



LEESBURG
The Lakefront City

City of Leesburg

GROWTH MANAGEMENT PLAN
AVIATION ELEMENT

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Exhibit B
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CHAPTER XIII
AVIATION ELEMENT

A. INTRODUCTION

The purpose of the Aviation Element is to promote a transportation system for which projected future demand for air traffic and other related facilities will be accommodated at an acceptable service level for the residents and visitors to The City of Leesburg. The City will coordinate its planning efforts with those of the local aviation authorities.

The City of Leesburg's transportation needs are met primarily by highway-oriented vehicles; however, airplanes contribute to the movement of people to and from the City of Leesburg. Leesburg Regional Airport is the chief provider of aviation services to the City. The Leesburg Regional Airport Master Plan Update, which was prepared for the City of Leesburg by a consultant in September 2000, has been referred to extensively in the preparation of this Aviation Element. The Airport Master Plan was developed as a planning tool to assist the City in making decisions concerning the future operation and development of the airport, which was accomplished by examining the existing facilities and conditions at the airport and forecasting its growth and future requirements over a 20-year planning period.

The goals, objectives, and policies of this element establish criteria for aviation and related facilities to meet the needs of the City of Leesburg's future population. Several issues will be addressed by the goals, objectives, and policies of this element, including:

- The integration of aviation into a multi-modal transportation system;
- The coordination of planning and expansion of aviation and related facilities; and
- Consistency between airport master plans and the Future Land Use and Conservation Elements to ensure compatible land uses and to minimize environmental impacts.

B. INVENTORY OF EXISTING AVIATION SYSTEM

The following section will provide an inventory of the City of Leesburg's existing aviation system, which is necessary in determining the immediate and long-term needs for the Leesburg Regional Airport.

1. Airport Location and Topography

Leesburg Regional Airport is located approximately three miles northeast of the center of the City of Leesburg on U.S. 441, on the USGS Leesburg East Quadrangle. Geographically, the Airport lies in the Oklawaha Chain of Lakes geohydrological province, which is one of eight major geohydrological provinces of Lake County. The area is characterized by four river chains of large lakes and possesses a tremendous number of small, isolated lakes, and significant wetlands. Elevations of the airport range from approximately 68 feet to 77 feet above mean sea level (MSL). The highest elevation on the airfield, the elevation of 77 feet, is located at the northwest end of Runway 13/31.

2. Airports in the Leesburg Vicinity

Within an approximate thirty (30) mile radius of the Leesburg Regional Airport, there are several public and private use airports. Examples of these Airports are provided in Table XIII- 1.

3. Existing Airport Facilities and Services

The Leesburg Regional Airport is a public use, general aviation airport, owned, operated, and maintained by the City of Leesburg. Leesburg Regional has been designated a Gold Seal Airport by the Florida Department of Transportation, recognizing its high standards for infrastructure, service and safety to the flying public. Leesburg Regional operates 199 aircraft based on the field. This figure consists of the following aircraft:

- 124 single engine airplanes
- 43 multi engine airplanes
- 6 jet airplanes
- 17 helicopters
- 9 ultralights

Leesburg Regional Airport manages approximately 312 aircraft operations per day. Approximately fifty-five percent (55%) of these operations are comprised of local general aviation, forty-five percent (45%) are transient general aviation, and less than one percent (one percent) are military related.

Airport facilities can be divided into two categories: airside facilities and landside facilities.

a. Airside Facilities

Airside facilities include runways, taxiways, airfields lighting, and navigational aids, and are described below.

