commission Member Reports/Discussion

No Comment.

10. NEXT MEETING DATE: DECEMBER 8, 2022

11. Adjournment: There being no further business to come before the Airport Advisory Commission, the meeting was adjourned at 7:40 PM.

Secretary

Doug Geib, Chairperson

AIRPORT 420**AIRPORT
420**

	BUDGET 2022-2023	YTD	Percentage
REVENUES			
33120 FEMA GRANT	-	0.00	N/A
33220 FAA GRANT	1,590,741	0.00	0.0%
33323 FDOT GRANT	729,584	0.00	0.0%
33420 FEMA STATE GRANT	-	0.00	0.0%
34704 RENTALS NON-TAXABLE	-	0.00	N/A
34720 RENTALS	-	550.40	N/A
34970 FUEL SALES	28,000	6,360.40	22.7%
34971 LEASE PAYMENTS - LAND LEASE	67,645	10,259.34	15.2%
34973 LAND LEASE - AMELIA RIVER	212,688	37,251.81	17.5%
34974 LAND LEASE PAYMENTS - NON-TAXABLE	73,864	10,458.05	14.2%
34975 RENT/LEASE PAYMENTS - City Built	379,233	64,088.92	16.9%
34976 8 FLAGS RENT (TAXABLE)	66,233	17,798.66	14.7%
34978 8 FLAGS RENT - NON-TAXABLE	58,877	608.20	
34979 TRANSIENT REVENUE	-	3,045.11	N/A
36110 INTEREST		3,183.99	N/A
36420 INSURANCE PROCEEDS		0.00	
36800 CAPITAL CONTRIBUTION		0.00	
34972 BUILDING LEASE	-	906.06	N/A
36990 OTHER REVENUE	66,000	3,963.33	6.0%
36991 PARKING REVENUE	4,000	263.00	6.6%
36995 LATE FEES	-	341.70	100.0%
36992 GAIN ON SALE OF ASSETS	20,000	0.00	0.0%
38101 TRANSFERS IN GENERAL FUND		0.00	
38101 FROM GENERAL FUND FOR FIRE STATION	297,420	49,570.00	16.7%
38910 CASH BALANCE FORWARD	3,548,569		
38410 LOAN PROCEEDS	-	-	
Revenue Total	7,142,854	208,648.97	2.9%

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	BUDGET 2022-2023	YTD	Percentage
PERSONNEL SERVICES			
51200 SALARIES	155,188	18,294.00	11.79%
51300 TEMPORARY	-	0.00	
51350 PART TIME	18,234	2,378.96	13.05%
51400 OVERTIME	-	0.00	
52100 FICA	13,266	1,462.13	11.02%
52200 RETIREMENT	33,520	3,951.49	11.79%
52300 HEALTH	29,547	4,695.24	15.89%
52301 LIFE	849	95.36	11.23%
52350 OPEB COSTS	1,756	296.00	16.86%
52400 WORKERS' COMP	2,689	449.00	16.70%
52500 UNEMPLOYMENT			
TOTAL	255,049	31,622.18	12.40%
OPERATING EXPENSES			
53100 PROFESSIONAL SERVICES	25,000	2,604.25	10.42%
53200 AUDIT	7,371	1,231.00	16.70%
53400 CONTRACTUAL	43,735	10,491.95	23.99%
53900 AUTO ALLOWANCE		0.00	
53910 HOUSING ALLOWANCE	-	0.00	
54000 TRAINING/TRAVEL	3,210	0.00	0.00%
54100 COMMUNICATIONS	2,988	216.00	7.23%
54101 COMMUNICATIONS - CELL	2,000	203.54	10.18%
54103 COMMUNICATIONS - INTERNET	5,922	371.00	6.26%
54200 POSTAGE	100	0.00	0.00%
54300 UTILITIES - ELECTRIC	27,000	1,283.23	4.75%
54310 UTILITIES - WATER & SEWER	12,200	806.29	6.61%
54500 INSURANCE	87,791	14,621.00	16.65%
54610 R/M GROUNDS	169,500	18,196.44	10.74%
54620 R/M EQUIPMENT	3,000	603.61	20.12%
54630 R/M VEHICLES-LABOR	6,000	37.50	0.63%
54640 R/M VEHICLES-MATERIALS	7,500	44.08	0.59%
54700 PRINTING	650	0.00	0.00%
54800 PROMOTIONAL	750	130.59	17.41%
54902 BAD DEBT EXPENSE		0.00	
54910 BILLING COST	7,300	1,220.00	16.71%
55100 OFFICE SUPPLIES	2,300	0.00	0.00%
55200 OPERATING SUPPLIES	2,180	54.82	2.51%
55210 UNIFORMS	400	0.00	0.00%
55230 FUEL	15,000	465.08	3.10%

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AIRPORT 420

	BUDGET 2022-2023	YTD	Percentage
55400 BOOKS/SUBS/DUES	525	330.00	62.86%
TOTAL	432,422	52,910.38	12.24%
CAPITAL OUTLAY			
56200 BUILDINGS	3,262,250	0.00	
56300 IMPROVEMENTS	1,977,490	1,180.00	0.06%
56400 MACH./EQUIP.	150,000	0.00	
56401 MACH./EQUIP. Non-CAP	1,000	0.00	0.00%
TOTAL	5,390,740	0.00	0.00%
57000 SETTLEMENT EXP		0.00	
57100 PRINCIPAL	293,733	0.00	
57200 INTEREST	118,212	0.00	
57300 FINANCING COSTS	-	0.00	
TOTAL	411,945	0.00	
Reserve	652,698		
Expense Total	7,142,854	84,532.6	1.18%

Airport Property Rezoning Recommendation Request Agenda Item

The purpose of this agenda item is to seek AAC recommendation to rezone a portion of airport property, where Ybor Alvarez Athletic Complex currently resides, from Recreational Zoning to Industrial Airport Zoning (I-A). This would be accomplished by changing the future land use map and zoning map to reflect Industrial Airport (I-A) for the aforementioned portion of airport property. Staff also recommends adding recreational use as a permissible use under Industrial Airport zoning in the Land Development Code to allow for continued recreational use.

Background/Talking Points

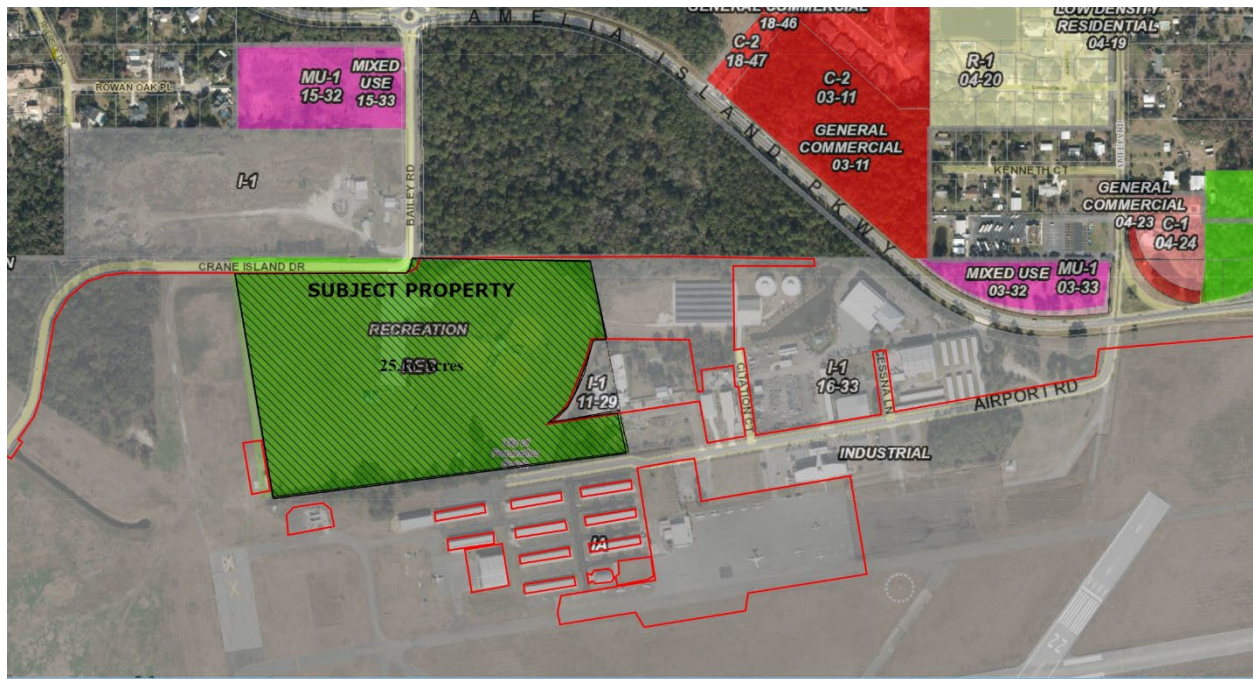
- The City's Future Land Use Map and Zoning Map reflects the Ybor Alvarez Athletic Complex as Recreation (REC). City staff has researched the origin of the Recreation land use and zoning but has been unable to locate any ordinance establishing the Recreation for the Ybor Alvarez Athletic Complex.
- Ybor Alvarez Athletic Complex resides on airport property which is federally obligated property under the Surplus Property Act of 1944 and continued FAA/FDOT grant assurances.
- The athletic complex exists as a "community use benefit." Per FAA guidance, community use benefit cannot preclude aeronautical reuse of property. Additionally, in accordance with FAA contractual assurances, airport property cannot be encumbered without approval of the FAA.
- The City's Land Development Code (LDC) range of allowable uses under Recreation zoning do not allow for aviation or other industrial type use necessary for compliance with Federal obligations. As a result of the limited range of uses, the property's use is encumbered inconsistently with FAA direction and contractual obligations.
- Staff recommendation is to change the future land use map and zoning map to reflect Industrial-Airport (I-A) use of property currently zoned as Recreational Use (Ybor Alvarez Athletic Complex) AND to add recreational use as a permissible use within Industrial-Airport zoning in the LDC:
 - o Industrial-Airport zoning would provide allowable uses of obligated airport property that are consistent with the airport's federal obligations and grant assurances.
 - o Adding recreational outdoor use as a permissible use would allow for continued recreational use of airport property. Since only airport property is zoned as I-A, the City/airport would control the type of recreational use to ensure that any future recreational use proposals, which would require ground lease, are a compatible land use.
- Staff will seek recommendation from the AAC on the staff recommendation listed above during this agenda item.
- Discussion Process/Steps
 - o Airport Advisory Commission – Recommendation
 - o Parks/Rec Advisory Commission – Recommendation

