

# Airport Land Use and Noise Compatibility

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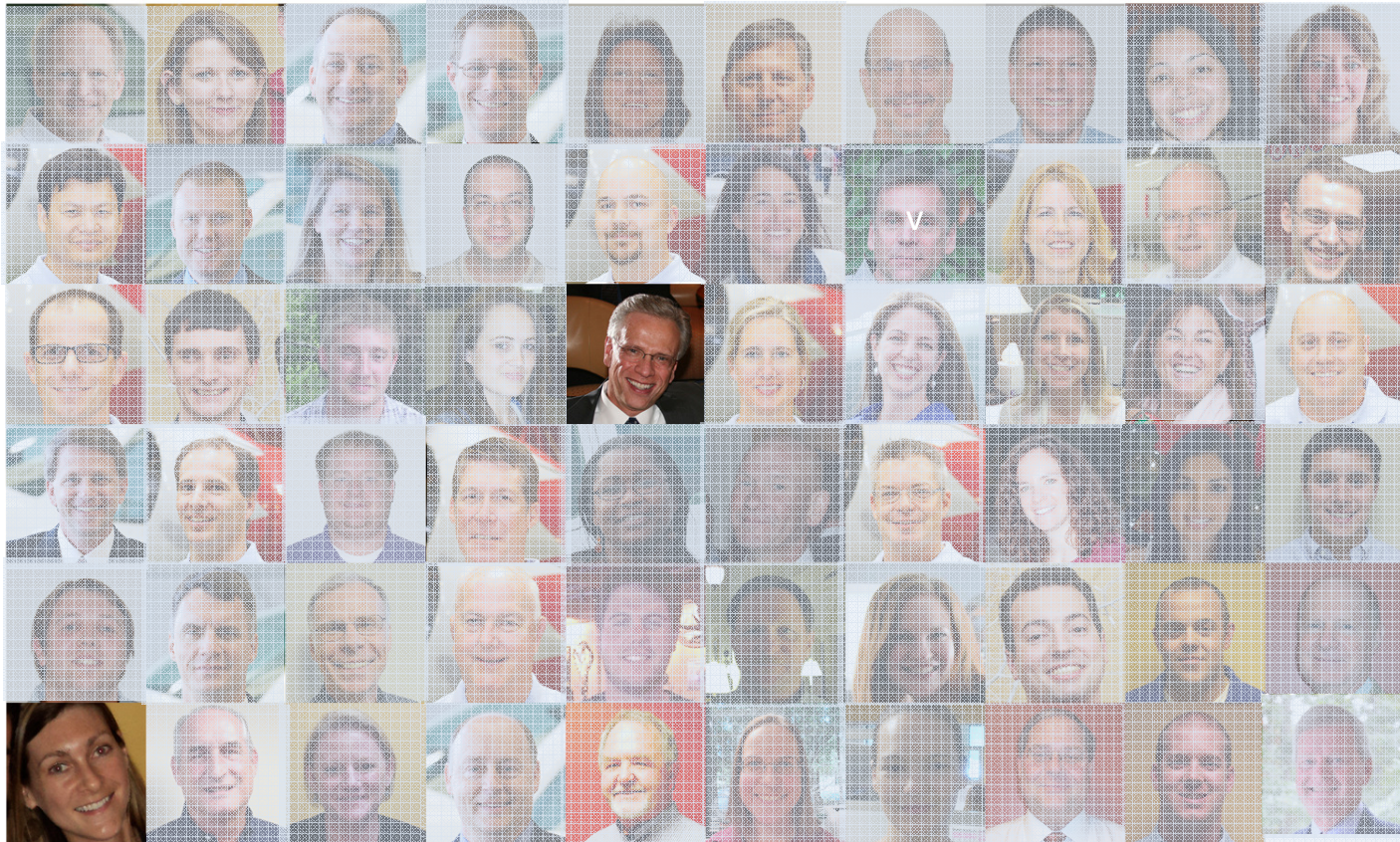
# Delta Airport Consultants, Inc.