(1) *Runways*

At Leesburg Regional Airport, there are currently two active asphalt runways that have been designated as 13/31 and 3/21. These runways intersect each other at approximately 95 degrees. Runway 13/31, with an elevation of 75 feet, is marked for nonprecision instrument approaches. Runway 13/31 is 5,000 feet in length for both landings and departures, and is 100 feet in width. Runway 3/21 has 4,320 feet of pavement available for landing and 4,960 feet available for departure. Runway 3/21, with an elevation of 69 feet, is marked for visual approaches, and is 100 feet wide. Both runways have load-bearing capacities that are capable of accommodating small, business-class, general aviation aircraft such as the following:

- Lears jets,
- Rockwell International Sabreliners,

- Cessna Citations,
- Grumman G2s, G3s, G4s, and G5s
- Falcon 10s, 20s, and 50s

(2) *Taxiways*

Taxiways serve as a link between the independent airport elements, such as runways and aircraft parking areas and should provide unrestricted movement to and from the runways, parking areas, and aircraft service areas. Leesburg Regional Airport has four (4) taxiways which have been designated as A, B, D, and K. Taxiway lengths and descriptions are summarized in the following table.

Taxiway	Width	Orientation
A	40 feet	Begins at northern end of Runway 13/31 and follows the northeast edge of the terminal ramp area to the intersection of the two runways. Has a 525-foot runway centerline to taxiway centerline separation on the west side of Runway 3/21 and a 300-foot separation on the east side of Runway 3/21.
B	40 feet	Runs northwesterly, parallel to Runway 3/21 connecting with Taxiway A near the intersection of the two runways.
D	40 feet	Runs perpendicular to Taxiway A and connects Taxiway A to Runway 13/31.
K	North segment 40 feet	Parallel to Runway 3/21. The runway-to-taxiway centerline separation of the north segment of Taxiway K is 200 feet and 240 feet for the south segment.
	South segment 35 feet	

Runway 13/31 has five taxiway exits, one at each end of the runway, as well as three exits located at intermediate points between the runway thresholds. Runway 3/21 has three taxiway exits.

(3) *Airfield Lighting*

The purpose of airfield lighting is to illuminate runways and taxiways to ensure safe movement during landing, takeoff, and taxiing during evening hours and other periods of reduced visibility. At Leesburg Regional, the runway lighting system consists of elevated edge lights, which provide the pilot with reference for speed, alignment, and distance. Threshold lights are sets of three or four lights placed in a straight line on both sides of the extended runway centerline parallel to the runway end. Threshold lights have

two color lenses: red and green. These lights are positioned so that the pilot of an approaching aircraft would see green, and upon departure or landing rollout, a red light would be visible to indicate the end of the usable runway. Additional airfield lighting available at Leesburg Regional is as follows.

- A 5-inch white-green rotating beacon located on a tower approximately 1,070 feet north of the centerline of Runway 13/31 and 1,040 west of the centerline of Runway 3/21.
- A lighted wind cone, located between Taxiway A and Runway 13/31, which indicates surface wind direction.
- Visual runway approach indicators that project red and white light beams.
- Medium intensity runway lights (MIRLs) on both runways.
- Runway end identifier lights (REILs) on Runway 13/21.
- Elevated blue medium intensity taxiway lights (MITLs) on Taxiways A and B.

(4) *Electronic Navigation Aids*

At Leesburg Regional Airport, a non-directional beacon (NDB) is located 1,250 feet southwest of the centerline of Runway 13/31. The NDB approach to runway 31 provides properly equipped aircraft and certified pilots the ability to land when the ceiling is as low as 900 feet with a visual range of one mile. The GPS approach to Runway 13/31 provides landing assistance for ceilings as low as 600 feet and a visual range of one mile. Circling approaches to the Airport are available using the NDB or GPS. The NDB circling approach also provides ceiling minima of 900 feet and a visual range of one mile, while the GPS circling approach provides ceiling minima of 700 feet and a visual range of one mile.

A non-precision approach provides the pilot with electronic information regarding the final approach course and the distance to the touchdown point. A non-precision approach differs from a precision approach in that electric glideslope data is not transmitted in the cockpit. Leesburg Regional Airport currently has three non-precision approaches available.

b. Landside Facilities

Landside facilities at Leesburg Regional Airport include aircraft storage facilities, fixed base operators and additional tenant buildings, fuel facilities, and other airport support facilities.

