

Board of County Commissioners

Okeechobee County



304 NW Second Street – Room 123, Okeechobee, FL 34972
Phone: 863-763-6441 Ext.1 or Fax: 863-763-0118

September 28, 2023

Mr. Drew Bartlett
Executive Director
South Florida Water Management District (SFWMD)
3301 Gun Club Road
West Palm Beach, FL 33406

Re: Okeechobee County's Opposition to the South Florida Water Management District's Proposed Lower Kissimmee Basin Stormwater Treatment Area (LKBSTA) Project

Dear Mr. Bartlett:

As a follow-up to our earlier letter (dated August 3, 2023), the Okeechobee County Board of County Commissioners (BOCC) continues to oppose the proposed Lower Kissimmee Basin Stormwater Treatment Area (LKBSTA) Project in its current location and is requesting the South Florida Water Management District (SFWMD) Governing Board to oppose and discontinue its consideration of the design and construction of the LKBSTA project by Ecosystem Investment Partners Florida Water Quality, LLC – Ecosystem Investment Partners, LLC (EIP), which would include the proposed expansion of this project to include the adjacent property that is either owned and/or controlled/managed by HGS, LLC d.b.a. RES Environmental Operating Company (RES).

Please note that as previously stated, each member on our Commission is an advocate and strong supporter of the need for STA's within our region to reduce nutrient discharges prior to entering Lake Okeechobee. However, together with the District, we must be concerned and respectful of the negative impacts that this facility will bring to our community and develop/identify opportunities to improve the environmental issues that we are challenged with today without placing a significant impact on our homeowners and property owners.

Further, with respect to your commitment to ensuring that the County Commission maintains a voice within the decision making process for this project, we appreciate your assurance to provide the County Commission an opportunity to speak and represent our concerns with the LKBSTA project to the SFWMD Governing Board at an upcoming meeting and wanted to say Thank You...

This opportunity will provide the members of the Okeechobee Board of County Commissioners with a chance to provide the Governing Board and District staff with an understanding of the concerns that our Commission, residents, businesses and stakeholders have with this proposed project and the real impacts that we will experience if this project is permitted to proceed by the SFWMD.

Also, we would request that the District permit the County to provide a Power Point presentation to ensure that Board and public can view the documents/maps as they're being discussed.

In advance of speaking to the Governing Board at a future meeting, the BOCC would like to restate and ensure that the District's Governing Board is aware of the issues, impacts and concerns that our citizens and community have with the LKBSTA project and why the Okeechobee Board of County Commissioners are not in support of the proposed project, including:

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1. A lack of transparency related to the proposed LKBSTA project development, impacts and cost.
 - . Limited information on the District's website related to competitive selection of EIP, owners of the proposed property to be developed as the LKBSTA, to complete the design/build of the property in the amount of \$300 million.
 - . In fact, only one document was found when utilizing the search function within the District's website – "Lower Kissimmee Basin Stormwater Treatment Project" presentation by Ms. Jennifer Reynolds – Division Director – Ecosystem Restoration & Capital Projects Division – December 9, 2021.
 - . To date, this project has progressed through the District's design stage without notice to the public nor the acceptance of comments/suggestions from the community.
 - . Our residents, businesses and stakeholders should have the opportunity to voice their thoughts and/or concerns on this significant infrastructure project during the conceptual (or feasibility) stage.
 - . Public awareness on the progress of this project was limited until recently.
 - . No public or community meetings were held and/or notifications were sent out to potentially impacted property owners until (or around) August 29, 2023, which was requested by the Okeechobee County Commission on June 26, 2023 [two (2) public meetings were held on the same day at the Okeechobee County Civic Center].

 2. There are better options that are available today that do not threaten the safety of our community's homes and are not nearly as financially taxing to our residents and businesses.
 - . Our homes are one of our greatest investments and the safety and cost impacts that this project would create are valid to real concerns/fears for our homeowners in this area.
 - . New flooding concerns have emerged due to a lack of understanding by the District's selected firm – EIP Florida Water Quality, LLC – on the current structures within the area (i.e., finished floor elevations, surrounding neighborhood drainage infrastructure needs and/or concerns, etc.) and the expected design of the proposed project.
 - . The potential for flooding as a result of this project is expected to negatively affect home and property values in close proximity to the proposed LKBSTA project and may now be required to carry additional flood insurance (which is not required today) for these homeowners and would place an unnecessary financial burden on many residents.
 - . This project may increase the risk to our property owners who may experience rate increases (above the significant increases that we are already seeing within our County and throughout the state of Florida before this project is constructed) and/or losing their homeowners insurance entirely due to the inherent flooding that will occur from this project or losing their home due to flooding.
 - . Residential property owners within the area of the proposed project have also outlined/voiced additional concerns and impacts that may affect their homes/property and quality of life, including:

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- . Noise
 - . Dust
 - . Loss of peaceful living (i.e., construction, recreational activities, etc.)
 - . Impact to existing habitat and degradation to endangered, threatened and/or protected species (i.e., bald eagles, etc.)
 - . Increase in alligators, mosquitos and other pests
 - . Flooding of State Road 70, which is an emergency evacuation route
 - . Loss of farm land to support our state's and country's food needs and/or economic development opportunities for water storage purposes
 - . Proposed leaching of phosphorus to continue from the Kissimmee River without corrective solution (should be addressed prior to this project being considered).
3. This project, if developed is too close to three (3) airstrips, with one being the Okeechobee County airport, which is one of the most significant economic development tools that the County maintains in an effort to attract jobs and resources to our community.
- . The proposed project does not comply with the County's Airport Zoning regulations with the County's Land Development Code - specifically, Section 3.01.03.F – Airport zones and airspace height limitations. – Other areas., which states “In addition to the height limitations imposed in paragraphs A through E above, no structure or obstruction will be permittee within Okeechobee County that would cause a hazard to air navigation.”.
 - . The District's proposed LKBSTA project is expected to create significant safety issues with aircraft on approach to runway 05 as the wetlands will attract hazardous birds and lead to non-compliance with applicable grant assurances.
 - . Federal Aviation Administration (FAA) Advisory Circular 150/5200-33C Subject: Hazardous Wildlife Attractants on or near Airports, states for all airports, the FAA recommends a distance of 5 miles between the closest point of the airport's aircraft operations area and the hazardous wildlife attractant and special attention should be given to hazardous wildlife attractants that could cause hazardous wildlife movement into or across the approach or departure airspace.
 - . The SFWMD's website [[Stormwater Treatment Area 5/6 \(STA-5/6\) | South Florida Water Management District \(sfwmd.gov\)](#)] provides the following related to promoting wildlife within their STA's, which is expected to lead to real safety issues for airplanes utilizing the County's Airport:
 - . “STAs provide another bonus – prime home and visiting territory to wildlife including wading birds, ducks and American alligators. A variety of nature-based recreational activities are allowed at several of these wetland locations.”
 - . “Located on approximately 17,000 acres in eastern Hendry County, Stormwater Treatment Area 5/6 (STA-5/6) has become one of the premier bird-watching areas in Florida through a long-standing partnership with the Hendry-Glades Audubon Society. More than 200 bird species have been spotted at STA-5/6 on the seasonal, guided bird-watching tours offered by the local Audubon chapter.

The site is also popular as a waterfowl hunting area managed by the Florida Fish and Wildlife Conservation Commission (FWC)."

"Access to STA-5/6 was expanded in 2013 with a public use area with shell-rocked parking, an informational kiosk, restrooms and a trail that includes a covered shade shelter and a boardwalk. Hiking, bicycling and bird-watching are among the activities visitors can enjoy from the public use area. In addition, a portion of the Florida National Scenic Trail runs along the L-3 levee on the west side of the STA."

4. The proposed LKBSTA project is being planned to be developed on the RIO Ranch property in western Okeechobee County (adjacent to State Road 70) to address one of the highest nutrient contributors in our region – the Kissimmee River (according to the SFWMD). The River and natural or historical flow/drainage is bringing in significant amounts of phosphorus into the Okeechobee community from other areas around the central Florida areas and the properties within Okeechobee County are being utilized to attempt to clean the water from other areas of the state.

There may be better financial options to remove the projected phosphorus nutrient load than this proposed project (and location), including, but not limited to, septic-to-sewer conversion, which provides a high reduction of phosphorus at a low cost.

Phase One of the District's project is expected to cost up to \$300,000,000, which would require significant tax-payer funding support to not only design and construct this proposed facility, but it would also require an amount of annual funding to support the operations, maintenance and staffing for this project.

There have been conflicting statements regarding the total amount of nutrients that are expected to be removed on an annual basis if the LKBSTA is constructed.

13 to 15 metric tons of phosphorus per year is expected to be removed depending on design as outlined within the "Lower Kissimmee Basin Stormwater Treatment Project" presentation by Ms. Jennifer Reynolds – Division Director – Ecosystem Restoration & Capital Projects Division – December 9, 2021.

9 to 10 metric tons of phosphorus per year is expected to be removed according to Mr. Kyle Graham with EIP during the first Public Meeting on August 29, 2023.

The proposed project would not provide for the rehydration of deteriorating on-site wetlands as represented to the Okeechobee community.

Unanimously, the Okeechobee County Board of County Commissioners, on behalf of the citizens of Okeechobee County, is urging the SFWMD Governing Board as well as the District's executive leadership to reconsider this project due to the many safety concerns and impacts that it will have within our community.

Thus, the County Commission is requesting the SFWMD's Governing Board to vote against any request to proceed with this project in its current location during your upcoming discussion and consideration of the inclusion and/or expansion of the project to include the RES property into the District's larger LKBSTA project (expected in early 2024). Additionally, we are requesting the


Governing Board to oppose and vote against moving the entire project from the design stage to the implementation stage (within its current location), which is being completed by the District's selected firm – Ecosystem Investment Partners Florida Water Quality, LLC (EIP).

Additionally, based on our community's concerns and issues outlined above, the Okeechobee County Commission is requesting the District's Governing Board to strongly consider other options/locations to build this type of stormwater treatment area (STA) project, including north of the State Road (SR) 60 or in the northern portion of the County on the +/- 40,000 acres of land where several government agencies maintain ownership and/or flowage easements (Kissimmee Prairie Preserve State Park).

Thank you in advance for your consideration of our concerns as well as your support to find better solutions (and locations) to this important environmental issue while also protecting the safety of our community's homes and citizens' quality of life.

Should you have any questions and/or require additional information regarding our County's position on this project, please do not hesitate to contact either myself or Mr. Richard Reade, Deputy County Administrator at 863.763.6441 (Option #2).