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- Yes, it's ALL we do!
- 8 offices
  - Richmond, VA
  - Charlotte, NC
  - Raleigh, NC
  - Harrisburg, PA
  - Cleveland, OH
  - Albuquerque, NM
  - Atlanta, GA
  - Oklahoma City, OK
- 70 aviation-enthusiastic employees









# Last Year: 10 Things You Need to Know About Airports

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1. Why are airports important? (*Why does our community need an airport?*)
2. A pilot's perspective of the airport (*What does the user see?*)
3. Funding basics (*Who's paying for that runway extension?*)
4. Airport Master Plans and ALPs (*How does master planning for an airport work?*)
5. Overview of the NEPA process (*environmental regulations and requirements*)
6. Airport design standards (*a.k.a. Alphabet soup*)
7. Airspace basics (*Why all the height restrictions?*)
8. Noise basics (*How loud is too loud?*)
9. Compatible Land Use (*Can't we all just get along?*)
10. Sources for Planners (*Where do we go for more information?*)

# This Year: Deeper Dive into Three Topics

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1. Compatible Land Use
2. Noise
3. Land Acquisition
4. Questions and Discussion

# 1. Compatible Land Use

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Source: USDOT "Fast Lane" blog, February 29, 2016



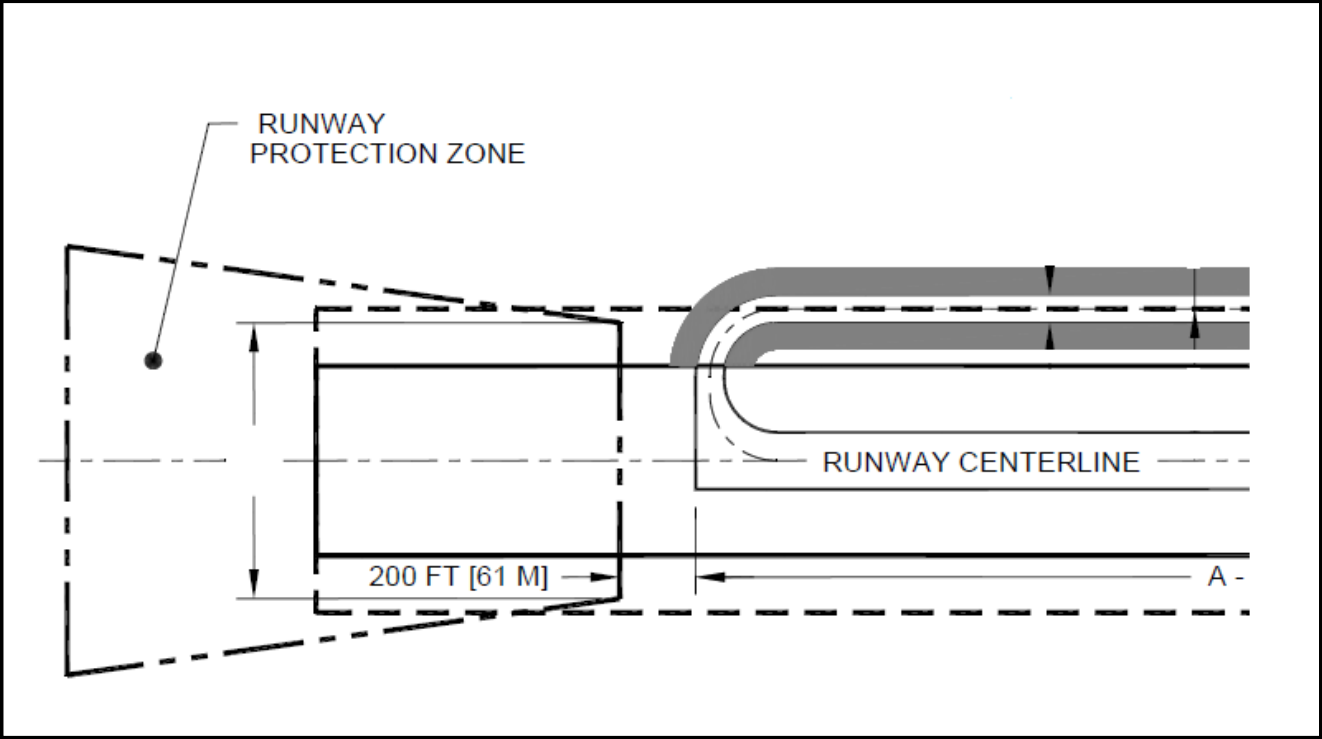
# 1. Compatible Land Use

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Preserve and Protect the Airport Environs