(1) *Aircraft Storage*

Leesburg Regional Airport offers two kinds of aircraft storage, both space in hangars and space where aircraft are tied down on the apron. Tie-down

space is available for approximately 40 aircraft on the 36,800 square-yard apron north of Taxiway A.

Hangar storage at Leesburg Regional includes the following:

- Conventional hangars
- T-hangars
- Shade hangars
- Port-o-ports, and
- Corporate hangars

(a) Conventional Hangars

Conventional hangars at the Leesburg Regional Airport provide storage for six (6) jets, seven (7) single-engine, two (2) multi-engine, three (3) turboprops, 17 helicopters, and one (1) ultra light. In addition, four (4) of these hangars also accommodate maintenance activities and covered itinerant storage.

(b) T-Hangars

Currently, there are two (2) T-hangar buildings with a total of 26 units located at the airport: one hangar with 12 units and one hangar with 14 units. These T-hangars currently store small multi-engine and single engine aircraft, with a capacity of one (1) aircraft per bay. In addition, Leesburg Regional Airport utilizes two (2) “through the fence” T-hangar buildings located off of Airport property to store 22 aircraft.

(c) Shade Hangars

There are currently seven (7) shade hangars at Leesburg Regional that provide storage for seven (7) single-engine aircraft.

(d) Port-o-Ports

Leesburg Regional Airport currently has ten (10) port-o-port units in which ten (10) single-engine aircraft are stored.

(e) Private Hangars

There are currently 19 private hangars, including the fixed base operator located at the Airport. These hangars provide approximately 154,621 square feet of conventional hangar storage.

(2) *Airport Tenants*

Several aviation-related services such as agricultural operations (aerial spraying), air ambulance, charter flights, flight instruction, and aircraft rental are available through Leesburg Regional Airport. These services, provide by airport tenants, are described below.

(a) *SunAir Aviation*

SunAir Aviation, a flight training school, is Leesburg Regional's only fixed base operator (FBO). In addition to flight training, SunAir provides the following services:

- Aviation fuel
- Aircraft maintenance
- Aircraft parking
- Aircraft rental
- Catering
- Aerial Photography Flights
- Courtesy transportation
- Pilots Lounge/Snooze room
- Pilot supplies
- Rental cars on site
- Restrooms

(b) *Angel Flight Southeast*

Angel Flight Southeast is a not-for-profit volunteer pilot organization involved in public benefit flying. This organization provides a variety of services to the community with include free air transportation via private aircraft for individuals in medical and financial need who are required to travel a long distance to access the necessary healthcare. Angel Flight coordinates travel to distant facilities when commercial service is not available, practical, or affordable. Most of the aircraft used by Angel Flight pilots are four to six seat General Aviation Aircraft which have range and weight limitations.

Angel Flight Southeast serves patients in the states of South Carolina, Georgia, Alabama, Mississippi, and Florida and is a member of Angel Flight America, a nationwide fraternity of Volunteer Pilot Organizations.

(c) *Triangle Aviation*

The services provided by Triangle Aviation include the following:

- Aerial tours/ aerial sightseeing
- Aviation Accessories

- Aircraft charters
- Aircraft Rental
- Flight school/Flight
- Pilot supplies

(d) *Tropical Helicopter*

Tropical Helicopter, also located at Leesburg Regional, offers rides, local sightseeing, instruction, as well as, helicopter sales and service and parts support. Tropical Helicopters is also active in film and media services that provide airborne filming platforms for both still and motion pictures. A complete list of services is provided below.

- Aerial tours/aerial sightseeing
- Aircraft maintenance
- Aircraft parts
- Aircraft rental
- Aircraft sales/leasing/brokerage
- Aviation accessories
- Flight school/Flight training
- Pilot supplies

(e) *Other*

Additional tenants of Leesburg Regional Airport include *C-Wings*, which provides Airport maintenance, avionics sales and service, and aircraft modifications, and the *Civil Air Patrol, Leesburg Composite Squadron*.

