



## DOUGLAS MUNICIPAL AIRPORT PROTOCOL FOR REQUESTING HANGAR LEASE OR LAND LEASE

### HANGAR LEASE:

- Contact Howard Whidden (912-384-1409), [hwhidden@cityofdouglasga.gov](mailto:hwhidden@cityofdouglasga.gov). If Howard is not available, contact Georgia Henderson (383-0277), [ghenderson@cityofdouglasga.gov](mailto:ghenderson@cityofdouglasga.gov).
- If no vacancies, your name will be placed on a waiting list.
- Be prepared to provide the following:
  - Aircraft Make and Model and Tail Number
  - FAA Registration N- Number
  - Certificate of Liability Insurance
- Once a hangar is available, Howard will notify you to see if you are still interested. If interested, a meeting will be held to review lease agreement.
- City Commission will approve lease agreement and then Howard/Georgia will notify tenant to sign contract.

Note: Hangar use must be primarily used for storage of aircraft or other aeronautical purposes.

### LAND LEASE:

Please note: The City of Douglas and the Airport Commission set goals and budgets based on the Airport's Five-Year Capital Improvement Plan, Airport Layout Plan, Future Land Use Map, and Ordinances. The City of Douglas will make reasonable consideration of each request.

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- All inquiries will be placed on a waiting list. Those on the waiting list may be skipped if negotiations are not successfully reached between them and the City. This will prevent others from waiting an excessive amount of time.
- Consideration will be based on the ordinances of the City of Douglas, Airport Layout Plan, Future Land Use Map of the City of Douglas, FAA Grant Assurances and Airport Capital Improvement Plan.
  - Proposed development must be shown on the approved Airport Land Plan.
- Please be prepared to provide the following information:
  - Size of land lot needed; size of aircraft, tail number, N-Number
  - Type of aeronautical activity (private, corporate, agriculture, flight training, etc.)
  - Site Plans with aerial view of hangar location
  - Utilities Plan – This plan will determine utility accessibility - connection and/or (Howard and Georgia will coordinate with consultants and Douglas Utilities)
  - Access Plan – This document will determine access from the hangar to the airfield. (Howard and Georgia will coordinate with consultants.)

- According to the City Ordinances, Sec. 101-4, Airport Zone Height Limitations – the person inquiring must complete Form 7460 with the Federal Aviation Administration. Our airport consultants will offer assistance. Lease consideration will be contingent on approval of the aeronautical studies or waiting until they are approved to finalize the leases.
- Administrative fees may be applicable in this process to cover consultation fees and any other administrative costs associated with maps, surveys, market appraisals, environmental reports, utilities, forms, and etc.
- Because each inquiry will be on a case-by-case process, determination to lease can take a short or long time for approval. No land lease is a cookie-cutter process and some discussions will develop quickly while others may lag.
- Once all negotiations for lease have been reached, the request will be placed on the agenda for consideration by the Airport Commission and then before the City Commission for final approval.
- Prior to signing contract, the City must receive a Certificate of Liability Insurance from the leasee.

## ORDINANCES:

### Sec. 101-3. - Airport zones.

In order to carry out the provisions of this chapter, there are hereby created and established certain zones which include all of the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces, and conical surfaces as they apply to Douglas Municipal Airport. Such zones are shown on Douglas Municipal Airport Zoning Map, consisting of four sheets, prepared under the direction of the community development department, and dated October, 2007, which is attached to the ordinance from which this chapter is derived and made a part hereof. An area located in more than one of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are hereby established and defined as follows:

- (1) *Nonprecision instrument runway approach zone with a visibility minimum as low as three-fourths mile.* The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 4,000 feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.
- (2) *Precision instrument runway approach zone.* The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.
- (3) *Transitional zones.* The transitional zones are the areas beneath the transitional surfaces.
- (4) *Horizontal zone.* The horizontal zone is established by swinging arcs of 5,000 feet radii for all runways designated utility or visual and 10,000 feet for all others from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones.
- (5) *Conical zone.* The conical zone is established as the area that commences at the periphery of the horizontal zone and extends outward therefrom a horizontal distance of 4,000 feet.

(Code 1993, pt. II, § 18-153; Ord. No. [111307](#), § III, 11-13-2007)

### Sec. 101-4. - Airport zone height limitations.

Except as otherwise provided in this chapter, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any zone created by this chapter to a height in excess of the applicable height limit herein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

- (1) *Runway larger than utility nonprecision instrument runway approach zone with a visibility minimum as low as three-fourths mile.* Slopes 34 feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.
- (2) *Precision instrument runway approach zone.* Slopes 50 feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline; thence slopes upward 40 feet horizontally for each foot vertically to an additional horizontal distance of 40,000 feet along the extended runway centerline.
- (3) *Transitional zones.* Slope seven feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surface and the approach surface, and extending to a height of 150 feet above the airport elevation which is 407 feet above mean sea level. In addition to the foregoing, there are established height limits sloping seven feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending to

where they intersect the conical surface. Where the precision instrument runway approach zone projects beyond the conical zone, there are established height limits sloping seven feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending a horizontal distance of 5,000 feet measured at 90 degree angles to the extended runway centerline.