Respectfully submitted,



David Hazellief, Chairman
Board of County Commissioners

Attachments

- c: Okeechobee County Board of County Commissioners
The Honorable Benjamin Butler – Okeechobee County Area Representative - South Florida Water Management District (SFWMD) Governing Board
The Honorable Charlette Roman – Okeechobee County Area Representative - South Florida Water Management District (SFWMD) Governing Board
The Honorable Chauncey Goss – Chairman – South Florida Water Management District (SFWMD) Governing Board
The Honorable Scott Wagner – Vice-Chairman – South Florida Water Management District (SFWMD) Governing Board
The Honorable Members of the South Florida Water Management District (SFWMD) Governing Board

3.01.00. - AIRPORT OVERLAY ZONE

Footnotes:

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Cross reference— *Aviation, ch. 14.*

3.01.01. - Generally.

This section is adopted pursuant to the authority conferred by F.S. § 333.03. It is hereby found that an airport obstruction has the potential for being hazardous to aircraft operations as well as to the persons and property on the ground in the vicinity of the obstruction. An obstruction may affect land use in the vicinity of the obstruction, and in effect reduces the size of areas available for the landing, taking off and maneuvering of aircraft, thus tending to destroy or impair the utility of the Okeechobee County Municipal Airport and the public investment therein. Accordingly, it is declared:

- A. That the creation or establishment of an airport obstruction is a public nuisance and an injury to the region served by the Okeechobee County Municipal Airport;
- B. That it is necessary in the interest of the public health, public safety, and general welfare that the creation of airport obstructions and structures be prevented; and
- C. That it is necessary in the interest of the public health, and general welfare that the establishment of incompatible land uses be prevented in the areas defined as the CNR 100 contour (ASDS 85 dBA) noise area and/or the accident potential hazard area; and
- D. That the prevention of these obstructions, structures and incompatible land uses should be accomplished to the extent legally possible, by the exercise of the police power without compensation; and
- E. That both the prevention and the creation or establishment of airport obstructions, structures and incompatible land uses and the elimination, removal, alteration, mitigation, or making and lighting of existing airport hazards are public purposes for which the political subdivision may raise and expend public funds and acquire land or interests in land.

3.01.02. - Establishment of airport zoning map.

There is hereby established an official Okeechobee County Municipal Airport zoning map. This map shall be maintained and modified by the county clerk in the manner prescribed for the official zoning atlas in section 2.03.01 of this code.

3.01.03. - Airport zones and airspace height limitations.

In order to carry out the provisions of this section, there are hereby created and established certain zones which includes all of the land lying beneath the approach, transitional, horizontal and conical surfaces as they apply to the Okeechobee County Municipal Airport. Such zones are shown on the official Okeechobee County Municipal Airport zoning map. An area located in more than one of the described 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:

- A. *Primary zone.* An area longitudinally centered on a runway, extending 200 feet beyond each end of that runway with the width so specified for each runway for the most precise approach existing or planned for either end of the runway. No structure or obstruction will be permitted within the primary zone, that is not part of the landing and takeoff area, and is of a greater height than the nearest point on the runway centerline.
 1. The width of the primary zone is as follows: Runways 13, 31, 04 and 22; 500 feet for visual runways having only visual approaches.
 2. The width of the primary zone of a runway will be that width prescribed in this section for the most precise approach existing or planned for either end of that runway.
 3. No structure or obstruction will be permitted within the primary zone, that is not part of the landing and takeoff facilities and is of a greater height than the nearest point on the runway centerline.
- B. *Horizontal zone.* The area around each civil airport with an outer boundary the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary zone of each airport's runway and connecting the adjacent arcs by lines tangent to those arcs.
 1. The radius of each arc is: Runways 13, 31, 04 and 22; 5,000 feet for all runways designated as visual.
 2. No structure or obstruction will be permitted in the horizontal zone that has a height greater than 150 feet above the airport height.
- C. *Conical zone.* The area extending outward from the periphery of the horizontal zone for a distance of 4,000 feet. Height limitations for structures in the conical zone are 150 feet above airport height at the inner boundary with permitted height increasing one foot vertically for every 20 feet of horizontal distance measured outward from the inner boundary to a height of 350 feet above airport height at the outer boundary.
- D. *Approach zone.* An area longitudinally centered on the extended runway centerline and extending outward from each end of the primary surface. An approach zone is designated for each runway based upon the type of approach available or planned for that runway end.
 - 1.

The inner edge of the approach zone is the same as the primary zone and it expands uniformly to a width of: Runways 13, 31, 04 and 22; 1,500 feet for that end of a runway with only visual approaches.

2. The approach surface extends for a horizontal distance of: Runways 13, 31, 04 and 22; 5,000 feet for all visual runways.
 3. The outer width of an approach zone to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.
 4. Permitted height limitation within the approach zones is the same as the runway end height at the inner edge and increases with horizontal distance outward from the inner edge as follows: Runways 13, 31, 04 and 22; permitted height increases one foot vertically for every 20 feet horizontal distance for all utility and visual runways.
- E. *Transitional zone.* The area extending outward from the sides of the primary zones and approach zones connecting them to the horizontal zone. Height limits within the transitional zone are the same as the primary zone or approach zone at the boundary line where it adjoins and increases at a rate of one foot vertically for every seven feet horizontally, with the horizontal distance measured at right angles to the runway centerline and extended centerline, until the height matches the height of the horizontal zone or conical zone or for a horizontal distance of 5,000 feet from the side of the part of the precision approach zone that extends beyond the conical zone.
- F. *Other areas.* In addition to the height limitations imposed in paragraphs A through E above, no structure or obstruction will be permitted within Okeechobee County that would cause a hazard to air navigation.

