



AIRPORT LAND USE COMPATIBILITY

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Association of California Airports

Lake Tahoe, California

September 20, 2007



A Compendium of Issues/Actions

- **1950s**

- Chicago Midway accident
- Doolittle Commission = Clear Zones
- Military jets with noise and accidents = AICUZ



A Compendium of Issues/Actions

- **1960s**

- Civilian jet noise = FAA/EPA settlement
- FAA noise metrics = CNR/NEF
- CALTRANS noise regulation CNEL



A Compendium of Issues/Actions

- **1970s**
 - NEPA/CEQA
 - Part 150
 - Part 36
 - Airline deregulation
 - CALTRANS ALUC



A Compendium of Issues/Actions

- **1980s**

- Part 36, Stage 2
- Sound insulation programs
- First CALTRANS Land Use Planning Handbook



A Compendium of Issues/Actions

- **1990s**

- ANCA = Part 161; Limit local actions
- Retirement of Stage 2 aircraft
- CALTRANS ALUC Handbook version II



A Compendium of Issues/Actions

- **2000s**

- ICAO/FAA Stage 4 certification requirement
- CALTRANS ALUC Handbook version III

IS THERE STILL A PROBLEM?

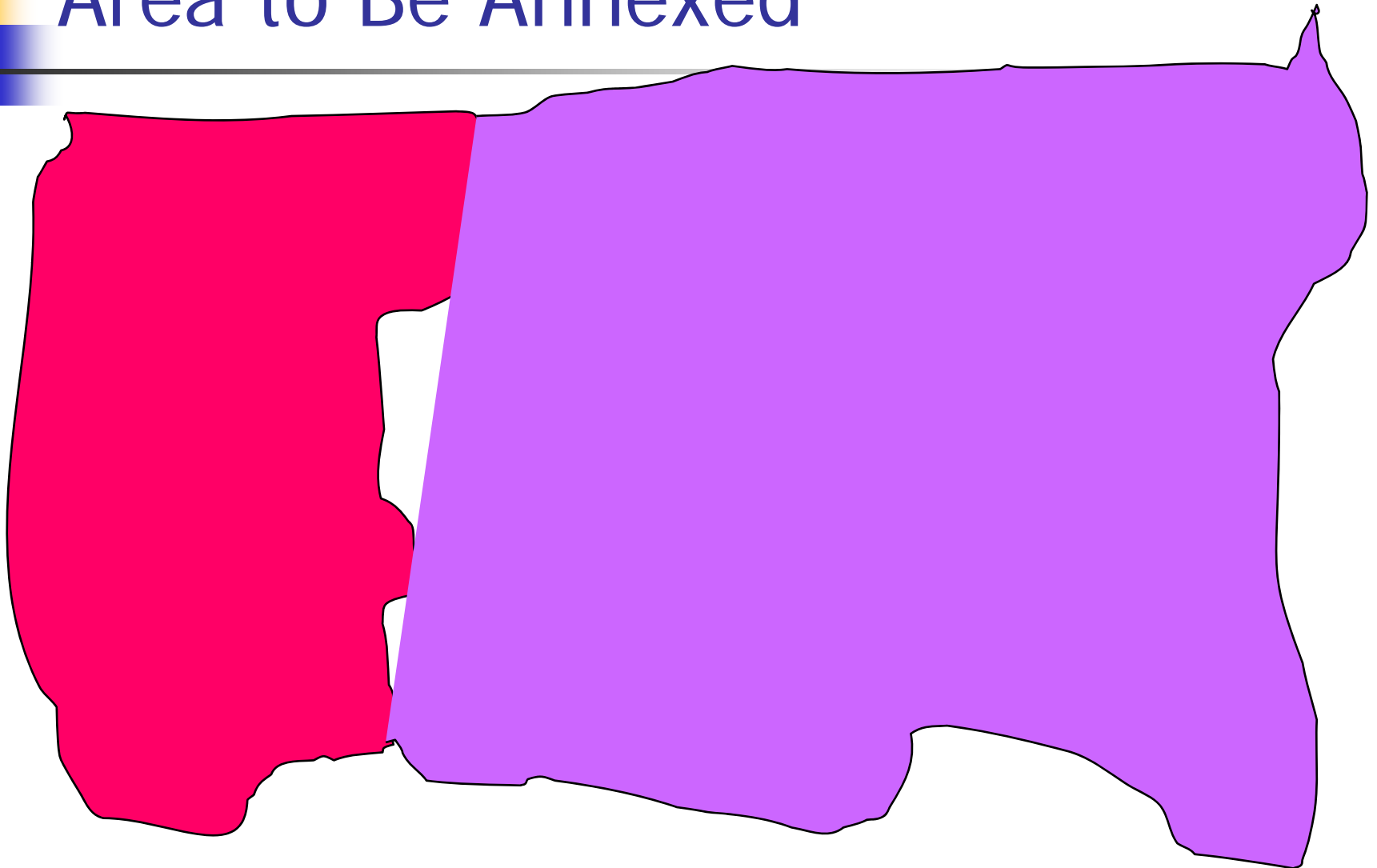




EXAMPLE I

A City Decides to Grow In A Manner That
Will Preserve Agricultural Lands

A Ballot Initiative Defines the Area to Be Annexed

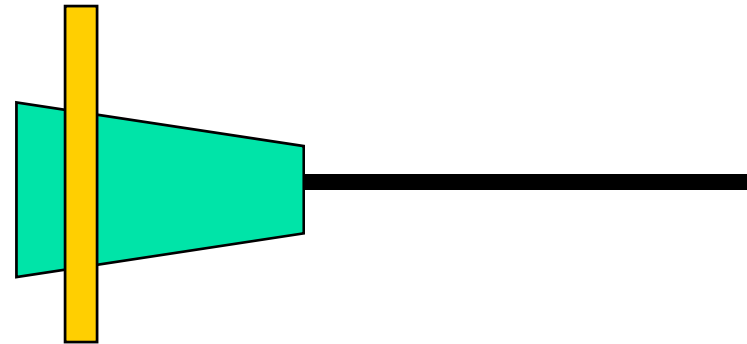
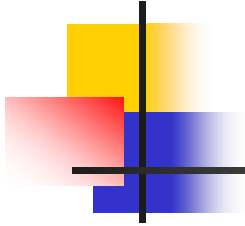