- Planning Advisory Board – Public Hearing/Recommendation
- City Commission – Decision

Attachments

- Current Zoning Depiction of Ybor Alvarez Athletic Complex Zoning
- Fernandina Beach Future Land Use Map
- Land Development Code Excerpts – Chapter 2 and Chapter 4 (Airport Overlay)

Attachment 1

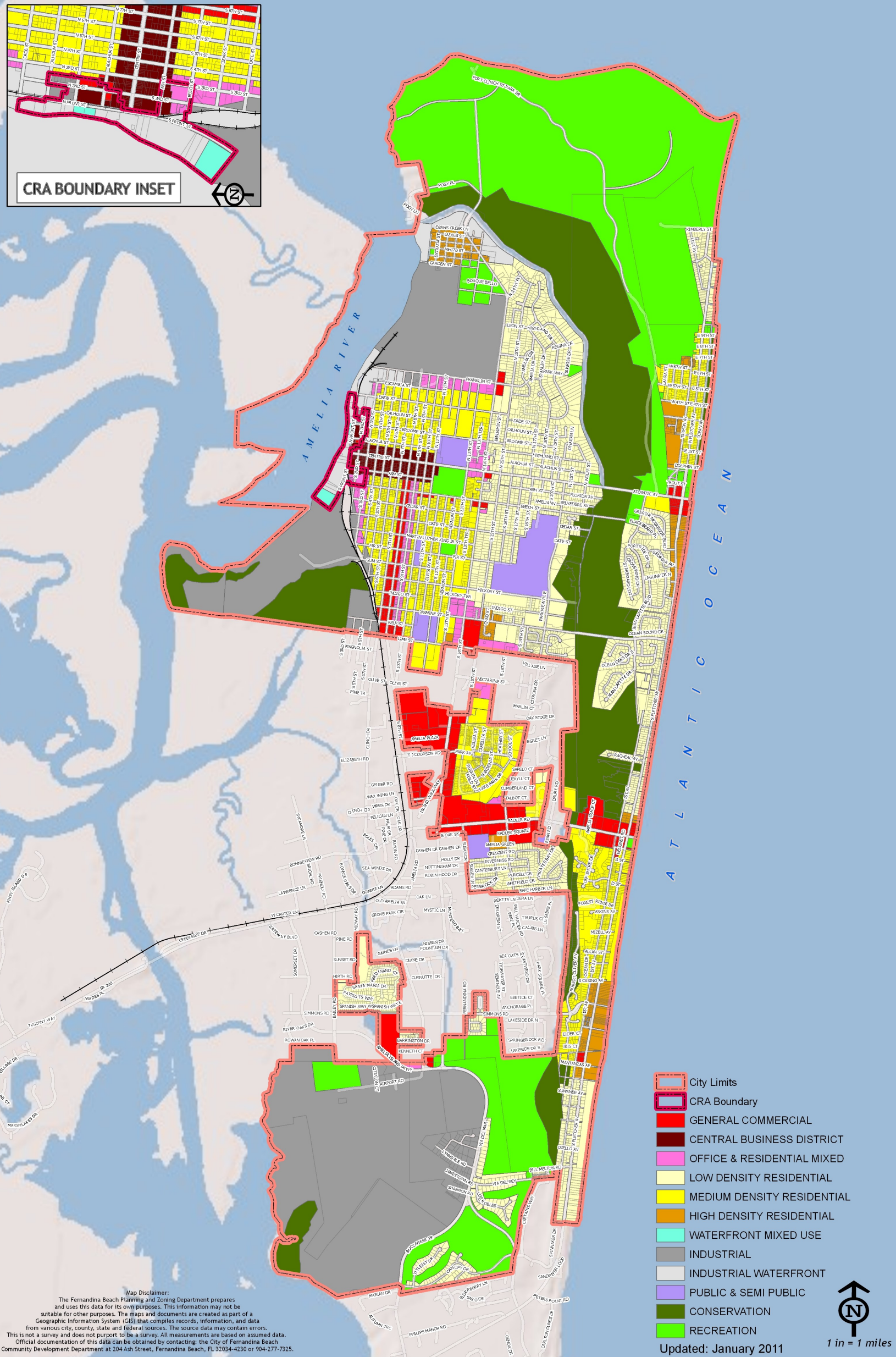




Attachment 2

City of Fernandina Beach

FUTURE LAND USE MAP





CHAPTER 2

ZONING DISTRICTS AND USES

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2.00.00 GENERALLY**2.00.01 Purpose and Intent**

- A. It is the purpose of this chapter to establish and adopt zoning districts to govern the use of land, water, and structures in the City.
- B. It is the intent of the City Commission that the regulations set forth in this chapter governing the use of land, water, and buildings apply to all land, water, and buildings included within the boundaries of each district shown on the Zoning Map.

2.00.02 Official Zoning Map

- A. Zoning districts are hereby established for all land and water areas included within the boundaries of each district as shown on the "Zoning Map, Fernandina Beach, Florida."
- B. The Zoning Map and all notations, references, and other information shown on the Zoning Map are as much a part of this LDC as if the information set forth thereon were fully described and set out in this LDC.
- C. Table 2.00.02(C) shows the relationship between zoning districts and the land use categories on the Future Land Use Map (FLUM). An "X" indicates that the zoning district is permissible within the indicated category on the FLUM.

Table 2.00.02(C). Relationship between Zoning Districts and Future Land Use Map Categories

ZONING DISTRICTS	R-E	R1-G	R-1	RLM	R-2	R-3	OT-1	OT-2	MU-1	MU-8	C-1	C-2	C-3	I-1	I-2	I-A	I-W	W-1	PI-1	REC	CON
FLUM CATEGORIES																					
Low Density Residential	X	X	X																		
Medium Density Residential			X	X	X																
High Density Residential						X	X	X													
Mixed Use								X	X												
8 th Street Small Area Mixed Use										X											
General Commercial											X	X									
Central Business District													X								
Industrial														X	X	X					
Industrial Waterfront																	X				
Waterfront Mixed Use																		X			
Recreation																				X	
Conservation																					X
Public and Institutional																			X		

2.00.03 Establishment of District Boundary

Where a district boundary divides the area of a lot unequally, the district classification and regulations of the larger portion shall apply to the remaining smaller portion of the lot.

2.01.00 ESTABLISHMENT AND PURPOSE OF ZONING DISTRICTS

This section describes the purpose of each zoning district. Specific uses permissible within each zoning district are identified in Tables 2.03.02 and 2.03.03. Uses are permissible subject to compliance with standards for the zoning district, applicable overlay districts, and specific uses. Standards are set forth in Chapters 4, 5, 6, and 8.

2.01.01 Residential Estate (R-E)

The R-E District is intended for the development of very low density, single-family residential uses where the keeping of certain livestock is permissible.

2.01.02 Residential Golf (R1-G)

The R-1G district is intended for development of low density single-family residential units surrounding the municipal golf course. The Residential Golf designation is established to protect the quality and character of existing low-density single-family neighborhoods.

2.01.03 Low Density Residential (R-1)

The R-1 District is intended for the development of low-density single-family detached homes on individual lots. Single-family attached homes may be allowed through the PUD process. The low-density residential designation is established to protect the quality and character of existing low-density single-family neighborhoods.

2.01.04 Low-medium Density Residential (RLM)

The RLM District is intended for the development of low- to medium-density single-family homes on individual lots. This designation is intended to provide for a more urban neighborhood with a higher density than the R-1 District and a lower density than the R-2 District.