3.01.04. - Airport land use restriction.

Notwithstanding any other provision of this code, no use may be made of land or water within any zones established by this code in such a manner as to interfere with the operation of an airborne aircraft. The following special requirements shall apply to each permitted use:

- A. *Generally.*
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 or dangerous to aircraft operating from a public airport or in vicinity thereof.
 2. No operations of any type shall produce smoke, glare or other visual hazards within three statute miles of any usable runway of a public airport.
 3. No operations from any type shall produce electronic interference with navigation signals or radio communication between the airport and aircraft.
 - 4.

Use of land within the accident potential hazard area shall prohibit 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.

- B. *Lighting.* Notwithstanding the preceding provisions of this section, the owner of any structure over 200 feet above the ground level shall install lighting in accordance with Federal Aviation Administration advisory circular 70-7460-1D and amendments thereto on such structure. Additionally, high-intensity white obstruction lights shall be installed on a high 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 70-7460-1D and amendments.
- C. *Hazard marking and lighting.* Any permit or variance granted shall require the owner to mark and light the structure in accordance with FAA advisory circular 70/7460-1D or subsequent revisions. The permit may be conditioned to permit Okeechobee County at its own expense to install, operate and maintain such markers and lights as may be necessary to indicate to pilots the presence of an airspace hazard if special conditions so warrant.
- D. *Airport noise zones.* No person shall sell, lease or offer to sell or lease any land within the airport noise zone (100 CNR 85 dBA contour) 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 the Okeechobee County Municipal Airport and is subject to noise that may be objectionable."

3.01.05. - Miscellaneous aviation restrictions.

This section attempts to balance the interest of the county, where Okeechobee must provide for adequate solid waste disposal for the residents and visitors of Okeechobee County while at the same time provide a safe aviation environment for existing airports and landing strips located in the county.

- A. *Piston-driven aircraft.* No piston-driven aircraft may utilize a landing or takeoff point or airport within 5,000 feet of an active or open permitted and licensed landfill in Okeechobee County.
- B. *Turbine-driven aircraft.* No turbine-driven aircraft may utilize a landing or takeoff point or airport within 10,000 feet of an active or open permitted and licensed landfill in Okeechobee County.
- C. *New aviation facilities.* No new aviation facilities, airports, landing or takeoff points shall be licensed or permitted within a five-mile radius of an active or open permitted and licensed landfill in Okeechobee County.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
8427 SouthPark Circle, Suite 524
Orlando, FL 32819
Phone: (407) 487-7720
Fax: (407) 487-7135

September 27, 2023

[via email to: jhurst@co.okeechobee.fl.us]

Mr. John L. Hurst
Airport & Commerce Park Director
Okeechobee County Airport & Commerce Park
2800 NW 20th Trail
Okeechobee, FL 34972

RE: Proposed Lower Kissimmee Basin Stormwater Treatment Area (LKBSTA)
Okeechobee County, Florida

Dear Mr. Hurst,

We have reviewed the proposed development of a surface water treatment facility that would be developed in the vicinity of the Okeechobee County Airport (OBE). Based on the information provided, the project would take water from the Kissimmee River and circulate the water through a series of man-made wetlands/marshes to remove phosphorus and other nutrients. Once treated, the water would be discharged back into the river.

Okeechobee County Airport is a public-use airport that is used by a wide variety of aircraft, including business jets. A portion of the proposed water quality treatment project site is located within five miles of the airport and on the extended centerline of Runway 5-23, the airport's primary runway. The site is located under a segment of the non-precision instrument approach procedure for Runway 5. The same area is traversed by many aircraft departing the airport on Runway 23.

FAA Advisory Circular (AC) 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports*, provides guidance on certain land uses that have potential to attract hazardous wildlife on or near public-use airports. Hazardous wildlife can threaten aviation safety. The FAA recommends this guidance for airports that receive funding under Federal grant assistance programs. The FAA urges regulatory agencies and planning and zoning agencies to evaluate proposed new land uses within the separation criteria and prevent the creation of land uses that attract or sustain hazardous wildlife within the separation distances. For all airports, the FAA recommends a distance of five miles between the closest point of the airport's aircraft operations area and the hazardous wildlife attractant. Special attention should be given to hazardous wildlife attractants that could cause hazardous wildlife movement into or across the approach or departure airspace.

Based on FAA's initial review, the proposed water quality treatment project does not fully comply with the hazardous wildlife attractant separation distances, as outlined in AC 150/5200-33C. It is FAA's understanding the proposed water quality treatment project will pump water from the Kissimmee River and release the water into cells containing man-made wetlands and marsh habitat. The river water would flow through the cells and nutrients (phosphorus) would be filtered and absorbed by the wetland vegetation. This man-made wetland and marsh habitat is likely to attract a wide variety of wildlife, including avian species hazardous to aviation activity.