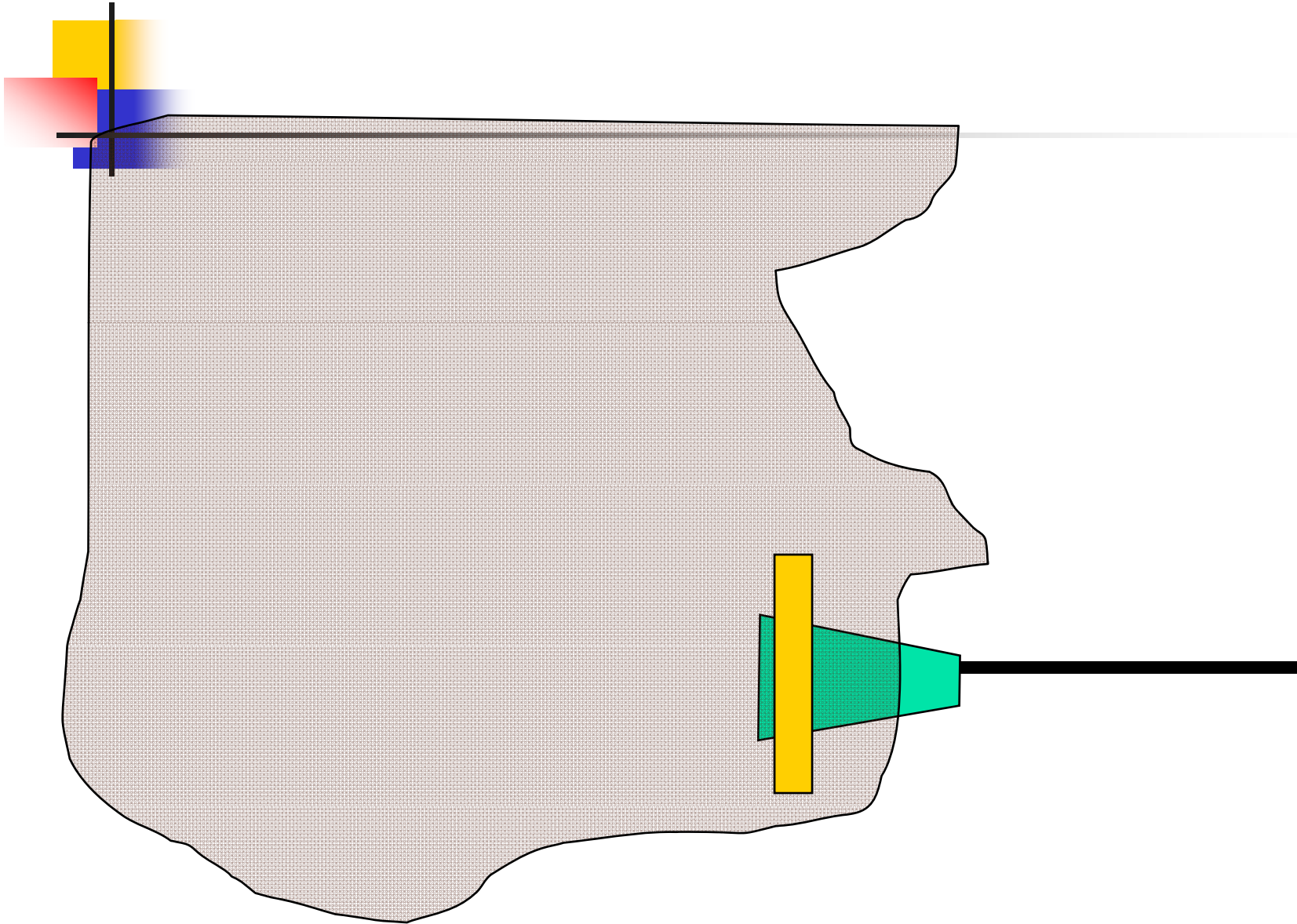
There Is A Runway With An RPZ



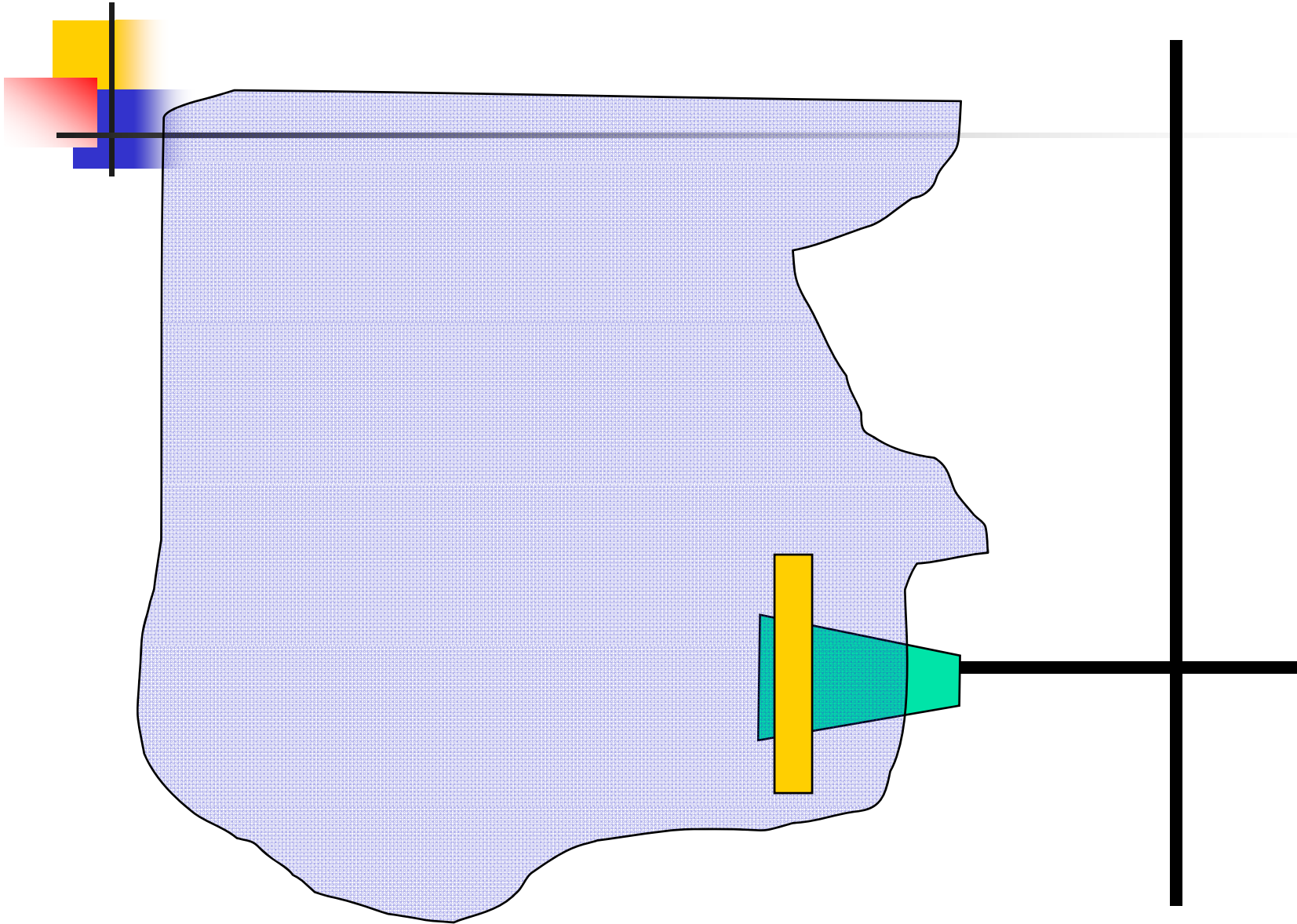