(3) *Fuel Facilities*

SunAir Aviation operates fuel storage facilities at Leesburg Regional Airport. These facilities consist of underground storage tanks and the City uses mobile fuel trucks to provide the Airport with fueling needs. The Airport's fuel storage capacity consists of 12,500 gallons of Jet A and 12,500 gallons of octane AvGas.

(4) *Utilities*

Water, gas, and electric utilities are available at Leesburg Regional Airport. Water and gas mainlines are located along Airport Boulevard, and in 2000, sanitary sewer lines were extended along Airport Boulevard to serve the new construction of the Skybolt Aviation building located on-site. The City of Leesburg operates its own electrical distribution system and supplies the Airport with electricity.

c. Airport Security

In order to address security matters, additional lighting, fencing, and locks were recently installed at Leesburg Regional Airport. However, the Airport has had some problems with theft, as there are public roadways coming into the project area. Therefore, this is an issue the City may need to address.

4. Federal Regulations

Federal authorities such as the Federal Aviation Administration and the Federal Communications Commission regulate aspects such as structural heights and noise contours within airport vicinities.

a. Structural Height

Tall structures such as towers or high-rise buildings pose a serious impediment for aviation system flight paths. The Federal Communication Commission (FCC) licenses tall structures for this purpose. Since the licenses never expire, once an FCC license is granted, an airport's operational airspace can be permanently limited. Even if a structure is abandoned or never constructed, airspace flight procedures must be permanently limited. However, according to the FCC, there are currently no tall structures licensed within Leesburg Regional Airport operational space.

b. Noise Contours

Federal Aviation Authority (FAA) regulations stipulate that residential uses should not be located in areas with a higher day/night noise level contour (DNL) higher than 65. The 65 DNL represents the lowest noise contour that is typically measured for airport planning purposes. Certain types of nonresidential uses may be located within areas where noise contours are greater than 65 DNL. However, such uses should be subject to height limitations and building material restrictions that reduce interior noise levels. The FAA's FAR Part 150 guidelines establish the permitted locations of non-residential land uses.

5. Land Use Compatibility

Due to the noise produced by jet-powered aircraft, certain land uses are more suitable than others for properties adjacent to an airport. Airport requirements include airspace free of tall structures as well as the absence of activities that might interfere with aircraft communication equipment. Therefore, it is essential for land use and aviation planning to be coordinated.

With respect to airport compatibility, the three primary issues include the following:

- Airport uses adjacent to residential uses,
- Industrial uses adjacent to residential uses, and
- Airport and industrial uses adjacent to environmentally sensitive lands

Land use surrounding the Leesburg Regional Airport is dictated by Lake County and the City of Leesburg. With the exception of a mobile home park located just north of Highway 44, there are no residential land uses immediately adjacent to the Airport. A large area of single-family homes is located less than one mile northeast of the airport.

Environmentally sensitive lands within the Airport vicinity include small wetland tracts existing to the east, south, and west of the Leesburg Municipal Airport. In conjunction with the wetlands, a floodplain is located west of the Airport. Geographically, the floodplain is situated between U.S. Highway 441 on the north, the Leesburg Municipal Airport on the east, Lake Harris on the south, and Sleepy Hollow Road and Sunnyside Drive on the west.

C. AVIATION NEEDS ANALYSIS

Over the past few years, the Leesburg Regional Airport has experienced steady growth. Total aircraft operations increased from 90,600 in 1990 to more than 103,400 in 1998, a net change of 14 percent (14%). Therefore, the coordination of aviation facilities planning and expansion is a task which the City shall undertake. Aviation planning is accomplished through the interaction of local aviation authorities and planning entities. The following is an analysis of problems and opportunities related to the City of Leesburg's aviation needs.