2.01.05 Medium Density Residential (R-2)

The R-2 District is intended for the development, redevelopment, or maintenance of stable medium-density residential neighborhoods. The medium-density residential designation includes a mixture of single- and multi-family structure types.

2.01.06 High Density Residential (R-3)

The R-3 District is intended for the development of high-density residential uses allowing both single- and multi-family dwellings. Bed and breakfast inns and resort rental dwellings may be allowed, subject to additional design standards. Limited neighborhood commercial uses may be allowed through the PUD process.

2.01.07 Old Town Historic District One (OT-1)

The OT-1 District is intended to protect the unique historic features and uses in the single-family residential area of the Old Town Historic District. The OT-1 District is intended for the development and maintenance of single-family residential dwellings, along with their customary accessory uses on the same lot.

2.01.08 Old Town Historic District Two (OT-2)

The OT-2 District is intended to protect the unique historic features and uses in the mixed-use area of the Old Town Historic District. The OT-2 District is intended for the development and maintenance of single-family residential dwellings, along with their customary accessory uses on the same lot. Limited neighborhood commercial may be permissible.

2.01.09 Mixed Use (MU-1)

The MU-1 District is intended for the development of a combination of residential, office, and limited neighborhood commercial uses. The Mixed-Use District encourages well-planned development and redevelopment of areas that feature compatible, interrelated uses including single-family and multi-family residential units; medical, business, and professional offices; personal service establishments with limited inventory of goods; and limited neighborhood commercial uses.

2.01.10 8th Street Small Area Mixed Use (MU-8)

The MU-8 district is intended for redevelopment of the City's 8th Street commercial corridor to allow for a combination of residential, office, housing, and general commercial activities in a vibrant urban setting. The MU-8 district is intended to promote the 8th Street corridor as a thriving gateway to the historic downtown of Fernandina Beach through economical and efficient land use, an improved level of amenities, residential density through a variety of housing types, and a better compact, urban environment. Properties within the MU-8 district shall provide for a unified pedestrian and landscape area along the 8th Street frontage to serve as an extension of the downtown Fernandina Beach character and design. The allowable density in the MU-8 zoning district is a maximum of 18.0 dwelling units per acre.

2.01.11 Community Commercial (C-1)

The C-1 District is intended for the development of land uses to accommodate commercial businesses and offices providing goods and services to more than a few neighborhoods, and land uses that are complimentary to low- and medium-density residential areas. The Community Commercial District recognizes the desire for convenience goods and services in close proximity to residential neighborhoods, provided that such uses are limited in intensity as set forth in the design standards in this LDC.

2.01.12 General Commercial (C-2)

The C-2 District is intended for the development of land uses to accommodate offices; commercial retail; personal services establishments; restaurants; transient accommodations; uses that provide sales and services for several neighborhoods; repair shops; retail sales and services; and other similar commercial uses. The General Commercial District recognizes existing development with locations that have access to arterial roads.

2.01.13 Central Business District (C-3)

The C-3 District is intended for the development of land uses within the central business district as the City's center for residential, financial, commercial, governmental, professional, and cultural activities. The Central Business District category is designed to accommodate as permissible uses single-family or duplex dwelling units and uses permissible subject to supplemental standards triplex and multi-family dwelling units. These uses may be either freestanding or in mixed use structures; offices; commercial retail; personal services establishments; restaurants; transient accommodations; commercial parking facilities; civic uses; and cultural uses.

2.01.14 Light Industrial (I-1)

The I-1 District is intended for the development of light industrial manufacturing, fabrication, processing, or warehousing, storage, research facilities, commercial activities and services, including lodging accommodations, and community facilities or government buildings, such as, animal services, emergency services or administrative offices, recreational facilities, such as golf courses, or other activities compatible with light industrial operations which are in close proximity to transportation facilities. The district is not intended to accommodate heavy industrial operations or to accommodate commercial that would restrict the principal light industrial operations. Residential development, with exception of a caretaker's unit, is not permissible within the zoning district. The designation of land for the I-1 District shall be based on compatibility with surrounding land uses, considering environmental sensitivity, intensity of use, hours of operation, heat, glare, fumes, noise, and visual impacts.

2.01.15 Industrial Airport (I-A)

The Industrial Airport District is intended for the development of airport regulated property. The Industrial Airport District recognizes the need for consistency with permissible uses on airport property as regulated by the Federal Aviation Administration (FAA) and for consistency with height limitations to prevent interference with the safe and efficient operations of the airport. The district disallows use which would impact aircraft operational capabilities, electronic or procedural requirements and/or create an airport hazard as determined by the FAA. Uses within the district are subject to height limitations as imposed by the FAA.

2.01.16 Waterfront Industrial (I-W)

The I-W District is intended for the development of water dependent and water-related manufacturing, assembling, storage, distribution, sales, and port operations that are generally high intensity. The Waterfront Industrial District recognizes existing industrial development with locations that have access to transportation facilities by air, rail, ship, or highway. The designation of land for the I-W District shall be based on compatibility with surrounding land uses, considering environmental sensitivity, intensity of use, hours of operation, heat, glare, fumes, noise, and visual impacts.

2.01.17 Heavy Industrial (I-2)

The I-2 District is intended for the development of warehousing, fabrication, storage, and commercial services which are likely to produce adverse physical and environmental impacts such as noise, land, air, and water pollution and transportation conflicts. The Heavy industrial District recognizes existing heavy manufacturing development with locations that have access to major highways. Residential development, with exception of a caretaker's unit, is not permissible within the zoning district. The designation of land for the I-2 District shall be based on compatibility with surrounding land uses, considering environmental sensitivity, intensity of use, hours of operation, heat, glare, fumes, noise, and visual impacts.

2.01.18 Waterfront Mixed Use (W-1)

The W-1 District is intended for the development and/or re-development of waterfront land fronting the Amelia River within the CRA only. The Waterfront Mixed Use District recognizes the desire to maintain existing water related uses while providing a wider range of uses to encourage developments which enhance the public's use of and access to the waterfront.

2.01.19 Public and Institutional (PI-1)

The PI-1 District is intended for the development and maintenance of publicly owned lands and structures, parks and recreation areas, public schools, and buildings used principally for government functions. Federal, State, regional, and local government land uses are permissible.

2.01.20 Conservation (CON)

The CON District is intended to provide for the long-term protection and preservation of environmentally sensitive natural resource systems. Development within the Conservation District is limited to buildings that are supportive of and accessory to the conservation land uses, such as interpretative centers, rest rooms, or covered picnic pavilions. Other uses may include docks, boardwalks, hiking trails, and picnic areas. These uses shall be limited in location and extent and shall avoid adverse impacts on the hydrologic functions of wetlands, natural systems, habitats, water quality, shorelines, marine life, and coastal resources.

2.01.21 Recreation (REC)

The REC District is intended to provide a location for land devoted to public or private parks and recreation facilities. The types of parks and facilities include passive parks and open spaces, activity-based parks and recreation areas, and publicly owned recreation facilities.

2.02.00 ESTABLISHMENT AND PURPOSE OF OVERLAY DISTRICTS

2.02.01 Generally

The purpose of overlay districts is to provide a means of modifying the site design requirements that are otherwise applicable to the underlying zoning district(s). The site design standards and other development criteria applicable within an overlay district shall supersede the standards and criteria applicable within the underlying zoning district but shall not supersede any applicable supplemental standards.

2.02.02 Planned Unit Development Overlay

The Planned Unit Development (PUD) Overlay is intended to provide for more than one (1) land use within a mixed use development; allow more than one (1) housing type within a residential PUD; allow innovative arrangement of streets, lots, uses, and buildings; and to improve the efficient use of infrastructure by the clustering of homes, businesses, and other uses in a coordinated, planned development.

2.02.03 Historic District Overlays

The Historic District Overlays are intended to preserve the form, function, image, residential balance, and ambiance of the historic Centre Street and surrounding area as the ceremonial, civic, and cultural center of the City. The Overlays also cover the Old Town Historic District as well as the Amelia Island Lighthouse, Oxley-Heard Funeral Home, and Peck Center. The Historic District Overlay Boundaries are incorporated by reference through City of Fernandina Beach Ordinance numbers 526, 749, 846, 1995-12, 1997-24, and 2010-24. Areas within the Historic District Overlays shall be planned and managed following the guidelines established for the construction and renovation of buildings and use of land within the Historic Districts. (See Chapter 8 regarding guidelines for development in Historic Districts.)

2.02.04 Community Redevelopment Area Overlay

The Community Redevelopment Area (CRA) Overlay is intended to provide for and identify priority areas for coordinated redevelopment and revitalization activities. The CRA Overlay encourages improvement of infrastructure and commercial development. The CRA Overlay Boundaries are incorporated by reference through City of Fernandina Beach Resolution 2006-28. (See Chapter 8 regarding guidelines for development in the CRA.)

2.02.05 Airport Area Overlay

The Airport Area Overlay is intended to provide for appropriate land use on and adjacent to the Fernandina Beach Municipal Airport lands through protection of the operational areas, reduction of noise impacts, and preservation of ecologically unique areas. The Airport Area Overlay encourages light, clean industry that is consistent with and supportive of airport operations.

