



Airport Environs Permit Application

Property Address: _____ Parcel ID: _____

Landowner Name: _____

Applicant Name: _____

Applicant Address: _____

City _____ State _____ Zipcode _____

Phone Number _____ Email: _____

Existing use(s) of the site: (be specific as to the size and area of each use)

Proposed use(s) of the site: (be specific as to the size and area of each use)

Proposed building/site modification(s): _____

I agree to maintain the property in compliance with Duluth International Airport Zoning Ordinance Section V-B-1, which states, "no use shall be made of any land in any of the safety zones defined in Subsection V-A which creates or causes interference with the operation of radio or electronic communications between the airport and aircraft, makes it difficult for pilots to distinguish between airport lights and other lights, results in glare in the eyes of pilots using the airport, impairs visibility in the vicinity of the airport, or otherwise endangers the landing, taking off, or maneuvering of aircraft."

Landowner Signature _____ Date: _____

Office use only below this line

Land Use Safety Zone:

Zone A

Zone B

Zone C

Structure Height:

Ground elevation at building site: _____ Height at top of structure: _____

Approved

Approved with conditions _____

Denied

Signature

Date

Airport Environs Permit FAQ

Q. What area is subject to an Airport Environs Permit?

- A. Generally, the area within 2 miles of the airport and extending to 3 miles from the end of the runway along both sides of Norton Road

Q. When do I need an Airport Environs Permit?

- A. Whenever there is a change in use of the structure or the land
- B. When any new structure is constructed, including accessory structures
- C. Whenever there is a vertical or horizontal expansion of a structure

Q. What is being regulated?

- A. Structure Height in A, B, or C safety zone
 - 1) No structure is allowed to project above 1,580' above mean sea level. Most structures don't come close to 1,580' because most of the area is lower than the airport.
- B. Interference in A, B, or C safety zone
 - 1) No light, glare, radio or electronic interference that interferes with aircraft
- C. Use and Density (differs by safety zone)
 - 1) In Zone A – No structures allowed above ground level
 - 2) In Zone B
 - a. No uses that bring together a crowd, ie. no churches, hotels, campgrounds, trailer courts, theaters, sports stadiums
 - b. No density of people greater than 15 times the number of acres of the parcel
 - c. Structures must be clustered in one area on the parcel and sized according to a ratio of the parcel
 - 3) In Zone C – No use or density restrictions

Q. Why are do these regulations exist?

- A. The Duluth International Airport is an important transportation resource for the community and its facilities represent a significant public expenditure of funds that must be preserved. Regulating land uses around the airport helps to ensure the continued viability of the airport, but more importantly, helps to minimize risks for both the users of the airport and people on the ground.