As noted in section 2.3.5 of AC 5200-33C, artificial marshes and submergent and emergent vegetation may be used by flocking species of blackbirds and waterfowl for breeding and roosting activities. The FAA recommends against establishing artificial marshes within the separations identified in the AC. Wetlands, including constructed wetlands, can also be attractive to many types of wildlife, including many of which rank high on the list of hazardous wildlife species listed in Table 1 in 1AC 50/5200-32B, *Reporting Wildlife Aircraft Strikes*. Table 1 in this AC includes a composite ranking (1 equals most hazardous and 50 equals least hazardous) and the relative hazard score of fifty wildlife species with at least 100 reported strikes with civil aircraft based on three criteria (damage, major damage, and effect-on-flight).

Qualified Airport Wildlife Biologists conducted hazardous wildlife surveys at OBE in September 2016. A total of 2,909 individual birds comprised of 27 species were observed during the surveys at OBE. Of all the observations, 71 percent were wading birds, including cattle egrets, white ibis, sandhill cranes, and great blue herons. Cattle egrets and white ibis were considered the most hazardous species at OBE at that time due to their large flock size. The LKBSTA, as described, will be very desirable habitat for wading birds. The existing South Florida Water Management District (SFWMD) STAs are coveted for both their bird watching and waterfowl hunting opportunities.

Based on the existing data for OBE and south Florida STAs, the FAA recommends that the proposed water treatment facility is located outside the 5-mile separation distance from OBE. If there is no alternative to the proposed water quality treatment project location, the state agencies having approval authority over the proposed project, in cooperation with Okeechobee County and the FAA, should consult a Qualified Airport Wildlife Biologist to develop potential mitigation strategies should the LKBSTA create a wildlife hazard for the airport. Mitigation strategies can identify both design and operational measures to be employed to ensure aviation safety.

Thank you for reaching out to advise our office of the proposed project. If you would like to discuss our concerns further, you can contact me at (407) 487-7296 and peter.m.green@faa.gov.

Sincerely,

Peter M. Green, AICP
Environmental Protection Specialist
Orlando Airports District Office

Richard Reade

Subject: FW: BOCC 2nd Letter Opposing the Lower Kissimmee Basin STA Project - SFWMD - Sept 28, 2023.docx
Attachments: BASH_website_data_2020_class_A_B_C_D_Mishaps_by_FY.pdf; BASH_website_data_2020_Wildlife Strikes Phase of Operation.pdf

From: MACLAUGHLIN, CHARLES E CIV USAF ACC 598 RANS/RMD [mailto:charles.maclaughlin.1@us.af.mil]
Sent: Wednesday, September 27, 2023 10:01 AM
To: Deborah Manzo <dmanzo@co.okeechobee.fl.us>
Cc: Richard Reade <rreade@co.okeechobee.fl.us>; Jennifer Codo-Salisbury - CFRPC <jcodosalisbury@cfrpc.org>
Subject: RE: BOCC 2nd Letter Opposing the Lower Kissimmee Basin STA Project - SFWMD - Sept 28, 2023.docx

Good morning Deborah,

My apologies for not replying sooner. The Florida Wildlife Corridor "Corridor Connect" conference has been very dynamic and has been an opportunity to connect with quite a few colleagues from the conservation and planning worlds.

Thank you for the information regarding the proposed SFWMD Lower Kissimmee Basin STA Project. From an Avon Park Air Force Range perspective, the proposed location is underneath several of the low-altitude Military Flight Routes (MTRs) and could cause an increased Bird Aircraft Strike Hazard (BASH) risk to military pilots flying the routes. Specifically, the proposed STA project would be underneath Instrument Route (IR) 49 and 50 and Visual Route (VR) 1087 and 1088.

As requested by Commissioner Hazellief, please see the attached BASH data from the Air Force Safety Center. For reference, Class A – D is a system of classifying the severity of the mishap with Class A being the most serious. More information can be found at <https://www.safety.af.mil/Divisions/Aviation-Safety-Division/BASH/#:~:text=The%20Bird%2FWildlife%20Aircraft%20Strike%20Hazard%20%28BASH%29%20Team%27s%20goal,for%20worldwide%20on-site%20and%20remote%20technical%20BASH%20assistance.>

Fortunately, the Range has not had any reported bird strikes in several years so I do not have any additional information specific to Avon Park AFR or the referenced MTRs.

Thank you for the opportunity to share this information. I hope it helps inform the BoCC.

Please let me know if you have any questions or would like additional information.

Very Respectfully (V/R),

Buck

Charles "Buck" MacLaughlin, Civ, USAF
Range Operations Officer
Avon Park Air Force Range, FL
813-857-7109

From: Deborah Manzo <dmanzo@co.okeechobee.fl.us>
Sent: Monday, September 25, 2023 4:44 PM
To: MACLAUGHLIN, CHARLES E CIV USAF ACC 598 RANS/RMD <charles.maclaughlin.1@us.af.mil>
Cc: Richard Reade <rreade@co.okeechobee.fl.us>

Subject: [Non-DoD Source] RE: BOCC 2nd Letter Opposing the Lower Kissimmee Basin STA Project - SFWMD - Sept 28, 2023.docx

Charles, thank you for reviewing the letter regarding the Lower Kissimmee Basin Stormwater Treatment Area and the impact it may have on your operations. Commissioner Hazellief asked if you could provide information on plane crashes that occurred due to bird strikes; he recalls there were two planes that crashed on his family's property due to bird strikes.

Thank you again.