2.02.06 Urban Core Overlay

(Reserved)

2.03.00 LAND USES PERMITTED IN EACH ZONING DISTRICT

2.03.01 How to Read the Table of Uses

- A. Table 2.03.02 sets for the permissible uses within zoning districts. The letter “P” indicates that the land use is permissible, subject to compliance with the standards of the zoning district. Additional standards for Commerce Parks, Large Scale Commercial Development, and Telecommunications Facilities are applicable and are located in Chapter 6.
- B. The letter “S” indicates that the land use is permissible, subject to compliance with the standards of the zoning district, and the supplemental standards specified for the use. Supplemental standards are contained in Section 6.02.00.
- C. An empty cell indicates the land use is prohibited.
- D. Any land use that is not identified in Table 2.03.02 is prohibited. A property owner may request an interpretation to determine if a use that is not identified is permissible, based on substantial similarity of the requested use to permissible uses within the zoning district in which the property is located. A requested use shall be considered substantially similar when the characteristics of the requested use are equivalent in type, intensity, degree, or impact when compared to a use named in Table 2.03.02. Such characteristics include, but are not limited to:
 - 1. Typical hours of operation;
 - 2. Use of outdoor storage;
 - 3. Trip generation rates;
 - 4. Generation of noise, light pollution, odor, smoke, electromagnetic interference, or vibration; and
 - 5. Customary functions of the use.

2.03.02 Table of Land Uses

Table 2.03.02. Table of Land Uses

ZONING DISTRICTS																					
_ – Prohibited (Empty) P – Permissible S – Permissible Subject to Supplemental Standards	R-E	R1-G	R-1	RLM	R-2	R-3	OT-1	OT-2	MU-1	MU-8	C-1	C-2	C-3	I-1	I-2	I-A	I-W	W-1	PI-1	CON	REC
PRINCIPAL LAND USES:																					
Adult Entertainment														S	S						
Airports and Heliports														P	P	P					
Aeronautical Operations:														P		P					
Aircraft Storage and Maintenance Hangars														P		P					
Aircraft Repair														P		P					
Aviation Equipment Repair														P		P					
Aviation Terminal																P					
Aviation Schools, Research, and Education Facilities														P		P					
Construction, Sales (New and Used) and/or Maintenance of Aircraft; Aircraft Supply														P		P					
Sea Plane Dockage and Parking																P	P	P			
Animal Hospital or Veterinary Clinic										P		P		P	P						
Asphalt or Concrete Plant														S	S						
Assisted Living Facility, Health Care Facilities, Nursing or Convalescent Home						P		P	P	P	P	P	P	P					P		
Automobile Sales, New and Used										S		P		P	P						

ZONING DISTRICTS																					
_ – Prohibited (Empty) P – Permissible S – Permissible Subject to Supplemental Standards	R-E	R1-G	R-1	RLM	R-2	R-3	OT-1	OT-2	MU-1	MU-8	C-1	C-2	C-3	I-1	I-2	I-A	I-W	W-1	PI-1	CON	REC
PRINCIPAL LAND USES:																					
Automobile Repair, Garage, Body Shop										S		P		P	P						
Automotive Rental Agencies										P		P		P	P			P			
Bakery Plant										S				P	P						
Bed and Breakfast Inns						S		S	S	S			S								
Book and Stationery Stores								P	P	P	P	P	P	P	P	P		P			
Bottling Plants														P	P						
Bulk Storage Yards – Liquid														P	P	P					
Bulk Storage Yards – Solids														P	P						
Bus Terminals and Taxi Stations												P		P	P	P					
Business Colleges; Commercial, Trade, Vocational, and Arts Schools										P		P	P	P	P	P			P		
Business Services such as Copying, Mailing, or Printing										P	S	P	S	P	P	P					
Cemeteries	S	S	S	S	S	S	S	S	S										P		P
Clubs, Public or Private; Community and Recreation Centers			S	S	S	S			S	P	P	P	P	P	P	P		P	P		P
Commercial Fishing Facilities																	P	P			
Construction, Sales, and/or Maintenance of Boats and Ships; Marine Supply														P	P		P	P			
Craft Distillery, Small-Scale Brewery or Winery									S	P	S	S	S	P	P		P				

ZONING DISTRICTS																					
_ – Prohibited (Empty) P – Permissible S – Permissible Subject to Supplemental Standards	R-E	R1-G	R-1	RLM	R-2	R-3	OT-1	OT-2	MU-1	MU-8	C-1	C-2	C-3	I-1	I-2	I-A	I-W	W-1	PI-1	CON	REC
PRINCIPAL LAND USES:																					
Day Care Center									S	P	S	P	P						P		P
Dog Dining- Outdoors Only								S	S	S	S	S	S	S	S		S	S			
Distribution, Packing, and Shipping														P	P	P	P	P			
Drug Store or Pharmacy									P	P	P	P	S	P	P			P			
Essential Public Services, such as Transmission Lines and Lift Stations	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		P	P	P
Financial Institutions, Banks, and Credit Unions								P	P	P		P	P	P	P						
Freight and Moving Establishments														P	P	P					
Funeral Home and Mortuary									P	P		P		P	P						
Gasoline Station, with or without a Convenience Store										S	P	P		P	P	P					
Golf Course		P												P	P				P		P
Grocery Store								P	P	P		P	P	P	P			P			
Group Homes	S	S	S	S	S	S			S	S			S								
Government and Civic Buildings, including Library and Museum									P	P			P	P		P	P		P		
Health Clubs and Gyms										P	P	P	P	P	P						
Hospital																			S		
Junk and Salvage Yards																					
Laundry and Dry Cleaning, On-Site, including Self-Service										P		P		P	P						

ZONING DISTRICTS																					
_ – Prohibited (Empty) P – Permissible S – Permissible Subject to Supplemental Standards	R-E	R1-G	R-1	RLM	R-2	R-3	OT-1	OT-2	MU-1	MU-8	C-1	C-2	C-3	I-1	I-2	I-A	I-W	W-1	PI-1	CON	REC
PRINCIPAL LAND USES:																					
Laundry																					
Laundry and Dry Cleaning, Pick-Up Only *Note 5								P	P	P	P	P		P							
Light Indoor Manufacturing Uses, including Packaging and Fabricating														P	P	P					
Liquor Store, Lounge, and Bar (without drive-through window) *Note 5									S	P	S	P	S	P	P		P	P			
Lodging Accommodations										S	S	P	P	P		S					
Lumber and Building Supply												S		P	P		P				
Manufacturing and/or Assembly -Heavy															P						
Manufacturing and/or Assembly -Light										P				P	P	P					
Manufacturing and/or Assembly – Water Related														P	P		P				
Manufacturing and/or Assembly - Artisan								P	P	P	P	P	P	P	P		P				
Marina																	S	S	S		
Marine recreation, such as kayak or boat rentals, sailing schools, etc.										P				P			P	P			P
Medical and Dental Clinics										P	P	P		P	P				P		

ZONING DISTRICTS																					
_ – Prohibited (Empty) P – Permissible S – Permissible Subject to Supplemental Standards	R-E	R1-G	R-1	RLM	R-2	R-3	OT-1	OT-2	MU-1	MU-8	C-1	C-2	C-3	I-1	I-2	I-A	I-W	W-1	PI-1	CON	REC
PRINCIPAL LAND USES:																					
Mini-storage or Self-storage Facility										S		S		P	P	S					
Mobile Food Dispensing “Food Truck” Park								S	S	S	S	S	S	S	S	S	S	S			
Music, Dancing, Photography, or Art Studios								P	P	P	P	P	P	P	P			P	P		
Outside Sales										S	S	S		S	S			S			
Parking Lots and Parking Garages										P		P	P	P	P		P		P		
Parks, Public		P								P				P			P	P	P		P
Parks, Private or with Stadium Style Lighting										S				P			S		S		S
Personal Services, such as beauty/barber shops, tattoo parlor, massage or acupuncture therapy									P	P	P	P	P	P	P			P			
Picnic Areas, Trails, and Nature Facilities	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S		S	S	S	S	S
Piers, Docks, and Wharves														P	P		P	P			P
Professional Offices								P	P	P	P	P	P	P	P	P		P			
Public Recreation Buildings		P	P	P	P	P				P				P			P	P	P		P
Racetrack																					
Radio, Television, and Telecommunication Towers														S	S	S	S		S		
Recreation, Outdoor Amusements, such as Miniature										S		S	S	P			S	S	S		S