There Are Existing Residential Uses



The Proposed Annexation



There Is A Primary Runway

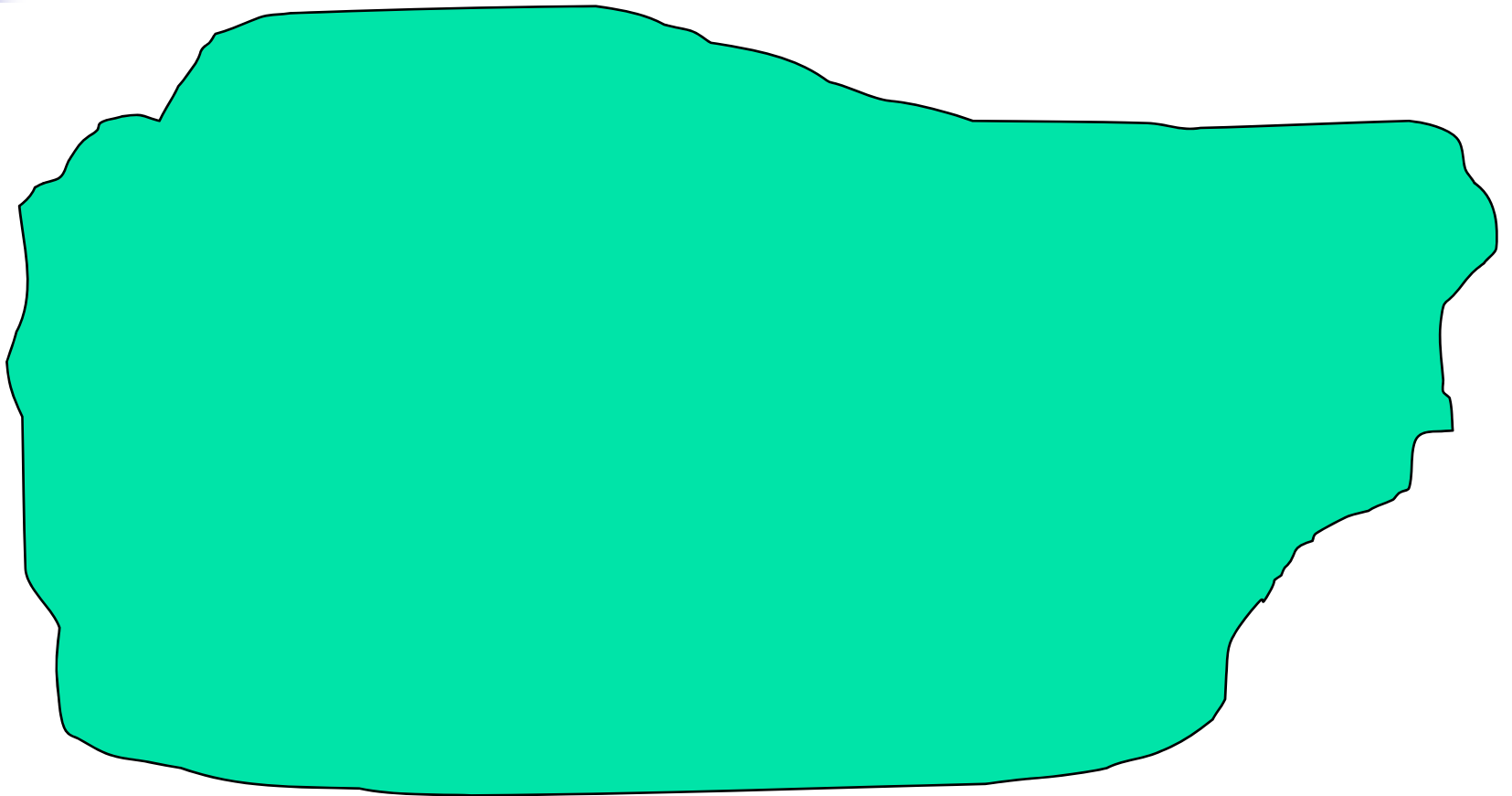
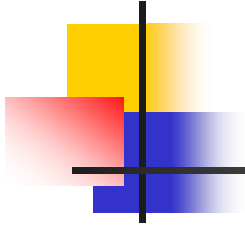




