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Submitted by  
MJR @ 11/23/98 1100m  
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A. J.(Al) Roberts, Jr.  
Land Use Planning Manager  
Aviation Office  
Florida Department of Transportation  
Tallahassee, Florida

Responsible to manage the statewide airspace protection program to include the Department's regulatory obstruction permitting process; Provide technical assistance in compatible land use planning and airport zoning ordinance development on request to public agencies to include the Districts and local governments; Plan, organize and direct airport compatible land use, noise and zoning ordinance workshops, seminars and training for public agencies to include the Districts and local governments as well as various aviation interests.

**Education:**

San Jose(California) State University, Aeronautics  
University of South Florida, Business and Economics  
Golden Gate University(California) graduate studies, Public Administration  
St. Leo College(Florida), BA Human Resources Administration

**Technical and Professional Training:**

United States Air Force Pilot Training, Command Pilot Rating; Radar Weapons and Air Traffic Control; Air/Ground Operations; Aviation Physiology.  
Federal Aviation Administration Monroney Training Center, Airport and Airspace Obstruction Analysis; Airport Master Planning; Flight Procedures Analysis(TERPS).  
Georgia Tech, Airport Noise and Land Use Planning

Mr. Roberts has more than thirty five years of experience in the aviation operations and planning field. He began his aviation career as an aircraft mechanic before entering the military. He served as a pilot in the U. S. Air Force for 23 years. He had a variety of operations duties involving air defense and tactical fighter aircraft. He flew 167 combat missions in the A-1 "Skyraider" in South East Asia. Early in his career, he was a training officer at the Air Force Academy. Mr. Roberts' Florida tours include instructing U. S. and Vietnamese A-1 pilots at Hurlburt Field near Ft. Walton Beach and as a staff planning officer in the U. S. Readiness Command at MacDill AFB in Tampa.

After retiring from the military, Mr. Roberts took a position with the Florida Department of Law Enforcement in Tampa. He came to the DOT Aviation Office in 1986 after more than 7 years with FDLE. He is responsible for administering the Department's permitting authority for "tall" structures and providing technical assistance to local government for airport zoning and compatible land use ordinances. His specialty provides the DOT the ability to analyze the effect of proposed construction, developments and other land uses on aviation operations. He can assist or advise local government in alternatives to avoid adverse impacts.

Mr. Roberts is originally from Nevada; his wife, Jan, is a native Coloradan. They have two adult sons and have lived in Florida since 1969.

### OBSTRUCTION ANALYSIS AND PERMITTING

The Department has a statutory responsibility to provide airspace protection <sub>1</sub> to the State's airports. Airspace protection involves preventing ground objects from interfering with the safe and efficient use of State's navigable airspace system <sub>2</sub>. The Department accomplishes its responsibility by its authority to issue Airspace Obstruction Permits <sub>3</sub> to control structure heights. The Aviation Office is responsible for issuing or denying these permits. The "Tall Structure" permit authority extends for 10 nautical miles from all public use and military airports until the local government adopts airspace protection by zoning ordinance.

The State has adopted federal airspace obstruction standards <sub>4</sub> as heights above which permits are required. The standards are objectively definable, three dimensional surfaces that take into consideration airway structure, flight routes, aviation navigation facilities, airport runway configurations, using aircraft types, operating capability and planned changes to these factors. Obstruction analysis is the function that determines what affect a ground object has on aviation operations when it exceeds a standard.

The Aviation Office conducts this function to determine whether to issue or deny an Airspace Obstruction Permit. On request, the Aviation Office also evaluates project, development and structure proposals for the Districts, Traffic Operations, other State agencies, local governments as well as private individuals and businesses to avoid any adverse impact to airports and aviation operations.

### AIRPORT ZONING AND COMPATIBLE LAND USE TECHNICAL ASSISTANCE

The Department has a statutory responsibility to assist local government on request, in adopting and administering airport zoning ordinances <sub>6</sub>. Aviation compatible land use, established by statute, means activities and purposes in the immediate vicinity of airports that are compatible with the continuation of normal airport operation. Sound sensitive uses such as residential development and schools, are the least compatible.

The Aviation Office fulfills the assistance responsibility by working directly with airport, aviation authority and local government staffs in adopting or amending their airport zoning ordinances covering provisions for airspace protection, compatible land use and runway approach area public safety protection. The assistance can take any of a number of means to include providing model ordinances; written reviews and comments of draft ordinances; workshops and seminars for planning staffs and expert testimony at public meetings of local government elected bodies. Assistance in adopting or amending a local ordinance is a long term activity. The process routinely takes more than two years. At any one time, the Aviation Office can be expected to be actively assisting in 3 to 5 ordinance at various stages of development.

**Notes:**

1. Ch 332, FS.
  2. Generally, airspace above 500' for enroute operations and that airport terminal airspace below 500' necessary to land and take off. (With the airports this is the State's public aviation transportation system.)
  3. Ch 333, FS, ss 333.025
  4. FAR Part 77, Subpart C
  5. Ch 333, FS, ss 333.03(5)
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