Deborah S. Manzo, County Administrator

BASH Class A, B, C, & D Mishaps by Fiscal Year

Current as of October 2020

Year	Class A Mishaps	Class B Mishaps	Class C Mishaps	Class D Mishaps	Destroyed Aircraft	Fatalities
FY00	1	8	45	0	1	0
FY01	2	7	47	0	0	0
FY02	1	5	33	0	0	0
FY03	3	3	32	0	2	0
FY04	1	6	44	0	1	0
FY05	3	9	56	0	0	0
FY06	2	2	63	0	1	0
FY07	6	16	73	0	1	0
FY08	0	12	82	0	0	0
FY09	1	16	79	0	0	0
FY10	1	2	34	0	0	0
FY11	0	4	38	0	0	0
FY12	0	1	39	23	0	0
FY13	3	3	43	48	2	0
FY14	1	3	53	36	1	4
FY15	3	4	59	39	0	0
FY16	3	9	55	35	1	0
FY17	1	6	60	44	0	0
FY18	2	2	60	50	1	0
FY19	0	5	74	40	0	0
Total	34	123	1069	315	11	4

Wildlife Strikes by Phase of Operation (Object #1)

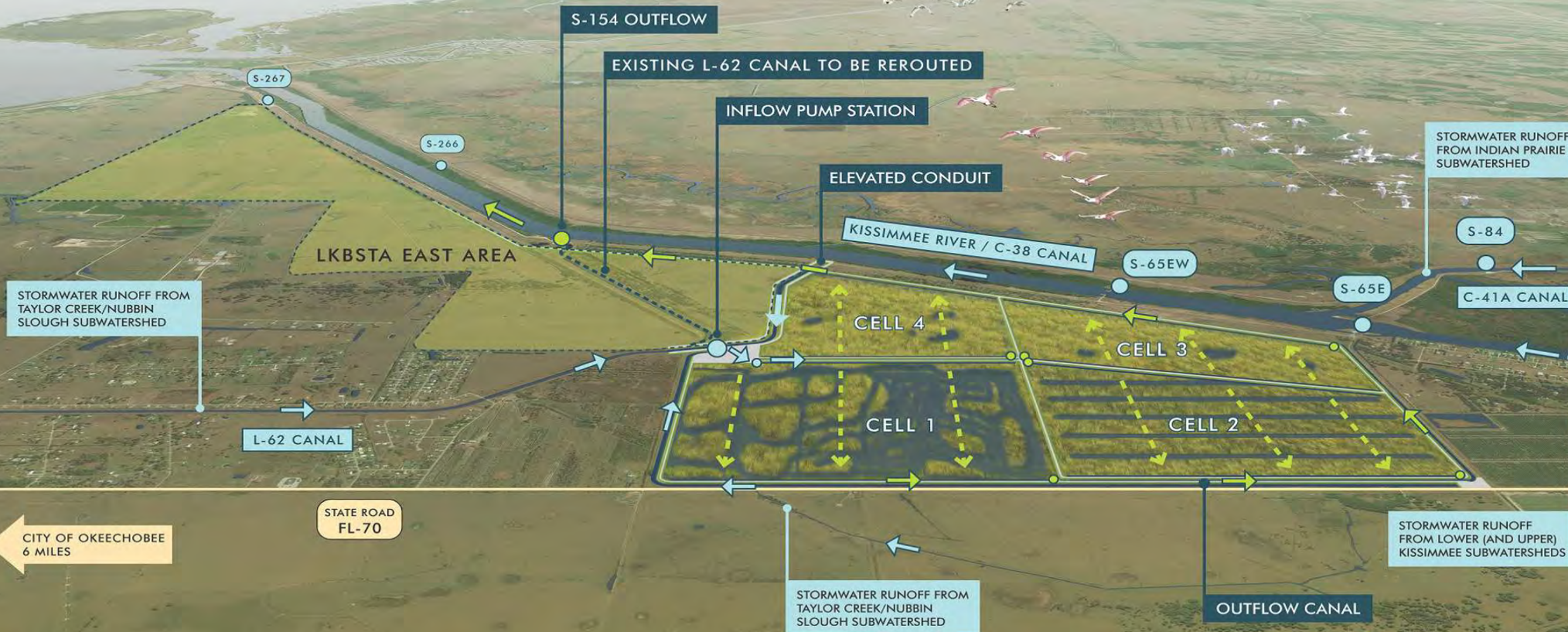
FY2000 - FY2019

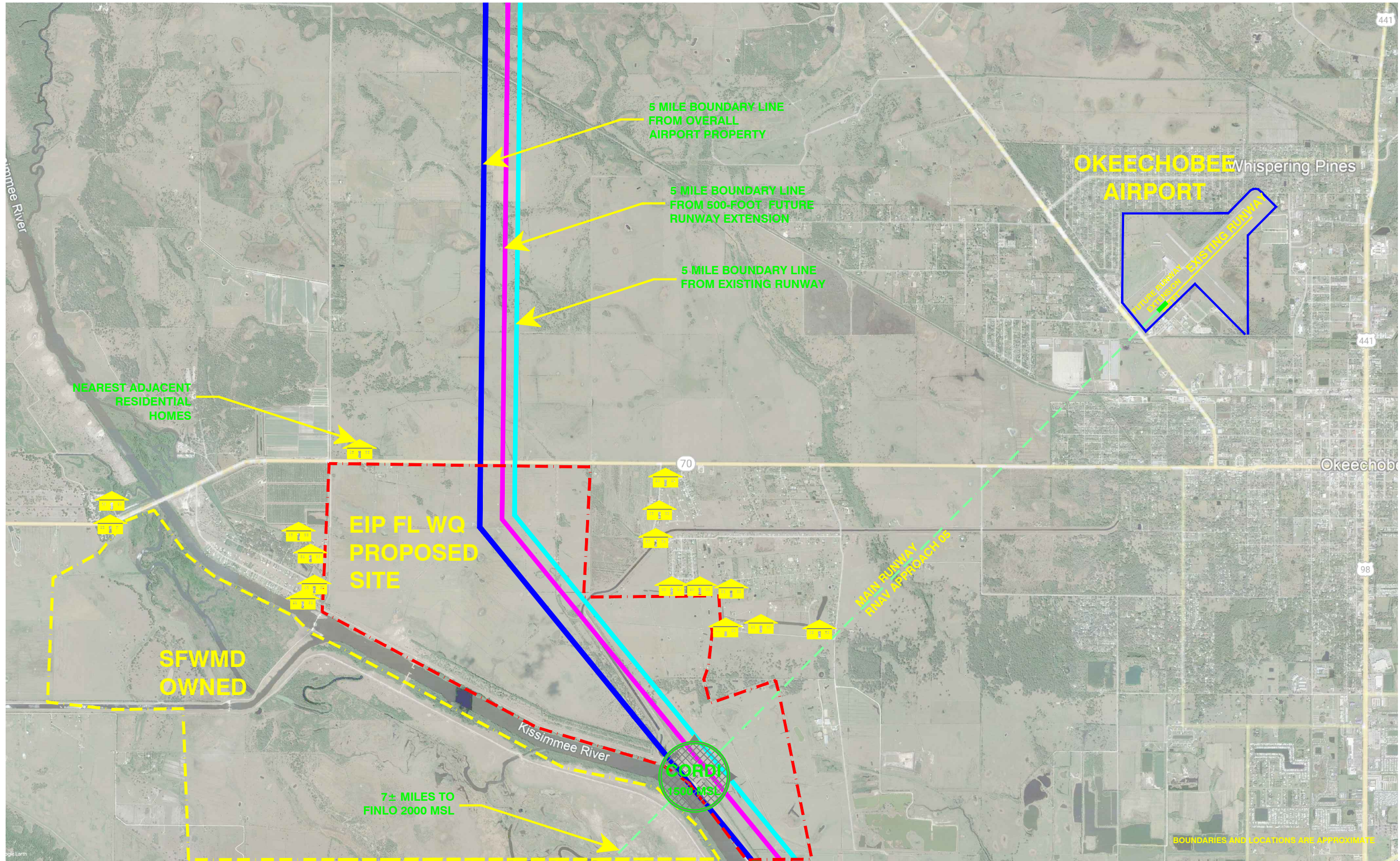
Phase of Ops Tier 1	Count	% of Total	Total Mishap cost (Excluding Injuries)	Total Mishap Cost with Injuries
No Data	22,556	36.61%	\$236,119,486	\$236,119,726
Unknown	10,349	16.80%	\$2,693,868	\$2,693,868
Landing-Normal	5,592	9.08%	\$16,244,191	\$16,244,191
Approach-Final	4,934	8.01%	\$32,690,276	\$32,690,276
Low-Level	3,909	6.34%	\$177,536,249	\$180,500,411
Blank	3,377	5.48%	\$80	\$80
Take Off	3,308	5.37%	\$37,510,203	\$37,510,443
Traffic Pattern	2,731	4.43%	\$9,050,036	\$9,058,411