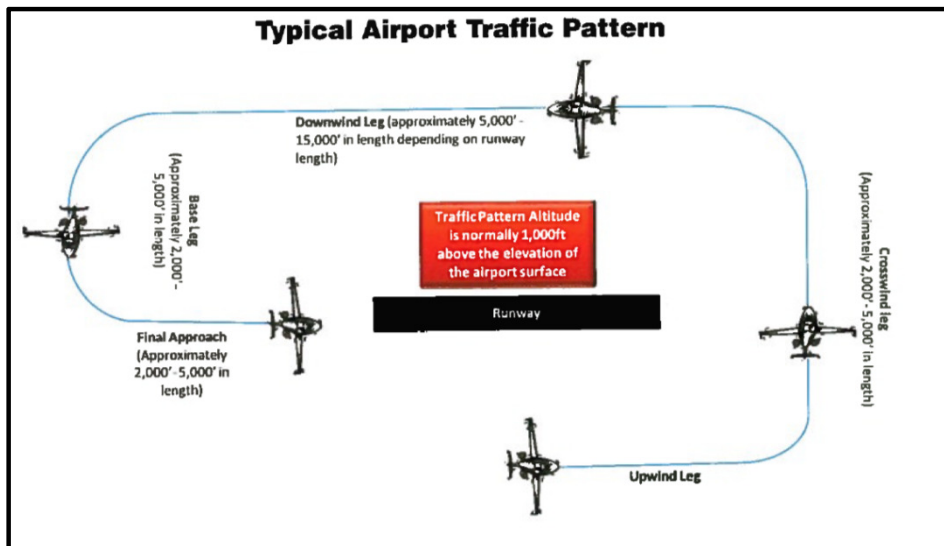
- Safety zones
- Standard Traffic patterns
- Overflight areas
- Noise contours
- 14 CFR Part 77 height restriction criteria