1. Funding Sources

The Federal Aviation Administration provides funding through the Airport Improvement Program (AIP), which is appropriated on a yearly basis. Funding for this program is generated from an 8% tax on airline tickets, 5% tax on freightway bills, a \$3 international departure fee, a 12-cent per gallon tax on General Aviation fuel, and a 14-cent per gallon tax on jet fuel. State funding for airport improvements is administered by the FDOT Department of Aviation. Funding from the State is derived from user fees, such as state sales tax on aircraft and aircraft fuel taxes. A percentage of gasoline taxes are assigned to funding for aviation infrastructure development. Local funding from Lake County and the City of Leesburg make up the balance after FAA and State participation. The City of Leesburg's adopted Capital Projects Fund Appropriations for FY 2001-2002 totaled \$5,954,825 for Airport improvements. For the same year, the adopted Intergovernmental Revenues were as follows:

Federal Grant \$2,456,417

State Grant \$2,874,996

Lake County \$55,000

Leesburg Regional also receives operating income from tenant lease fees, as well as from local subsidies. Private investors are also a potential source of funding for airport improvements, especially the development of corporate hangars, which are eligible for FAA or State funding. In order to protect environmentally sensitive lands surrounding the Airport, the Federal Government also provides grant funding if the City builds it (FDOT 50%, City 50%).

2. Aviation Facility Needs

Leesburg Regional Airport, which serves as a major economic strength for the City of Leesburg, is currently meeting demands of general aviation, often more so than larger airports. Leesburg Regional Airport offers conveniences that aren't always available at larger airports, such as touch-and-go operations. Touch-and-go operations are defined as operations by a single aircraft that lands and departs on a runway without stopping or exiting the runway. During touch and go operations, aircraft stays in the airport's traffic pattern. Airport capacity increases with the ratio of touch-and-go operations to total operations since aircraft in the pattern are continually available for approaches. However, in some cases, touch-and-go operations may reduce the availability of the runway for other operations. It is estimated that touch-and-go operations account for an approximately 50% of total annual operations at Leesburg Regional Airport. The taxiways at Leesburg Regional currently provide adequate opportunity for aircraft to exit the runways. Although the operational capacity of taxiways is currently maximized, additional taxiway exits would not enhance the airport's operational capacity.

3. Future Improvements

Future improvements to Leesburg Regional Airport include the placement of an air traffic control tower and Airport Rescue and Fire Station, runway and taxiway extensions, hangar construction, and terminal and security improvements.

In order to meet Federal Aviation Authority (FAA) regulations for safety (Part 135) and to provide quick response for airport emergencies, an Airport Rescue and Fire (ARF) station is proposed at the Leesburg Regional Airport. In an attempt to accomplish this, the City of Leesburg has requested a joint planning area (JPA) with FDOT.

The Leesburg Regional Airport has demonstrated the demand for an air traffic control tower. The FDOT has agreed to fund eighty percent (80%) of the \$1.5 million construction cost. The FAA will fund 92% of the tower personnel cost. Construction is scheduled for 2003. Additionally, Leesburg Regional has been scheduled for over \$9 million in runway improvements.

The City also has improvements planned for corporate hangars, the terminal building, Runway 13/31 extension, Taxiway A, Safety Area Runway 13, access gates and fencing, and Runway 3 in FY 2002-2003 and additional corporate hangar development and improvements planned for FY 2003-2004. The figures for these improvements are provided in the Capital Improvements Element of this Growth Management Plan. Additionally, although not a short-term plan, a future vision for Leesburg Regional Airport is to include charter and domestic flights in addition to general aviation.

4. Environment

All of the existing fuel storage facilities at the Leesburg Regional Airport meet current regulations for such facilities. In the case of future development of airport facilities, Leesburg Regional Airport will abide by all necessary federal, state, and local requirements in order to minimize negative impacts to air quality.

Within Leesburg, the 65 DNL and higher noise contours are almost completely contained on Airport property. Therefore, no adverse impacts to surrounding residential land uses are anticipated.

The City is in the process of purchasing all the surrounding areas as buffers for environmentally sensitive lands. In expansion of the Airport, the City will employ wetland mitigation techniques including the use of a mitigation bank located on property elsewhere in the City.