ZONING DISTRICTS																					
_ – Prohibited (Empty) P – Permissible S – Permissible Subject to Supplemental Standards	R-E	R1-G	R-1	RLM	R-2	R-3	OT-1	OT-2	MU-1	MU-8	C-1	C-2	C-3	I-1	I-2	I-A	I-W	W-1	PI-1	CON	REC
PRINCIPAL LAND USES:																					
Golf or Fishing Piers, Excluding Amusement Parks and Drive-in																					
Recreation, Indoor Facilities, such as Billiard Parlors, Bowling Alleys, Game Rooms, and Skating Rinks										S		S	S	S	S		S		S		S
Railroad Facilities														P	P		P	P			
Religious Facilities	S		S	S	S	S	S	S	S	P	P	P	P								
Research, Education, and Development Facilities										P		P		P	P	P	P	P			
Residential Uses:																					
Single-Family	P	P	P	P	P	P	P	P	P	P			P					P Note 2			
Duplex					P	P			P	P			P								
Triplex					P	P			P	S			S								
Multi-Family						P				S			S								
Group Residential *Note 3						S			S	S			S								
Resort Rental			Note 1		Note 1	P															
Restaurant, With or Without Drive- Through Window *Note 5									P	P	P	P	P	P	P		P	P			
Retail Stores								P	P	P	P	P	P	P	P	P	P	P			
Schools, Elementary, Junior, or Senior High	S	S	S	S	S	S			S	P									P		

ZONING DISTRICTS																					
_ – Prohibited (Empty) P – Permissible S – Permissible Subject to Supplemental Standards	R-E	R1-G	R-1	RLM	R-2	R-3	OT-1	OT-2	MU-1	MU-8	C-1	C-2	C-3	I-1	I-2	I-A	I-W	W-1	PI-1	CON	REC
PRINCIPAL LAND USES:																					
Scooter and Moped Rentals										P	S	P	S	P							
Seasonal Sales *Note 4									P	P	P	P	P	P	P		P	P			
Small Equipment or Appliance Repair Shops										P		P	P	P	P						
Specialty Food Stores, such as Bakeries or Ethnic Grocers								P	P	P	P	P	P	P	P		P	P			
Specialty and Gift Shops such as Art, Antique, or Jewelry Shops, Books, or Stationers								P	P	P	P	P	P	P	P		P	P			
Stormwater Treatment Park/Facility	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Terminals for Freight or Passengers, By Ship														P	P		P	P			
Theaters, Movie or Performing Arts									P	P		P	P	P	P		P	P			
Trades and Repair Services such as Electrical, Heating, and Air, Mechanical, Painting, and Plumbing										S	S	S		P	P						
Utility Facilities, such as Electric Substations, Water and Wastewater Treatment Plants													P	P	P	P	P	P	P		
Warehouse, not Including Mini- Storage														P	P		P				
Welding or Sheet Metal Works										P				P	P						

ZONING DISTRICTS																					
- Prohibited (Empty) P – Permissible S – Permissible Subject to Supplemental Standards	R-E	R1-G	R-1	RLM	R-2	R-3	OT-1	OT-2	MU-1	MU-8	C-1	C-2	C-3	I-1	I-2	I-A	I-W	W-1	PI-1	CON	REC
PRINCIPAL LAND USES:																					
Wholesale Establishments														P	P						

(Section 2.03.02 Table of Land Uses footnotes are contained on following page.)

SECTION 2.03.02 Table of Land Uses Footnotes

Notes:

1. Resort rentals in R-1 or R-2 zoning districts that existed prior to the effective date of Ordinance 2000-28 (October 3, 2000) may continue a legal non-conforming status as long as the resort rental permit has not expired for a period of greater than 180 days.
2. Properties that have obtained the WMU Future Land Use category are subject to the permitted uses in the W-1 column. Residential units are permitted above non-residential uses. Stand alone residential uses are prohibited.
3. Group Residential uses in existence prior to the adoption of Ordinance 2007-22 may continue a legal non-conforming status as long as a Group Residential Permit is applied for and maintained in accordance with the terms of the Ordinance. Existing uses shall not be subject to the Supplemental Standards in Section 6.02.24.
4. Seasonal Sales are subject to the provisions of LDC Section 5.02.02 and a temporary use permit is required according to the procedures set forth in Chapter 11.
5. Drive-thru entry and exit may not be located on 8th street.

2.03.03 Table of Accessory Uses

Table 2.03.03 lists permissible accessory uses in each zoning district. The letter "P" indicates that the identified use is permissible as an accessory use, but not as a principal use. Principal uses are identified in Table 2.03.02. See Section 5.01.00 for supplemental standards pertaining to accessory uses.

Table 2.03.03. Table of Accessory Uses

ZONING DISTRICTS																					
_ – Prohibited (Empty) P – Permissible S – Permissible Subject to Supplemental Standards	R-E	R1-G	R-1	RLM	R-2	R-3	OT-1	OT-2	MU-1	MU-8	C-1	C-2	C-3	I-1	I-2	I-A	I-W	W-1	PI-1	CON	REC
ACCESSORY LAND USES:																					
Home Occupation	P	P	P	P	P	P	P	P	P	P			P					P			
Accessory Dwelling Unit – Detached Building	P	P	P	P	P	P	Note 3	Note 3	Note 3	Note 3			P								
Agricultural Support Buildings	P																				
Cremation Facility *Note 2									S			S		S	S						
Detached Garage or Carport	P	P	P	P	P	P	P	P	P	P											
Docks and Other Waterfront Structures	P	P	P	P	P	P	P	P	P					P	P	P	P	P	P	P	P
Dumpsters						P			P	P	P	P	P	P	P	P	P	P	P		P
Fences	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Outside Storage – Agricultural Equipment and Materials	P													P	P		P				
Outside Storage – Equipment, Machinery, and Materials												P		P	P	P	P	P			
Racetrack																					
Satellite Dish Antenna	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Storage Buildings, Sheds, Utility Buildings, and Greenhouses	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Swimming Pool	P	P	P	P	P	P	P	P	P	P	P	P	P						P		P

Notes:

1. Permitted yard storage within the Heavy Industrial (I-2) zoning category shall include process by-products and new or used process parts for use in or sale of the Manufacturing and/or Assembly - Heavy uses.

2. Cremation Facilities shall be subject to the supplemental standards provided in Section 6.02.26.
3. Conditional on conformity with 5.01.04.

- a. A minimum of five (5) percent of the land area shall be designed and used for civic purposes;
 - b. A maximum of fifty (50) percent of the land area shall be devoted to nonresidential uses;
 - c. A maximum of eighty (80) percent of the land area shall be devoted to residential uses; and
 - d. Water bodies and wetlands shall not be included within the calculation of land area set aside for civic or recreational purposes.
- J. The following site design standards may deviate from the standards applicable to the underlying zoning district, and, upon approval of a site plan for the PUD, shall become binding upon all development within the PUD:
1. Minimum building setbacks;
 2. Maximum building height;
 3. Minimum parking ratio;
 4. Maximum impervious surface ratio;
 5. Minimum lot width; and
 6. Landscape design.

4.03.02 Standards for Development in the Airport Overlay

Construction design standards for development on the Airport have been established to apply reasonable criteria to guide the development and improvement of leaseholds at Fernandina Beach Municipal Airport. These design standards are described and depicted in the Architecture and Building Design Standards for Development on the Airport, which is adopted by reference and made a part hereof. Objectives of these design standards are:

1. Facilitate high quality development which seeks to maximize the utilization of property for new buildings and facilities and, when appropriate, renovate existing facilities.
2. Assure that all development is aesthetically attractive and presents a pleasing and reasonably consistent appearance with a reasonable economic life.
3. Promote measures that will assure that airport safety and security issues are properly addressed.
4. Promote the efficient use of land to minimize the impact on wetlands or other environmentally constrained land areas.
5. Assure compatibility of the development proposed by the various airport lessees.
6. Designate and maintain appropriate corridors for utilities, public access to various airport facilities and controlled airside access.
7. Provide adequate separation between buildings and public rights-of-way.
8. Provide ample off-street parking with appropriate landscaping to screen vehicular and equipment storage areas.
9. Maximize the availability and use of aircraft ramp areas.

The purpose of this section is to establish limitations on the height of objects and uses of land to prevent the creation of obstructions hazardous to aeronautical operations or which could increase the risk to the public's health, safety or well-being in the event of an aviation accident or which would otherwise impair the full utility and operating capacity of Fernandina Beach Municipal Airport. This section creates specific surfaces for three separate purposes providing height restrictions conforming to varying obstruction standards: land use limitations based on sensitivity to aviation generated noise; land use based on increased risk of injury; and hazard to health or property damage in the event of an aircraft accident.