# 1. Compatible Land Use

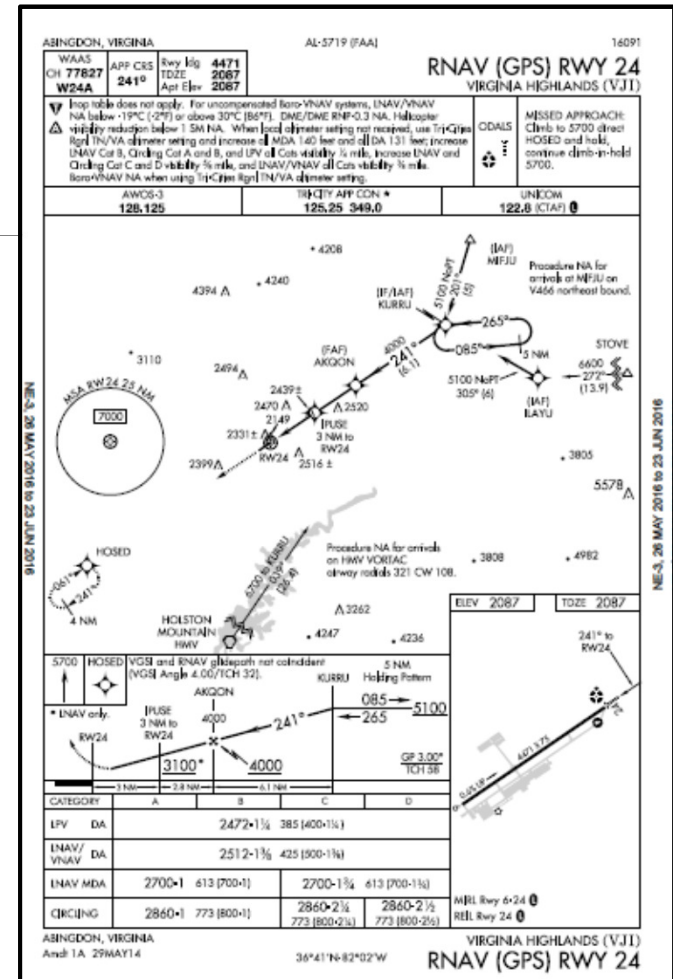


Source: FAA AC 150/5300-13A

# 1. Compatible Land Use



Source: NCTOCG Technical Guide for Compatible Land-Use Planning in North Texas



Source: airnav.com



# 1. Compatible Land Use

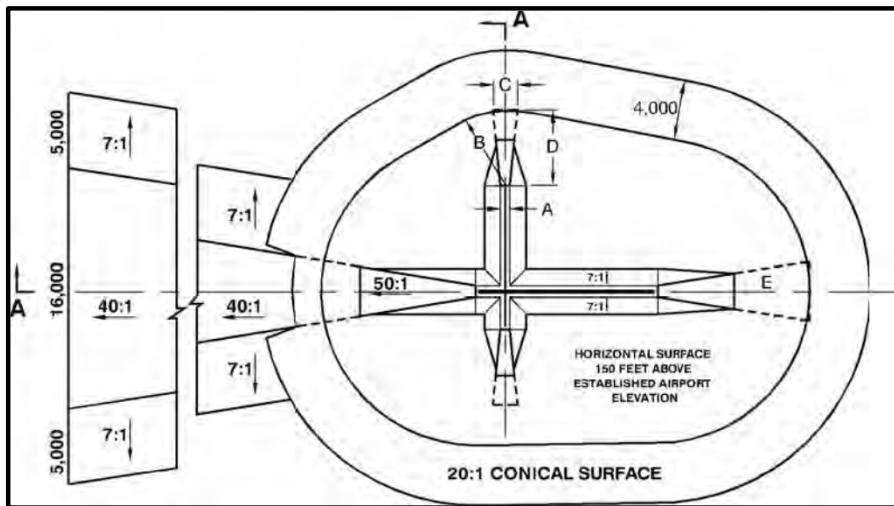
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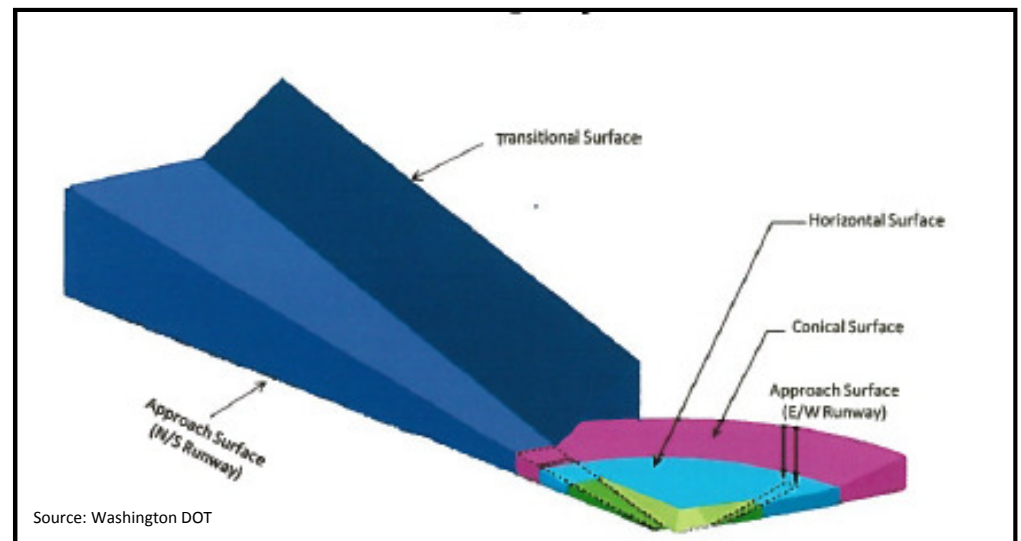
Source: Delta Airport Consultants, Inc.