5. Multi-Modal Transportation System

The integration of aviation and related facilities planning and implementation into a multi-modal transportation system is an important task on which the City of Leesburg shall focus. The coordination of surface transportation with aviation facilities shall ensure that access needs of such facilities are satisfied. Annual development of the Five-Year Work Program of both the Florida Department of Transportation (FDOT) and the County shall consider the existing and future level-of-service for roads that provide access to airports.

Roads that currently provide access to Leesburg Regional Airport include U.S. 441 (S.R. 500), which has a level of service (LOS) F and from State Road 44 (South Dixie Avenue), which has a LOS of C. Lake County Transit currently provides public transit to and from the Airport.

In addition, Echo Drive will become a major road for providing access to the Airport, as it will be realigned and a traffic signal will be installed. Lake County is providing a portion of the funding for realignment. A piece of property, referred to as the Sperry Property, was purchased for this purpose. The City of Leesburg has high aspirations for airport expansions and is very supportive of the improvements to Echo Drive.

6. Consistency

Consistency with the Growth Management Plan, particularly the Future Land Use and Conservation Elements, is necessary to ensure the compatibility of land uses around airports and to mitigate adverse environmental impacts upon adjacent natural resources. Aviation and related facilities must exist among other types of land uses. Land uses surrounding airports should be mutually compatible with the normal operation of those airports.

Consistency with the Conservation Element will ensure that net encroachment within the floodplain will be prohibited. The City shall continue to implement floodplain ordinances through the adoption of Conservation Areas and Goals, Objectives, and Policies within the other elements of this plan that provide conservation and preservation mechanisms.

The designated future land use of Leesburg Regional Airport is Public with a Conservation future land use immediately to the west and small pockets of General Commercial to the north. The City is attempting to acquire some of this commercial property for future Airport expansions. The Conservation designation includes public lands that have been acquired for the preservation and protection of the City's natural resources.

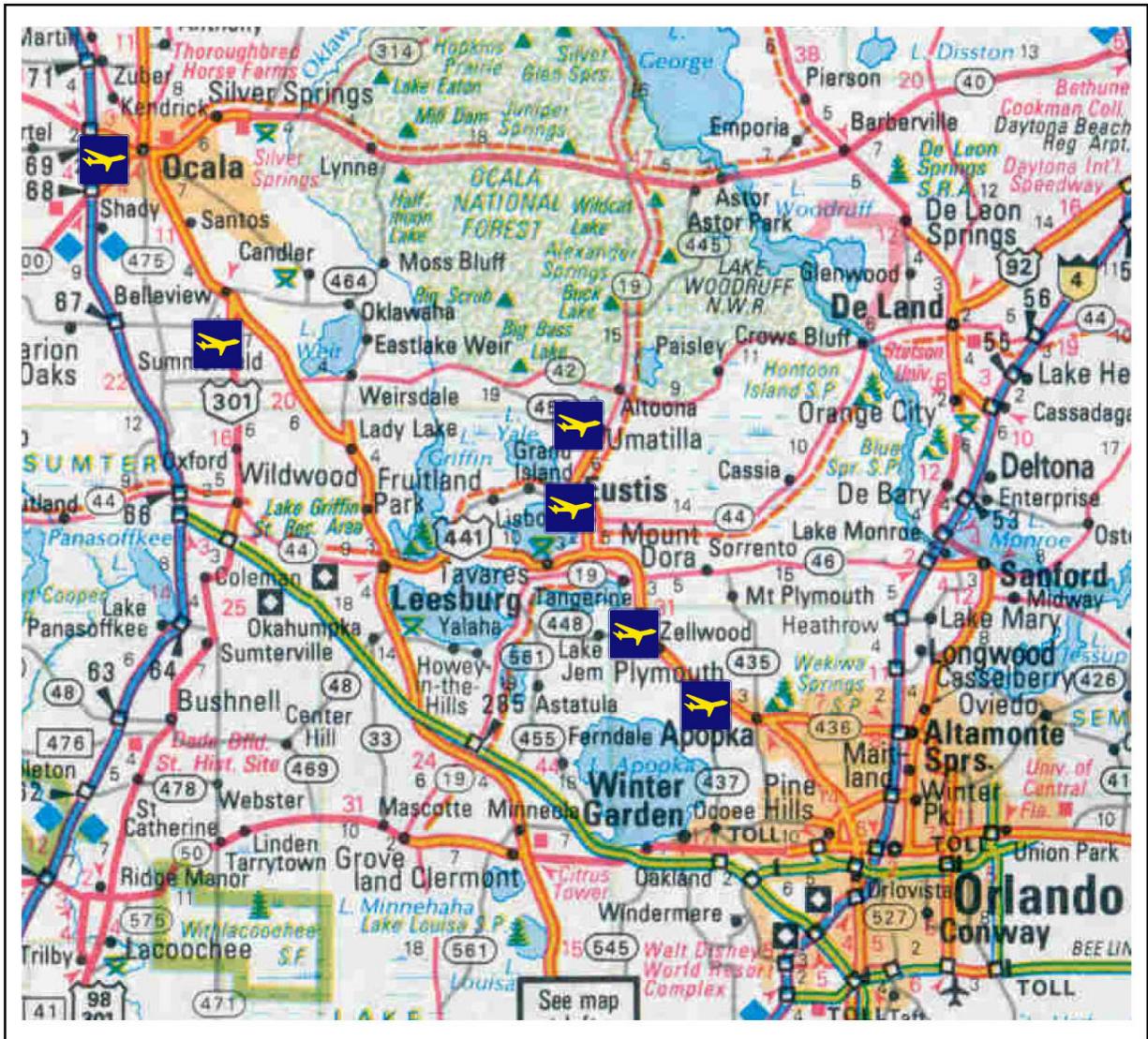
Table XIII- 1: Vicinity Airports Open to the Public