Initial Climb	1,262	2.05%	\$15,915,210	\$15,915,210
Enroute	1,210	1.96%	\$11,969,258	\$11,969,258
Go-Around	797	1.29%	\$48,873,813	\$48,873,933
Approach-Initial	348	0.56%	\$3,294,169	\$3,294,169
Ground Operations	332	0.54%	\$1,019,085	\$1,019,085
Air Work	305	0.49%	\$10,828,255	\$10,828,255
Air To Ground	209	0.34%	\$20,482,753	\$20,482,753
Landing-Tactical	109	0.18%	\$119,838	\$119,838
Aerial Delivery	99	0.16%	\$1,299,404	\$1,299,404
Air To Air	43	0.07%	\$628,381	\$628,381
On Station	34	0.06%	\$0	\$0
Flight Demonstration	29	0.05%	\$1,916,027	\$1,916,027
Orbit	26	0.04%	\$11,410	\$11,410
Air Refuel-Probe/Drogue	13	0.02%	\$141,670	\$141,670
Hover	12	0.02%	\$0	\$0
Landing-Emergency	12	0.02%	\$0	\$0
Air Refuel-Boom/Recepticle	8	0.01%	\$445,670	\$445,670
Simulated Flame Out	6	0.01%	\$0	\$0
Maintenance	4	0.01%	\$0	\$0
Autorotate	3	0.00%	\$13,380	\$13,380
Total	61,617	100.00%	\$628,802,712	\$631,775,849

LOWER KISSIMMEE BASIN STORMWATER TREATMENT AREA



LAKE OKEECHOBEE





REV	DATE	DESCRIPTION	APPR

VERIFY SCALES
 BAR IS ONE INCH ON ORIGINAL DRAWING
 IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DESIGNED BY MYM	PROJECT ENGINEER MARCOS Y. MONTES DE OCA, P.E.
DRAWN BY MYM	REG NUMBER 63897
PLAN DATE 08/2023	DATE OF SIGNATURE 02/2025
	FBPE AUTHORIZATION NUMBER 29880