EXAMPLE II

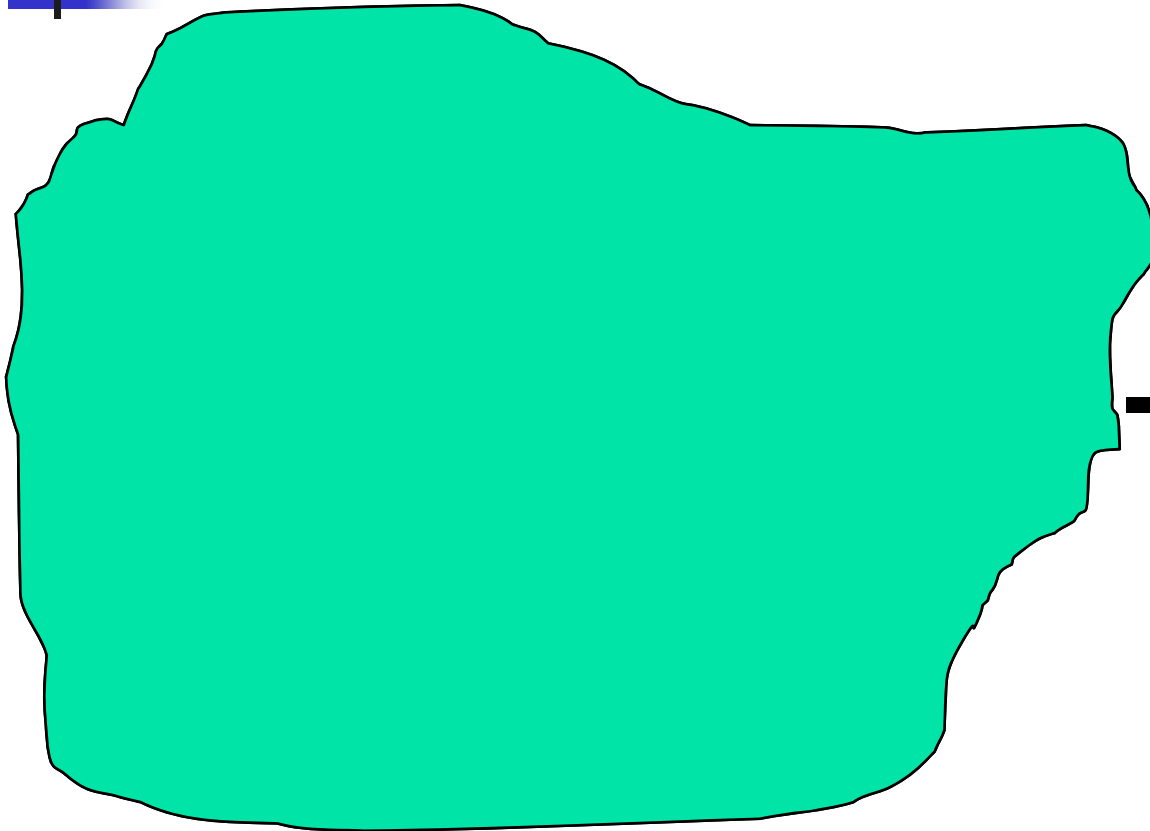
A City Loses Major Industry -
There Is A Need for New
Economic Activity