Map Number	Airport Name	Address	Miles from the City of Leesburg
1	Bob White Field Airport	7011 Jones Avenue Zellwood, FL	18.17
2	Inverness Airport	3540 South Airport Road Inverness, FL	26.5
3	Love's Landing	10835 SE Sunset Harbor Road Summerfield, FL	13.8
4	Mid-Florida Airport	19708 Eustis Airport Road Eustis, FL	14.0
5	Ocala Municipal Airport	1200 S.W. 60 th Avenue Ocala, FL	30.3
6	Orlando Country Airport	4040 West Orange Blossom Trail Apopka, FL	19.9
7	Umatilla Municipal Airport	480 Cassady Street Umatilla, FL	13.0

Table XIII- 2: Scheduled Improvements to Leesburg Regional Airport

Transportation System Description	Year	Type of Work
Lake-Leesburg Municipal Construction Air Traffic Control Tower	2003	Air Traffic Control Tower
Lake-Leesburg Regional Construction Hangar	2002	T-Hangar Construction
Lake-Leesburg Regional Construction ARFF & Equipment	2002	Construction & Expansion of Maintenance Facility
Lake-Leesburg Regional Engineering and Design for RW3 Extension	2002	Construction & Extension of Runway
Lake-Leesburg Regional Environmental Assessment for RW3 Extension	2002	Airport Environmental Assessment & DRI
Lake-Leesburg Regional Extension of RW3	2005	Construction & Extension of Runway
Lake-Leesburg Regional Hangar Construction	2003	Construct Hangar
Lake-Leesburg Regional Hangar Construction	2005	Construct Hangar
Lake-Leesburg Regional Runway 13-31 Safety Area Construction and Marking	2003	Clear Zone Clear & Grub
Lake-Leesburg Regional Runway 13-31 Extension Including Taxiway A & ILS	2003	Construction & Extension of Runway
Lake-Leesburg Regional Security Improvements	2002	Construction & Relocation of Security Fence
Lake-Leesburg Regional Taxiway K Extension	2002	Construction & Extension of Security Fence

Map XIII- 1: Vicinity Airports



Source: City of Leesburg and Land Design Innovations, Inc., July 2002

GOALS, OBJECTIVES, AND POLICIES

GOAL 1: To facilitate the expansion of airport facilities to meet future demand in a manner that maximizes safety, convenience, economic benefit, environmental compatibility, and consistency with other elements of the Growth Management Plan.