1. Obstruction Height Surfaces: Surface sizes and height limitations established in this section conform to the standards for determining obstructions to air navigation of 14 CFR

Part 77, ss77.23. For civil airports there are hereby created and established certain surfaces which include all of the land lying beneath the primary, approach, transition horizontal and conical surfaces as they apply to a particular airport. These surfaces are described and depicted in the Airport Layout Plan Update, 1999 Technical Report, as may be amended, which is adopted by reference and made a part hereof. All provision shall be consistent with Section 333, Florida Statutes. An area located in more than one of the described surfaces is considered to be only in the surface with the more restrictive height limitation. The various surfaces are hereby established and defined as follows:

- A. The primary surface is an area longitudinally centered on each runway, extending 200 feet beyond each end of a paved runway. The width of the surface so specified for each runway for the most precise approach existing or planned for either end of the runway. No structure or obstruction shall be permitted within the primary surface that is not part of the landing and takeoff facilities and is of a greater height than the nearest point on the runway centerline. The width of the primary surface of a runway shall be that width for the most precise approach existing or planned for either end of that runway. Therefore, for Fernandina Beach Municipal Airport the width of the primary surface for Runways 4 and 22, 8 and 26, and 13 and 31 is 500 feet for non precision instrument runways having visibility minimums greater than three-fourths ($3/4$) statute mile.
- B. The horizontal surface is the area surrounding the Fernandina Beach Municipal Airport with the outer boundary constructed by swinging arcs of specified radii from the center of each primary surface end for each airport runway then connecting adjacent arcs by tangents. The arc radii for each runway end will have the same arithmetic value and will be the highest value determined for either end of that runway. When a smaller arc is encompassed by the tangent connecting larger arcs, the smaller shall be disregarded in determining the surface boundary. No structure or obstruction will be permitted in the horizontal surface that has a height greater than 150 feet above the airport elevation. For the Runways 4 and 22, 8 and 26, and 13 and 31 the radius of each arc is 10,000 feet for runways designated or planned for other than utility, non precision instrument runway.
- C. The conical surface is the area extending outward from the periphery of the horizontal surface for a distance of 4,000 feet. No object or structure will be permitted in the conical surface that has a height greater than 150 feet above the airport elevation at its inner boundary with permitted height increasing one (1) foot vertically for every twenty (20) feet of horizontal distance measured outward from the inner boundary to a height of 200 feet above airport elevation at the outer boundary.
- D. The approach surface is an area longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is designated for each runway based upon the type of approach available or planned for that runway end.
 - a. The inner edge of the approach surface is the same width as the primary surface.
 - b. The outer width of the approach surface is the most precise approach existing or planned for that runway end expanding uniformly for Runways 4 and 22, 8 and 26, and 13 and 31 to a width of 3,500 feet for that end of a non-precision instrument runway other than utility, having visibility minimums greater than three-fourths ($3/4$) of a statute mile.

- c. The approach surface for Runways 4 and 22, 8 and 26, and 13 and 31 extends for a horizontal distance of 10,000 feet for all non precision instrument runways other than utility.
 - d. No object or structures will be permitted within an approach surface, beginning at its intersection with the end of the primary surface, having a height greater than the runway end elevation, the height above the runway end elevation increasing with the horizontal distance outward and for Runways 4 and 22, 8 and 26, and 13 and 31 the permitted height increases one foot vertically for every 34 feet horizontal distance for all non precision instrument runways other than utility.
 - E. The transitional surface as the area extending outward from the sides of every primary surface and approach surface connecting them to the horizontal surface and an area outward 5,000 feet horizontally or until intersection with the conical surface from the side of that portion of the approach surface of a precision instrument runway extending through and beyond the conical surface. No object or structure will be permitted within the transitional surface greater in height than the primary surface or approach surface at their adjoining boundary lines increasing at a rate of one (1) foot vertically for every seven (7) feet horizontally, with the horizontal distance measured at right angles to the runway centerline and extended centerline, until the height of the slope matches the height of the horizontal surface or the height of the conical surface and for a horizontal distance of 5,000 feet from each side of that part of the approach surface for a precision instrument runway extending beyond the conical surface.
 - F. In addition to the height limitations imposed in (A) through (E) above, no structure or obstruction shall be permitted within the City's jurisdiction that would cause a minimum obstruction clearance altitude, a minimum descent altitude, a minimum vectoring altitude, or a decision height to be raised. Nor impose either the establishment of restrictive minimum climb gradients or non-standard take-off weather minimums for any runway at Fernandina Beach Municipal Airport.
 - G. Applications for land development or improvement will be reviewed by the Fernandina Beach Municipal Airport for their potential impact on the imaginary surfaces designated for existing and planned operating conditions at the Airport as well as those associated with existing and planned instrument approach and instrument departure procedures. The latter instrument procedures are defined by the "United States Standard for Terminal Procedures" as may be amended by the Federal Aviation Administration (FAA). Proposed land development or improvements that penetrate the imaginary surfaces or that may cause an increase to instrument approach and/or instrument departure procedures shall not be permitted.
2. Airport Noise Zones, Boundaries and Requirements
- A. No noise specific zones have been identified as part of this section. However, if the City of Fernandina Beach in the future undertakes the development of a FAA Area Equivalent Method (AEM) study and it shows noise impact areas off the airport property, then this section can be amended as needed to reflect the results of the noise impact studies. Such noise studies, consistent with FAR Part 150, or equivalent noise studies map overlay land use noise zones using AEM. The AEM is a mathematical procedure that provides the noise contour area of a specific airport given the types of aircraft and the number of operations for such aircraft. These noise zones are based on projected yearly averaged 24-hour day/night average

- noise level (DNL) impact projections arising from aircraft flight operations at the Fernandina Beach Municipal Airport.
- B. Where an airport authority or other governing body operating a publicly owned, public-use airport has not conducted a noise study, neither residential construction nor any educational facility as defined in Chapter 1013, with the exception of aviation school facilities, shall be permitted within an area contiguous to the airport measuring one-half the length of the longest runway on either side of and at the end of each runway centerline.
3. Public Safety and Welfare
- A. Notwithstanding any other provision of this section, no use may be made of land or water within any surface established by this section in a manner so as to interfere with the operation of an airborne aircraft. The following special requirements shall apply to each permissible use:
 - 1. All lights or illumination used in conjunction with street, parking, signs, or use of land and structures shall be arranged and operated in such a manner that it is not misleading to or obscure pilots vision during critical take-off or landing stages of flight or be otherwise dangerous to aircraft occupants or flight operations at Fernandina Beach Municipal Airport or in the vicinity thereof.
 - 2. No operations of any type shall produce smoke, glare, or other visual obscurations hazards within three (3) statute miles of any usable runway of the Fernandina Beach Municipal Airport.
 - 3. No operations of any type device shall produce electronic interference with navigation signals or radio communication between the airport, aircraft or an air traffic control facility.
 - 4. No use of high energy beam devices is permitted where the energy transmission is not fully contained within a building or some type of absorbing or masking vessel.
 - B. Aircraft Over-flight and Accident Potential Zones (APZ) are hereby created and established of certain surfaces underlying those recurring, fixed flight paths for aircraft taking-off and landing at Fernandina Beach Municipal Airport. Of necessity, aircraft must routinely operate at low altitude and climb from or descend to the runway along these paths. The potential of an aircraft accident, should one occur, is statistically most significant in these surfaces thus the risk of injury to people or damage to property on the ground that could result from such an accident is greatest. This includes the Runway Protection Zone (RPZ). Civilian airport Aircraft Over-flight Zones include the primary surface, approach surface (limited to the inner 10,000 feet) and the adjoining transitional surface as described in the latest airport layout plan.
 - C. Incompatible land uses would generally comprise those uses, activities or construction within runway clear zones, which are incompatible with normal airport operations or endanger public health, safety, and welfare that result in congregations of people, emissions of light or smoke, attractions of birds. Such regulations shall prohibit the construction of an educational facility of a public or private school at either end of a runway within an area which extends five miles in a direct line along the centerline of the runway and which has a width measuring one-half the length of the runway.
 - D. The following uses of land shall be prohibited within the accident potential zone area: high-density residential use, schools, hospitals, storage of explosive material, assemblage of large groups of people, or any other use that could produce a major catastrophe as a result of an aircraft crash.

- E. No non-conforming land use shall be allowed within the designated Runway Protection Zones for all runways at the Fernandina Beach Municipal Airport. The FAA considers the following to be non-conforming uses: residences and places of public gathering such as churches, schools, hospitals, office buildings and shopping centers. Additionally, fuel storage facilities are also prohibited. This list shall be updated as necessary based on guidance given in the current version of the Federal Aviation Administration's Advisory Circular 150/5300-13 as amended or other state or federal regulations.
 - F. No person shall sell, lease, or offer to sell or lease any land within the airport approach surface or horizontal surface, unless the prospective buyer or lessee has been given the following notice in writing: "Noise warning--This land lies beneath the aircraft approach and departure routes for Fernandina Beach Municipal Airport and is subject to noise that may be objectionable."
 - G. Waste disposal and other facilities are prohibited which store, handle, or process organic material or any other material that fosters or harbors the growth of insects, rodents, amphibians, or other organisms that will result in significant bird population increases above the normal background. These types of facility operations increase the potential for aircraft bird strike resulting in damage to aircraft and injury to occupants. These uses are incompatible if located within the vicinity of any airport described in this section through the application of the following criteria:
 - 1. Facilities located within 10,000 feet of any runway used or planned to be used by turbine powered aircraft
 - 2. Facilities located within 5,000 feet of any runway used only by conventional piston engine powered aircraft
 - 3. Any facility located so that it places the runways and/or approach and departure patterns of an airport between bird feeding, water, or roosting areas.
 - 4. Facilities outside the above perimeters described but still within the lateral limits of any of the surfaces as described in Sections 4.03.03 (A) through (E) will be reviewed on a case-by-case basis.
4. Permits:
- A. Height Zone Permits
 - 1. No building or structure, located within the lateral boundaries of the Airport Height and Safety Zones shown in the most recent airport layout plan, may be constructed, erected, moved to or repaired, altered or modified resulting in an increase in height, unless a building permit has been reviewed by the City's Community Development Department and issued by the Building Official. No permit shall be issued unless the FAA has reviewed the proposed construction or alteration and issued a written Determination of the proposal's affect on navigable airspace where prior notification under CFR 14, Part 77 is required.
 - 2. Notification is required for any temporary or permanent building or structure, whose height is proposed to exceed (i.) 200 feet above ground level at its site; or (ii.) a slope increasing one (1) foot vertically for every one hundred (100) feet horizontally for a distance of 20,000 feet from the nearest point of the nearest runway covered by this section.
 - B. Noise Zone Permit: not required at this time
 - C. Aircraft Over-flight and Accident Potential Zones: Within the lateral boundaries of any Aircraft Over-flight or Accident Potential Zone shown in the latest Airport Layout Plan, no building, structure, vehicle or vessel may be moved to, parked,