# 1. Compatible Land Use

- 14 CFR Part 77, Objects Affecting Navigable Airspace

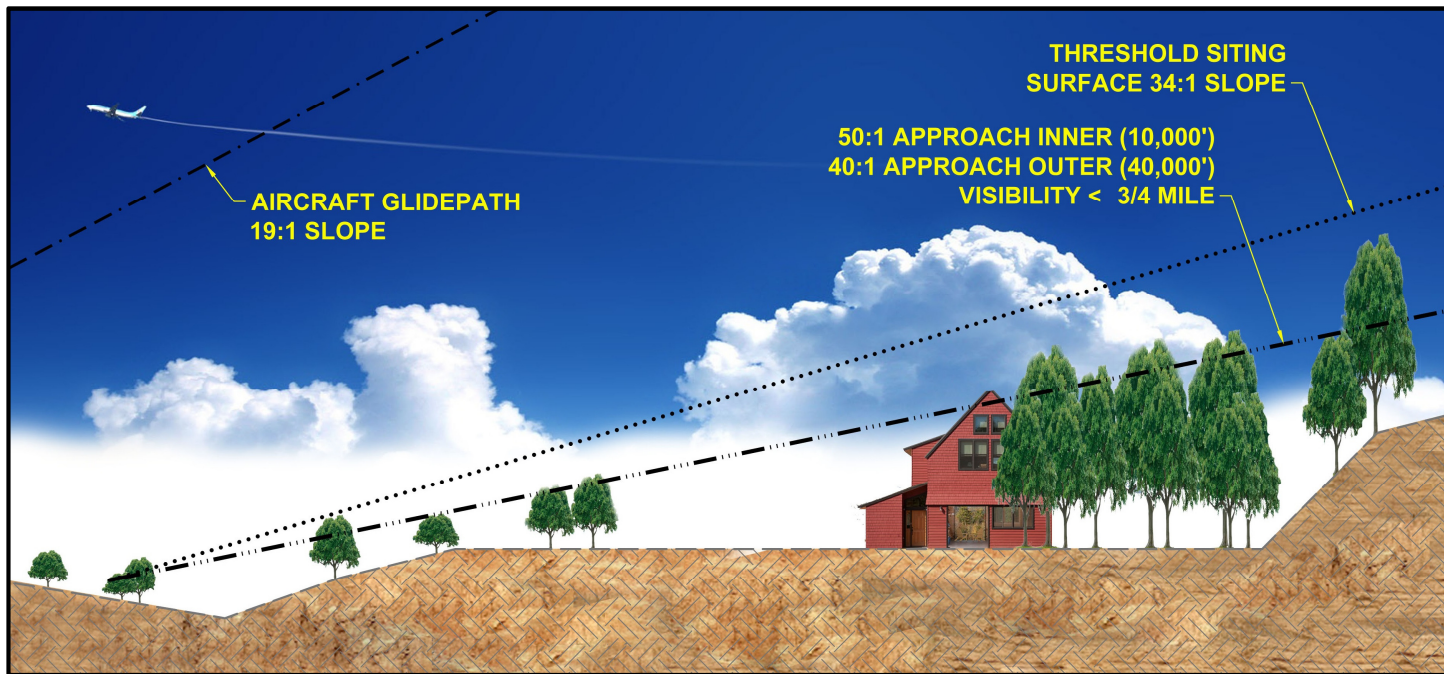


Source: 14 CFR Part 77, Objects Affecting Navigable Airspace



Source: Washington DOT

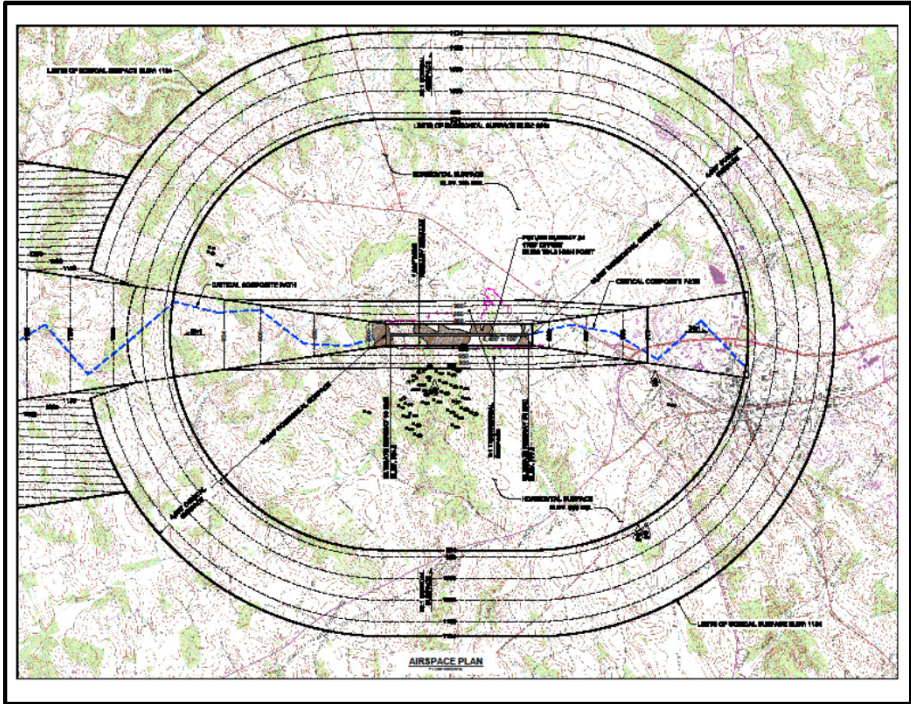