There Is A Proposal for A Destination Resort Hotel

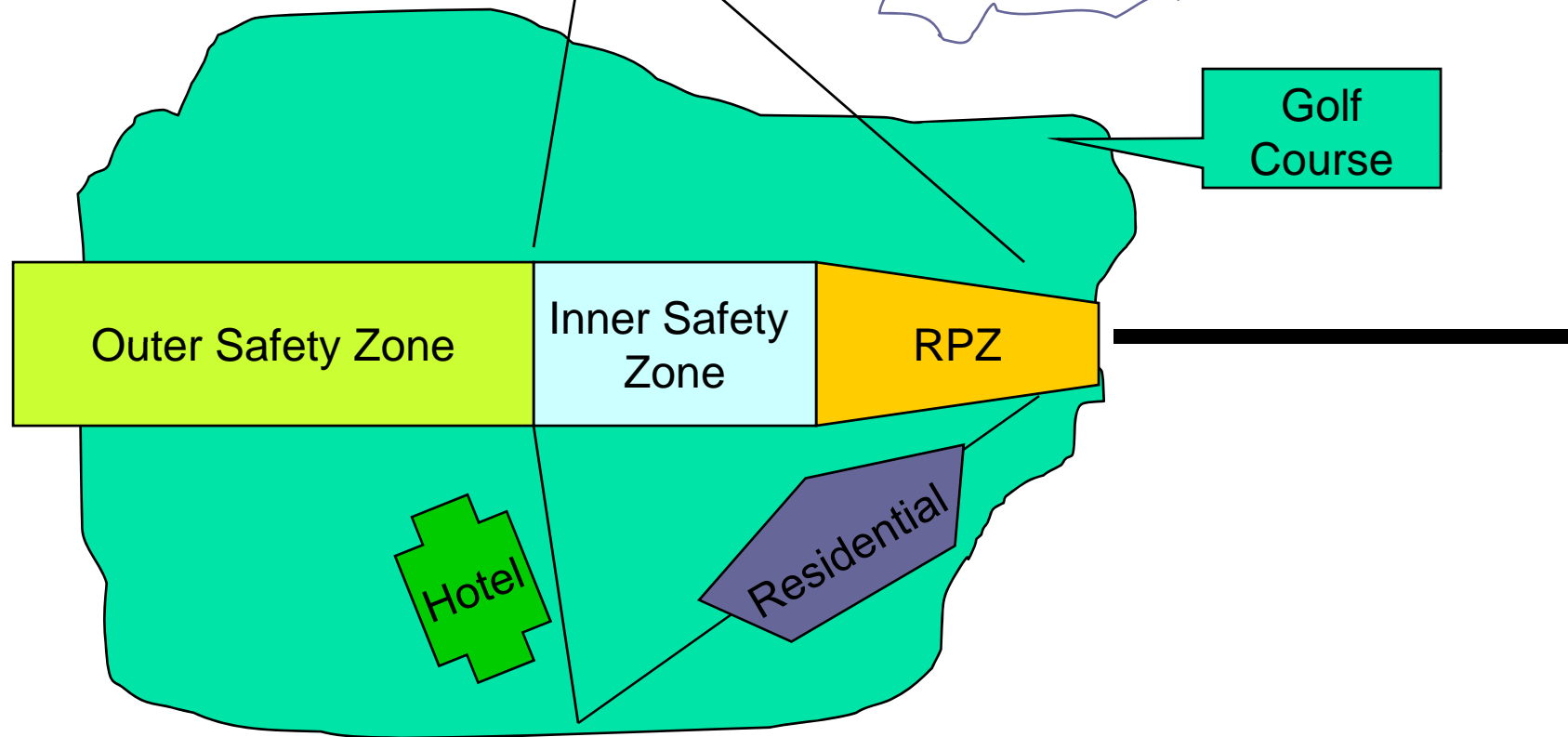




There is An Existing Runway



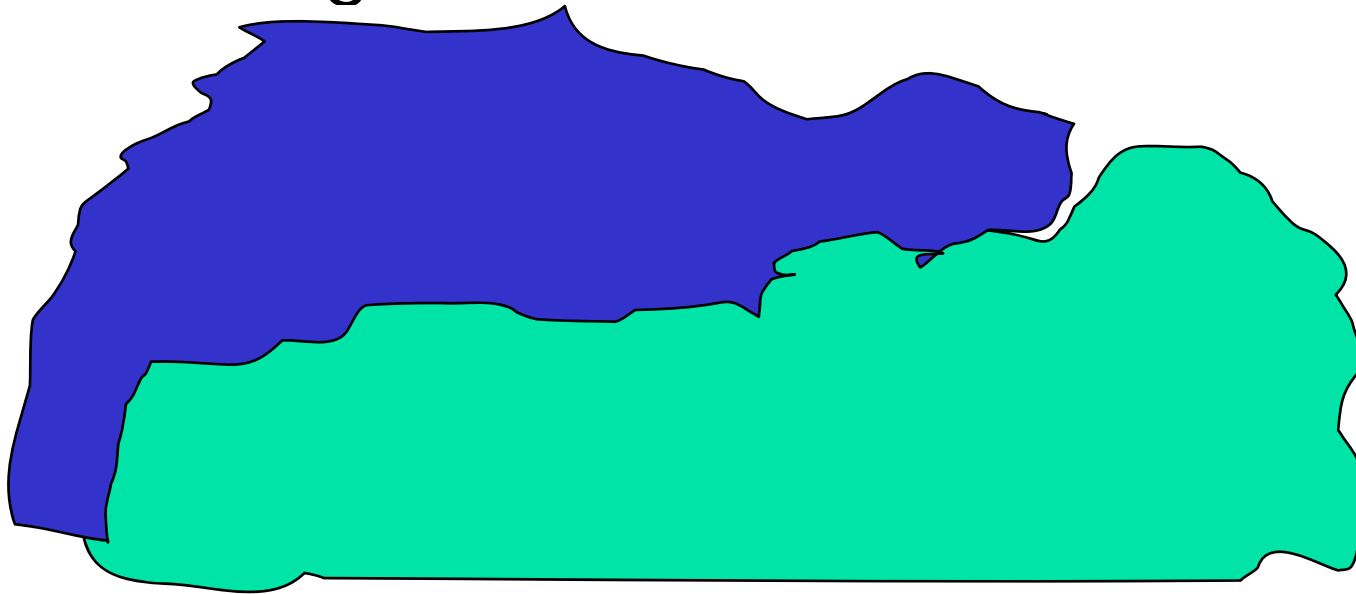
There Is A CLUP



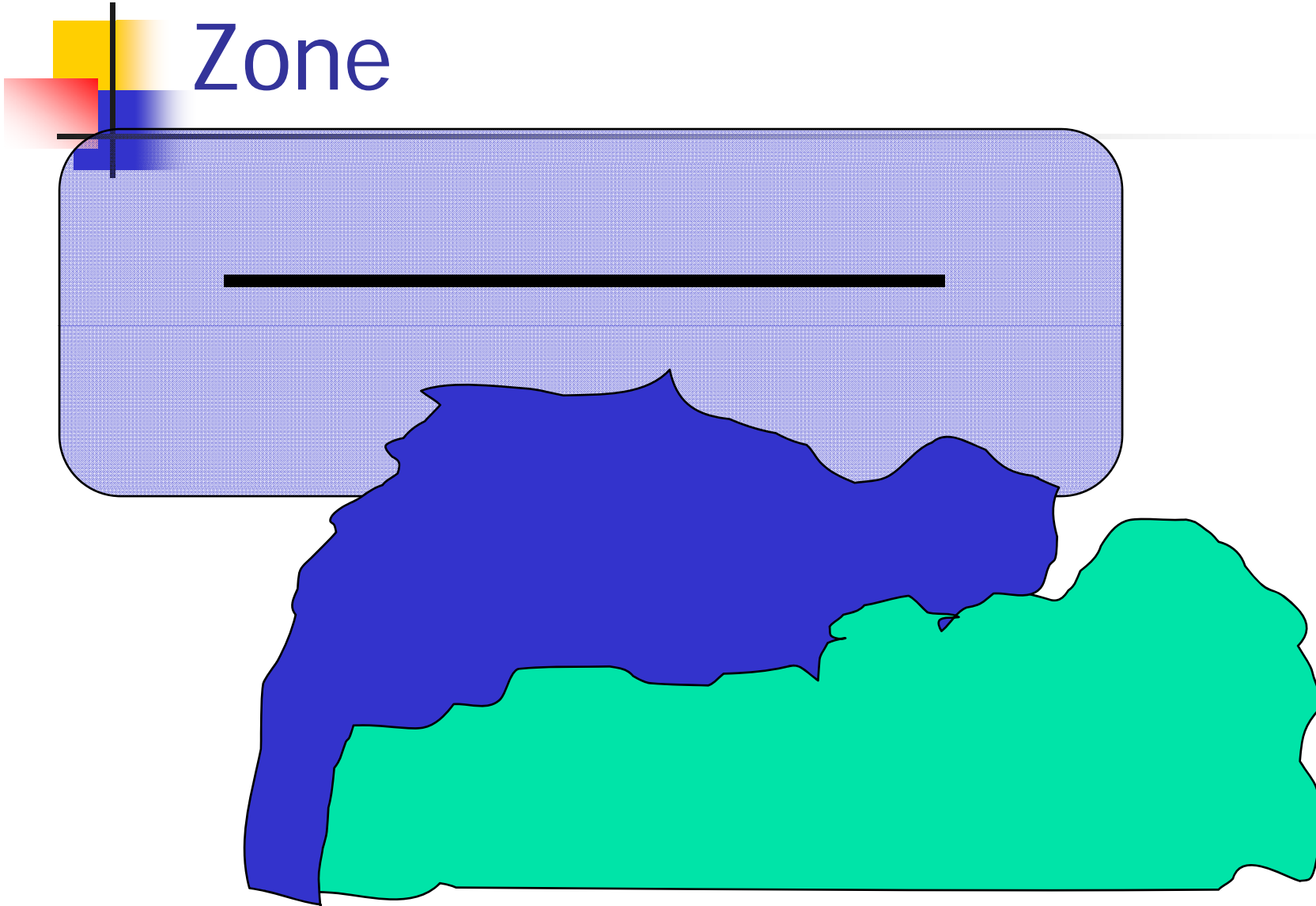


EXAMPLE III

- A City Agrees to Provide Housing Through Annexation



There Is A Traffic Pattern Zone



THE DEVIL IS IN THE DETAILS

California Airport Land Use Planning Handbook

State of California
Department of Transportation
Division of Aeronautics



January 2002



TRUE OR FALSE?

- The CNEL metric is valid for determining community noise impacts
- The 65 dB CNEL is a valid criteria for determining “levels of significance”
- The airport master plan is the only basis for determining compatible land uses



TRUE OR FALSE?

- Existing compatible land uses are forever