- moored, constructed, repaired, altered or modified, either permanently or temporarily, unless a building permit has been issued by the Building Official.
- D. The owner of any structure over 200 feet above ground level shall install lighting in accordance with *Federal Aviation Administration Advisory Circular 70-7460*, and amendments thereto, on that structure. Additionally, high intensity white obstruction lights shall be installed on a structure which exceeds 749 feet above mean sea level. The high intensity white obstruction lights must be in accordance with *Federal Aviation Administration Advisory Circular 70-7460* and amendments. Any permit or variance granted under this LDC for structures exceeding 749 feet in height shall require the owner to mark and light the structure in accordance with *FAA Advisory Circular 70-7460* or subsequent revisions. The permit may be conditioned to allow the City, at its own expense, to install, operate, and maintain those markers and lights as may be necessary to indicate to pilots the presence of an airspace hazard if special conditions so warrant.
5. Independent Justification: The purpose of the overlay surfaces adopted through this section is to provide airspace protection and land use compatible with continuation of normal and routine operation of Fernandina Beach Municipal Airport without endangering the public health, safety and welfare. Each of the three zoning aspects requires independent justification in order to promote the public interest in health, safety and general welfare. No structure or use may be permitted in any surface unless it conforms to the specific height, noise impact sensitivity and public safety limitations at its site as set forth in paragraphs 1, 2, and 3 of this section.
6. Future Uses: No change shall be made in the use of land, and no structure shall be altered or otherwise established in any surface created by this section except in conformance with the requirements of this section.

4.03.03 8th Street Small Area Design Standards

General Principles. The 8th Street standards are intended to encourage flexibility and variety in development through creative site and building design. All development shall contribute to making 8th Street a distinct and memorable part of the city, unique in spaces, buildings, and street character. Development shall be oriented and designed to contribute to the street environment and shall place priority on pedestrian comfort, convenience, safety, and access. Pedestrian scale elements refer to buildings and spaces whose dimensions, properties, and components correspond to human occupation and use. Access to all development shall be sited and designed to have a positive visual impact on the street with primary pedestrian access from 8th Street. Driveways and parking shall not take priority over pedestrian areas. Variety in design elements, transparency, color, texture, signs, and materials creates a visually interesting environment and contributes to the establishment of an architectural character for the corridor. Architectural compatibility is not limited to any particular style. The design standards for the 8th Street Small Area are as follows:

1. On the portion of the property fronting 8th Street, there is a required six (6) foot pedestrian/landscaping access area to provide a continuous, unobstructed clear walkway. This is to be measured from the property line going back six (6) feet. Buildings or building components may encroach into this space starting at the second story, with necessary structural components on the first story as long as the 6 foot pedestrian access area is unobstructed, provided an open pedestrian/landscape space is maintained. Required bicycle parking is not permissible within this area.
2. The setbacks for the remaining sides of the property are zero (0) feet.
3. Building Orientation.

MEMORANDUM OF AGREEMENT BETWEEN CITY OF FERNANDINA BEACH AND FLORIDA ARMY NATIONAL GUARD

This MEMORANDUM OF AGREEMENT (hereinafter called the AGREEMENT) is made and entered into this _____ day of _____, 2023, by and between the CITY OF FERNANDINA BEACH, a Florida municipal corporation, whose address is 204 Ash Street, Fernandina Beach, FL 32034 (herein called "CITY"), and the 2-111th, Aviation REGT AOB, FL Army National Guard whose address is 5629 SR 16 W Bldg. 3582, Starke, FL 32091. (Hereinafter called "FLARNG").

WHEREAS, CITY owns, controls and operates that certain public facility known as the Fernandina Beach Municipal Airport (herein called "FACILITY"); and

WHEREAS, FLARNG will provide VFR Air Traffic Control Tower operations at the FACILITY during "The Amelia" auto events for a limited period of time and consistent with the scope as provided in the DRAFT JACKSONVILLE TOWER AND FERNANDINA BEACH MUNICIPAL TEMPORARY ATC TOWER LETTER OF AGREEMENT (hereinafter "LOA"), which is attached hereto and incorporated herein as **EXHIBIT 1**.

NOW, THEREFORE, the parties agree as follows:

1. FLARNG may conduct Tower Air Traffic Control Operations at the FACILITY as provided in the LOA. The LOA shall be approved for use by the Federal Aviation Administration and executed by both parties prior to provision of ATC services at the FACILITY. A copy of the executed agreement shall be provided to the FACILITY prior to provision of air traffic control services.
2. FLARNG may conduct Tower Air Traffic Control Operations at the FACILITY on a continuous basis during this period 27 February, 2023 through 6 March, 2023.
3. FLARNG agrees to and shall comply with the following:
 - a. FLARNG shall have competent, responsible, and able supervision on the premises at all times that its service is operational.
 - b. FLARNG shall not interfere with emergency operations of CITY or other authorized users of the FACILITY.
 - c. FLARNG shall keep premises in a clean and sanitary condition, and be responsible for cleanup on a daily basis and removal of temporary structures at the site upon completion of the event and returning property to same condition as when received.
 - d. CITY shall have the right, acting through its agents or employees, to enter upon the premise at reasonable hours and times for the purpose of making inspections.
 - e. FLARNG will obtain all required Federal, State, County and City permits including any applicable fees.
 - f. FLARNG shall not undertake any alterations or changes in the construction of the FACILITY premises, without prior written consent of CITY.
 - g. FLARNG has priority over the portion of the FACILITY as described during the time agreed upon in this AGREEMENT, and can use specified areas during the time of this AGREEMENT.
 - h. CITY reserves the right to cancel this AGREEMENT at any time, without cause, by giving FLARNG 30 day written notice of such cancellation.
 - i. FLARNG shall, at all times, abide by Federal, State, and local laws, in the Tower Air Traffic Control Operations at the FACILITY.

j. USER shall, at all times, enforce and follow current Centers for Disease Control and Prevention (CDC), local, State, and Federal COVID-19 policies and guidelines and physical distancing practices during execution of this event.

4. Term of Agreement: The term of the AGREEMENT is as noted in paragraphs 1 and 2 above, unless terminated sooner.

5. The addresses for giving notices are as follows:

USER: LTC Miranda L. Gahn
5629 SR 16 W Bldg. 3582
Starke, FL 32091

CITY: City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034
Attn: City Manager

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals this day and year first above written.

USER: 2-111th Aviation Battalion

CITY OF FERNANDINA BEACH

By: _____
Miranda L. Gahn, LTC
Its: Commander

By: _____
Dale L. Martin
Its: City Manager

By: _____
Caroline Best
Its: City Clerk

WITNESS:

APPROVED AS TO FORM AND LEGALITY:

Print Name: _____

Tammi E. Bach
Its: City Attorney

**JACKSONVILLE TERMINAL RADAR APPROACH CONTROL AND
FERNANDINA BEACH MUNICIPAL AIRPORT TEMPORARY NON-FEDERAL
CONTRACT AIR TRAFFIC CONTROL TOWER
LETTER OF AGREEMENT**

Effective: March 2, 2023

SUBJECT: Authorization for Separation Services and Interfacility Coordination Procedures

1. **PURPOSE:** This agreement between Jacksonville Terminal Radar Approach Control (JAX) and Fernandina Beach Municipal Airport, Temporary Non-Federal Contract, Air Traffic Control Tower (FHB NFCT) establishes coordination and control procedures for providing Air Traffic Control (ATC) services at Fernandina Beach Municipal Airport (FHB). FHB NFCT will exist as an operating Control Tower within Class G Airspace. These procedures are supplementary to those contained in FAA JO 7110.65 and FAA JO 7210.3.

2. **CANCELLATION:** None.

3. **BACKGROUND:** Amelia Island hosts a high profile event called The Amelia, previously called Concours d'Elegance, each year. Due to the heavy volume of air traffic at FHB for this event, it is beneficial to establish a temporary tower to expedite air traffic services.

4. **SCOPE:** The procedures and responsibilities in this agreement are applicable to IFR and VFR operations at FHB, when the FHB NFCT is operational. This agreement automatically terminates at 0500z on March 7, 2023, unless otherwise coordinated.