- (4) *Horizontal zone.* Established at 150 feet above the airport elevation or at a height of 407 feet above mean sea level.
- (5) *Conical zone.* Slopes 20 feet outward for each foot upward beginning at the periphery of the horizontal zone and at 150 feet above the airport elevation and extending to a height of 407 feet above the airport elevation.
- (6) *Excepted height limitations.* Nothing in this chapter shall be construed as prohibiting the construction or maintenance of any structure, or growth of any tree to a height up to 50 feet above the surface of the land.

(Code 1993, pt. II, § 18-154; Ord. No. [111307](#), § IV, 11-13-2007)

#### Sec. 101-5. - Use restrictions.

Notwithstanding any other provisions of this chapter, no use may be made of land or water within any zone established by this chapter in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, take-off, or maneuvering of aircraft intending to use the airport.

(Code 1993, pt. II, § 18-155; Ord. No. [111307](#), § V, 11-13-2007)

#### Sec. 101-6. - Nonconforming uses.

- (a) *Regulations not retroactive.* The regulations prescribed by this chapter 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 the ordinance from which this chapter is derived, or otherwise interfere with the continuance of nonconforming use. Nothing contained herein 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 the ordinance from which this chapter is derived, and is diligently prosecuted.
- (b) *Marking and lighting.* Notwithstanding subsection (a) of this section, the owner of any existing nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the airport manager, airport commission, community development director, or the Federal Aviation Administration to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport obstruction. Such markers and lights shall be installed, operated, and maintained at the expense of the city.

(Code 1993, pt. II, § 18-156; Ord. No. [111307](#), § VI, 11-13-2007)

#### Sec. 101-7. - Permits.

- (a) *Future uses.*

- (1) Except as specifically provided in subsections (a)(1)a through c of this section, no material change shall be made in the use of land, no structure shall be erected or otherwise established, and no tree shall be planted in any zone hereby created unless a permit therefor shall have been applied for and granted. Each application for a permit 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 shall be granted. No permit for a use inconsistent with the provisions of this chapter shall be granted unless a variance has been approved in accordance with subsection (d) of this section.
    - a. In the area lying within the limits of the horizontal zone and conical zone, no permit shall be required for any tree or structure less than 75 feet of vertical height above the ground, except when, because of terrain, land contour, or topographic features, such tree or structure would extend above the height limits prescribed for such zones.
    - b. In areas lying within the limits of the approach zones, but at a horizontal distance of not less than 4,200 feet from each end of the runway, no permit shall be required for any tree or structure less than 75 feet of vertical height above the ground, except when such tree or structure would extend above the height limit prescribed for such approach zones.
    - c. In the areas lying within the limits of the transition zones beyond the perimeter of the horizontal zone, no permit shall be required for any tree or structure less than 75 feet of vertical height above the ground, except when such tree or structure, because of terrain, land contour, or topographic features, would extend above the height limit prescribed for such transition zones.
  - (2) Nothing contained in any of the foregoing exceptions shall be construed as permitting or intending to permit any construction, or alteration of any structure, or growth of any tree in excess of any of the height limits established by this chapter except as set forth in section 101-4(6).
- (b) *Existing uses.* No permit shall be granted that would allow the establishment or creation of an obstruction or permit a nonconforming use, structure, or tree to become a greater hazard to air navigation than it was on the effective date of the ordinance from which this chapter is derived or any amendments thereto or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.
  - (c) *Nonconforming uses abandoned or destroyed.* Whenever the community development director determines that a nonconforming tree or structure has been abandoned or more than 80 percent torn down, physically deteriorated, or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations.
  - (d) *Variances.* Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use property, not in accordance with the regulations prescribed in this chapter, may apply to the board of appeals for a variance from such regulations. The application for variance shall be accompanied by a determination from the Federal Aviation Administration as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations will result in unnecessary hardship and relief granted, will not be contrary to the public interest, will not create a hazard to air navigation, will do substantial justice, and will be in accordance with the spirit of this chapter. Additionally, no application for variance to the requirements of this chapter may be considered by the board of appeals unless a copy of the application has been furnished to the airport manager, airport commission, and community development director for advice as to the aeronautical effects of the variance. If the airport manager, airport commission, or community development director does not respond to the application within 15 days after receipt, the board of appeals may act on its own to grant or deny said application.
  - (e) *Obstruction marking and lighting.* Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of this chapter and is reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to install, operate, and maintain, at the owner's expense, such markings and lights as may be necessary. If deemed proper by the board

of appeals, this condition may be modified to require the owner to permit the city, at its own expense, to install, operate, and maintain the necessary markings and lights.

(Code 1993, pt. II, § 18-157; Ord. No. [111307](#), § VII, 11-13-2007)