- Variations in risk exposure is considered in the longitudinal and lateral directions
- Golf courses are a preferred compatible land use
- CALTRANS Handbook safety zones only apply to vacant land decisions



TRUE OR FALSE?

- The height of structures is determined by a Part 77 analysis
- The CALTRANS Handbook provides a “starting point/guidelines” for land use decisions
- A 1983 CLUP is just as good as one produced using the 2002 Handbook



TRUE OR FALSE?

- Business jets only use or are based at urban/reliever airports
- The 2002 CALTRANS Handbook can provide “findings” for overriding outdated CLUPS
- Automobile parking is an acceptable use in a RPZ



TRUE OR FALSE?

- The CALTRANS Handbook's safety zones delineate safe/unsafe areas
- There is no relationship between an airport master plan and communities' General Plan Housing Elements
- CEQA/ALUC action must consider the CALTRANS Handbook



THINGS THAT ARE TRIED

- Acquisition
- CLUP
- Zoning
- Sound insulation
- Part 150
- Grant assurances
- Airport overlay zone
- Special Aviation element in General Plan



WHAT'S NEXT?

- Beware of Part 150/Master Plans/CEQA
- Don't overlook what can be done administratively with an ALP
- Maximize the use of existing CEQA actions



WHAT'S NEXT?

- Take advantage of FAA's Record of Determination in the NEPA process
- Stay close to your local planning department activity
- Watch for un-rentable/un-sellable existing compatible land uses



WHAT'S NEXT?

- Jets have or are coming your way either iterate and/or based
- Know your “gimmies”/must haves
- Watch out for who gets thrown in front of the bus during ALUC processes