Objective 1.1: Land Use Compatibility. The City of Leesburg shall coordinate improvements or expansions of aviation facilities with the Future Land Use Element and the Conservation Element while striving to prevent obstructions to airport operations.

Policy 1.1.1: The City shall support redevelopment of existing, and the siting of new, aviation and aviation-related facilities that provide for the economic development of the community and are compatible with adjacent land uses.

Policy 1.1.2: The City of Leesburg shall protect and conserve natural resources from improvements or expansions of aviation facilities, except in accordance with state and local permitting and any approved mitigation plan, consistent with the Conservation Element.

Policy 1.1.3: Expansion of existing airport facilities or construction of new airport facilities in the unincorporated County shall be directed away from existing residential areas or areas planned for residential use, except as may be permitted by the Lake County Board of County Commissioners in accordance with the Land Development Regulations.

Policy 1.1.4: The City shall establish land development regulations which prevent the creation, establishment, or maintenance of hazards to aircraft and prevent the destruction or impairment of the utility of the airports in the City or the public investment therein.

Policy 1.1.5: The City shall continue to review airport development plans to assure that development at the City's airport does not exceed Federal Aviation Administration (FAA) land use guidance decibel levels on existing developed land unless provisions are made to ameliorate the impacts.

Objective 1.2: Facilities Development. The City of Leesburg shall continue to support maintenance and expansion of airport facilities in order to uphold Leesburg Regional as an economic asset to the City.

Policy 1.2.1: The City shall coordinate its comprehensive planning process, including subsequent amendments to the Comprehensive Plan, with the adopted airport master plan and future updates for Leesburg Regional Airport in order to achieve environmentally and economically sound development of aviation facilities, and to provide adequate capacity for existing and

future demand for aviation facilities and services consistent with the master plan.

Policy 1.2.2: The City shall support Leesburg Regional Airport’s vision to include charter and domestic flights in addition to general aviation.

Objective 1.3: Traffic Coordination. The City shall coordinate improvements or expansions of aviation facilities with the Traffic Circulation Element.

Policy 1.3.1: The City of Leesburg shall ensure that surface transportation access to aviation facilities is coordinated with the traffic circulation system shown on the traffic circulation maps.

Policy 1.3.2: In the event of future expansion, the City of Leesburg shall coordinate its traffic planning efforts with Lake County and the Florida Department of Transportation, in order to address the impacts of planned airport expansions on transportation needs.

Objective 1.4: Capital Improvements. The City of Leesburg shall coordinate the Capital Improvement Plan associated with aviation facilities of the Federal Aviation Administration, the Florida Department of Transportation, and Lake County.

Policy 1.4.1: The City of Leesburg shall ensure that fiscal impacts for improvements or expansions of aviation facilities, as well as transportation plans impacted by such improvements or expansions, are reflected in the applicable budgets of the Federal Aviation Administration, the Florida Department of Transportation Five-Year Transportation Plan, Lake County, and the City of Leesburg’s Capital Improvement Element.

Policy 1.4.2: The City of Leesburg shall encourage and support appropriate funding applications submitted by the Florida Department of Transportation.

Policy 1.4.3: Improvements or the expansion of airport facilities shall be coordinated with the necessary expansion or improvements to the traffic system to support the facilities.

Policy 1.4.4: The costs and funding sources for right-of-way acquisition and road improvement projects needed to meet the impact of airport facilities on the traffic circulation plan shall be reviewed and taken into account in the annual update of the City of Leesburg’s Capital Improvements Program.