5. **RESPONSIBILITIES:**

a. JAX is responsible for the separation of IFR arrivals and between arrivals and departures, unless visual separation is provided by FHB NFCT.

b. JAX authorizes FHB NFCT to provide visual separation between arrivals and departures in accordance with FAA JO 7110.65, Chapter 7-2-1, paragraphs a1, a2, c, and d.

(1) FHB NFCT must advise JAX if they are unable to provide visual separation at any time.

6. **PROCEDURES:**

a. **Opening/Closing:**

(1) FHB NFCT is a part time facility and will be open the hours specified below:

Wednesday March 1, 2023	1000–1800L
Thursday March 2, 2023	1000–1800L
Friday March 3, 2023	0900–1700L
Saturday March 4, 2023	0900–1700L
Sunday March 5, 2023	0900–1700L
Monday March 6, 2023	0900–1300L

Note—Operating hours may be reduced or extended upon mutual agreement.

- **Opening**—FHB NFCT must advise JAX upon opening each morning. JAX must verbally coordinate the status of any inbound IFR traffic or IFR clearances that have been issued, including information on all TMU initiatives (EDCT/CFR). JAX must relay any known conditions affecting the status of the airport and essential components; i.e., NAVAIDS, weather, NOTAMS concerning the NAS, etc.

- **Closing**—FHB NFCT must verbally coordinate with JAX prior to closing and provide the status of any inbound IFR traffic or IFR clearances that have been issued. FHB NFCT must notify JAX of the status of the airport and essential components that would have an impact on inbound flights; i.e., NAVAIDS, airport and approach lighting, weather, NOTAMS concerning the NAS, and field conditions.

**JACKSONVILLE TERMINAL RADAR APPROACH CONTROL AND
FERNANDINA BEACH MUNICIPAL AIRPORT TEMPORARY NON-FEDERAL
CONTRACT AIR TRAFFIC CONTROL TOWER**

LETTER OF AGREEMENT

b. General:

(1) FHB NFCT must advise JAX of the active runway, weather, equipment outages, and applicable field condition reports.

(a) JAX will advise FHB NFCT of the approach in use and the last IFR arrival to the current advertised runway.

(b) Use of Runway 4 for arrivals must be limited to times when operationally necessary, i.e. strong winds, due to the proximity of the arrival and departure corridors at Jacksonville International Airport.

(2) Runway 13 is designated as the calm wind runway (wind less than 5 knots).

(3) JAX will not accommodate requests for practice approaches at FHB (IFR or VFR), during times FHB NFCT is operational.

c. Arrivals:

(1) JAX must:

(a) Provide FHBT with arrival information and approach sequence prior to 10 miles from the airport on each IFR aircraft via recorded commercial telephone (904) 277-7220 as follows:

- 1 Aircraft identification.
- 2 Type aircraft.
- 3 ETA at the airport. (See note below)
- 4 Type of instrument approach procedure.
- 5 For aircraft executing a visual/contact approach, the position of the aircraft.

***NOTE**—Arrival information passed without an Estimated Time of Arrival (ETA) indicates the aircraft's ETA at the airport is 10 minutes from the time the information is passed. If information on more than one aircraft is passed at the same time, or if there are inbounds passed but not yet arrived, each aircraft's ETA at the airport is 3 minutes after the preceding aircraft in the approach sequence.*

(b) Instruct aircraft on an instrument approach to other than the advertised runway to circle to the advertised runway.

(c) Transfer communications to FHB NFCT no less than 5 miles from FHB.

(2) FHB NFCT must:

(a) Not alter the flight path of aircraft cleared for an instrument or visual approach, unless prior coordination has been accomplished.

***Note**—For the purposes of this paragraph, flight path alterations for visual approach aircraft, which will result in less than 1 flying mile, need not be coordinated.*

(b) Notify JAX whenever an unplanned missed approach occurs or an aircraft on an instrument approach conducts an unplanned circling approach.

(c) Forward IFR arrival times or cancellations when requested by JAX.

**JACKSONVILLE TERMINAL RADAR APPROACH CONTROL AND
FERNANDINA BEACH MUNICIPAL AIRPORT TEMPORARY NON-FEDERAL
CONTRACT AIR TRAFFIC CONTROL TOWER**

LETTER OF AGREEMENT

d. Departures:

(1) JAX must:

(a) Provide IFR departure clearance information to FHB NFCT, via recorded commercial telephone (904) 277-7220, as follows:

- 1 Aircraft identification
- 2 Aircraft type
- 3 Transponder code
- 4 Proposed time of departure
- 5 Requested altitude
- 6 Destination airport
- 7 Route of flight, if not as filed
- 8 Traffic Management Unit (TMU) initiatives (EDCT, CFR, or other flow restrictions).

(b) Contact Jacksonville ARTCC TMU to obtain a release time for all aircraft involved in TMU initiatives.

(c) Accept IFR clearance and/or release requests from FHB NFCT and inform aircraft calling JAX for clearance, to contact the FHB NFCT on frequency 119.95.

(2) FHB NFCT must:

(a) Assign all departures; runway heading, climb and maintain 2000 feet, expect requested altitude 10 minutes after departure, and issue the appropriate departure frequency, unless otherwise coordinated.

- 1 Issue a clearance void time of 10 minutes prior to the close of business, to all aircraft receiving an IFR clearance within the last 60 minutes of operation.

(b) Advise JAX when an aircraft involved in a TMU, Call For Release (CFR) program begins taxi for departure, so that JAX can contact TMU to obtain a release time.

Note—This may result in aircraft having to hold on the airport.

(c) Obtain a release, including departure runway, from JAX for all IFR departures via recorded commercial telephone 904-741-0284. If the aircraft has not departed within 3 minutes, the release is void.

(d) Advise VFR departures to remain clear of the Jacksonville Class C airspace and the extended centerline of Runways 8/26 at Jacksonville International Airport.

7. SAME RUNWAY OPPOSITE DIRECTION OPERATION PROCEDURES (ODO) are not authorized at FHB.

Erwin Beavers
Air Traffic Manager
Jacksonville ATC Tower

LTC Miranda L. Gahn
Commander, FL Army National Guard
Fernandina Temporary ATC Tower

Derreck Boring
FAA
Air Traffic Representative



MEMORANDUM

TO: AIRPORT ADVISORY COMMISSION

FROM: AIRPORT MANAGER

DATE: December 8, 2022

RE: MONTHLY REPORT

- The City has accepted FAA/FDOT grants in support of a project to rehabilitate a portion of the transient aircraft parking apron. The project commenced on 7 November and has a 105-calendar day timeline for completion. Milling/paving of the transient parking apron was completed during the week of 28 November. Additional project updates will be provided during the AAC meeting.
- The construction of a new public/airport fire station has commenced. At this time, the estimated project completion is anticipated in Spring of 2023. Staff will provide further updates to the AAC when they become available.
- The City Commission approved a grant from FDOT to design and construct new hangars with a total allowable project cost of \$1.8M, with a 50% matching requirement from the airport. At this time, I am awaiting the outcome of discussions regarding the proposed construction of private T-hangars reviewed during the last AAC meeting before moving forward with this design project. This discussion will likely influence the location of proposed design for the City's next design project.
- I have coordinated for completion of an appraisal of fair market value for lease of the soft-ball field component of Ybor Alvarez, which will be used for continued City/County discussions regarding interest in leasing this portion of Ybor Alvarez for continued recreational use. During the December AAC meeting, staff will present a discussion for recommendation of the AAC regarding rezoning of the Ybor Alvarez property from Recreational to Airport Industrial. In its current zoning of Recreational, airport/aviation use would not be allowable which is not consistent with the airport's property obligations. Additional details will be reviewed during this discussion item with the AAC.
- FHB Aircraft Hangars LLC received Technical Review Committee approval and is now ready to submit for building permits with the City for construction of hangars on its leased parcel adjacent to Hangar B. A notice of proposed construction for this project has been submitted to the FAA and letter of no objection from the FAA has been received. As a reminder, the AAC reviewed this site

plan and recommended acceptance during its June meeting. FHB Aircraft Hangars LLC is hopeful for a Winter 2022 project-start date.

- The airport is preparing routine contracts/agreements for annual “The Amelia” auto events. These agreements will be routed through the AAC for review prior to consideration of the City Commission.
- During the August 2022 AAC meeting, the AAC provided recommendation that the AAC meeting schedule be adjusted to a bi-monthly schedule. This amendment to the AAC’s roles and responsibilities were presented and approved by the City Commission
- The AAC also previously reviewed a site-plan for Landmark Modernization Contractors (Joe Bittaker) to construct a single 3,500 square/foot hangar adjacent to the “Quonset Hut”. This development proposal is also in coordination with the City’s TRC and Building Permit process. A notice for proposed construction for this project was also submitted to the FAA for review and the letter of no objection from the FAA has been received. I will provide an updated timeline of construction when it becomes available.
- During the month of November, 2022, there were a total of 1,987 aircraft operations (landings/takeoffs) at FHB reported using ADS-B and transponders. The breakdown for use of runways during this month is as follows:
 - Runway 27: 18%
 - Runway 9: 9%
 - Runway 13: 8%
 - Runway 31: 22%
 - Runway 4: 36%
 - Runway 22: 7%