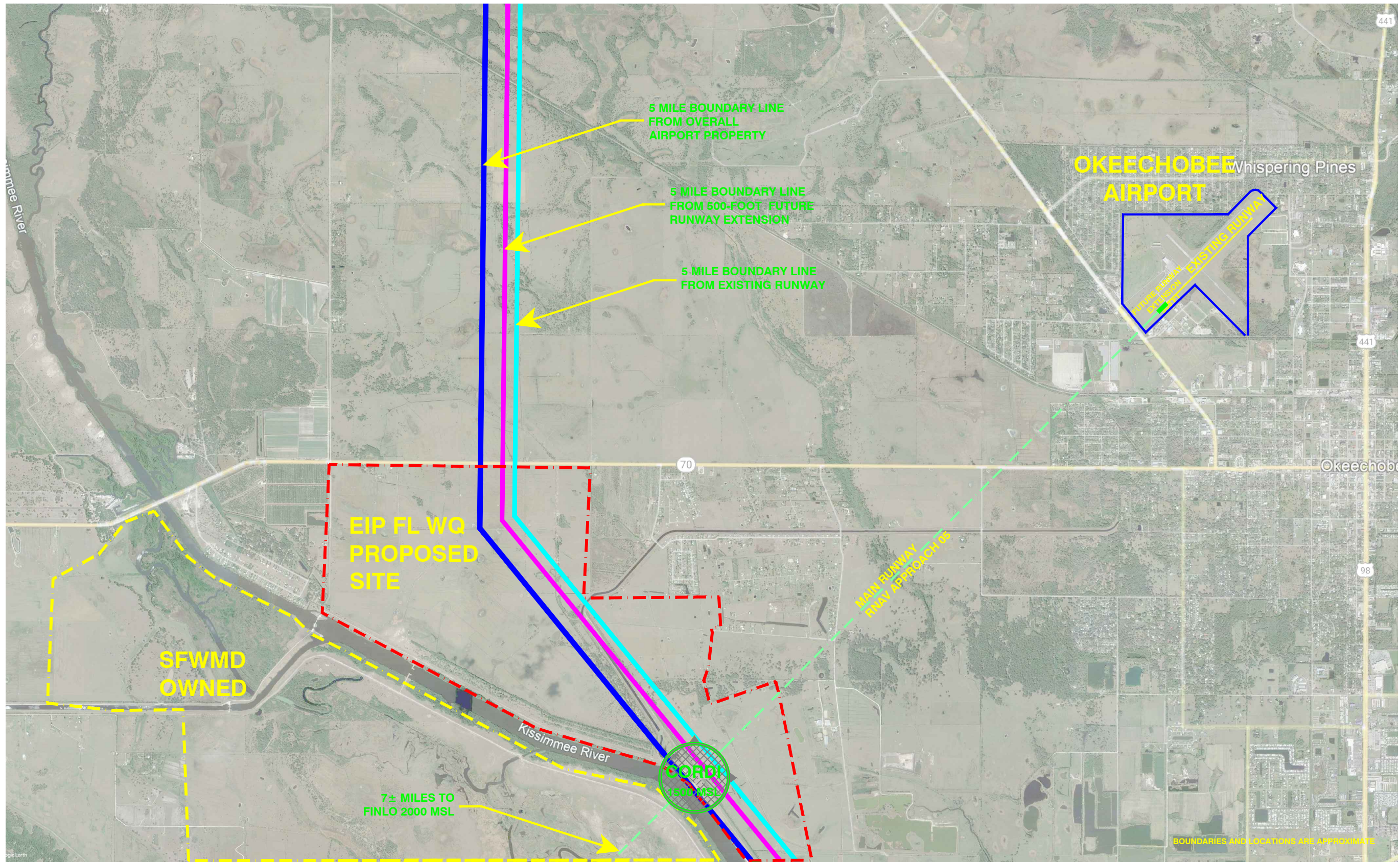


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 OKEECHOBEE, FL 34973
 TEL: (863) 634-2131
 FAX: (863) 763-6169
 FL ENGINEERING BUSINESS NO. 29880
 MARCOS@MDO-ENGINEERING.COM

PROJECT NUMBER MB-1


OKEECHOBEE COUNTY AIRPORT
 OKEECHOBEE, FLORIDA
 5 MILE BOUNDARY EXHIBIT
 SHOWN WITH ADJACENT RESIDENTIAL HOMESITES

DRAWING
SHEET 1
OF 1 SHEETS



REV	DATE	DESCRIPTION	APPR

VERIFY SCALES BAR IS ONE INCH ON ORIGINAL DRAWING IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	DESIGNED BY MYM DRAWN BY MYM PLAN DATE 08/2023	PROJECT ENGINEER MARCOS Y. MONTES DE OCA, P.E. REG NUMBER 63897 EXP DATE 02/2025 FBPE AUTHORIZATION NUMBER 29880
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OKEECHOBEE COUNTY AIRPORT OKEECHOBEE, FLORIDA 5 MILE BOUNDARY EXHIBIT	DRAWING SHEET 1 OF 1 SHEETS
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NOT TO SCALE