# 1. Compatible Land Use



Source: Delta Airport Consultants, Inc.

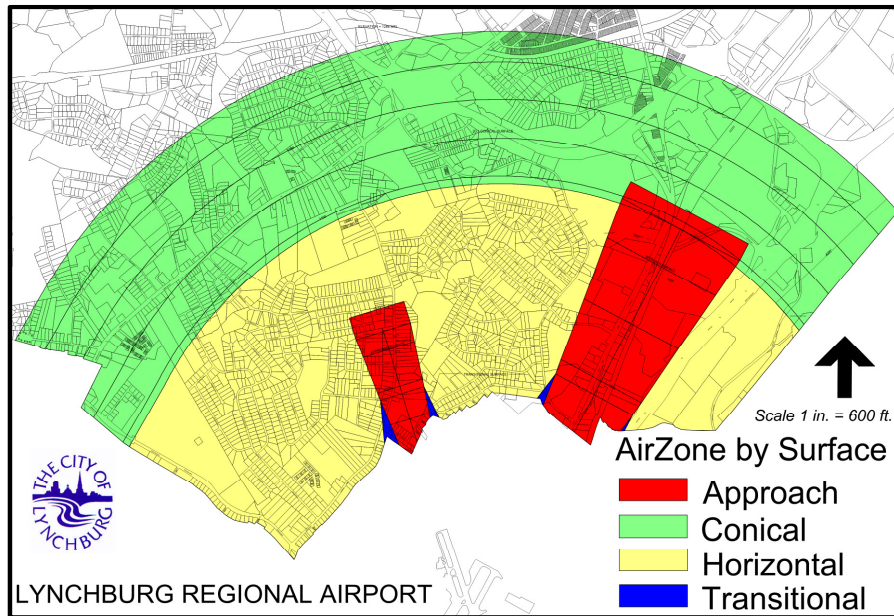


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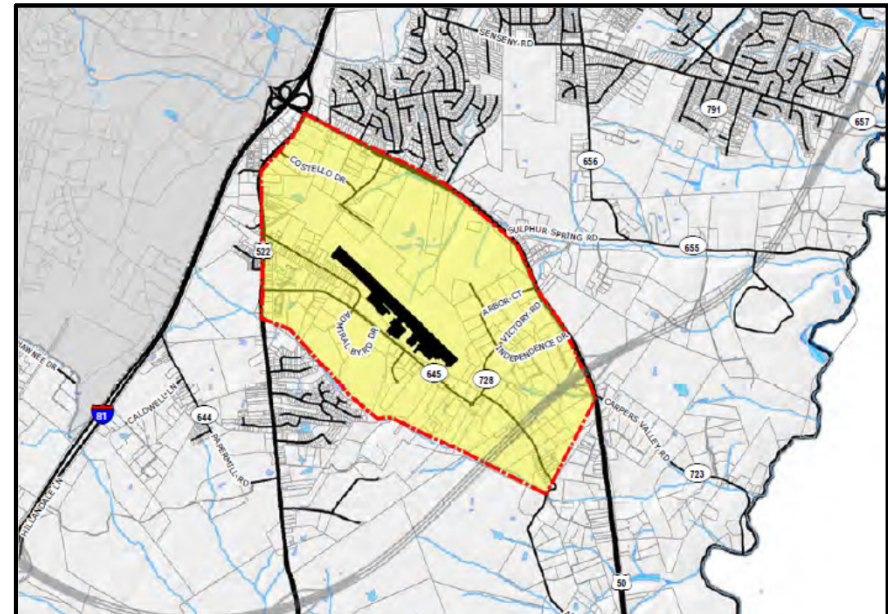


Source: Delta Airport Consultants, Inc.

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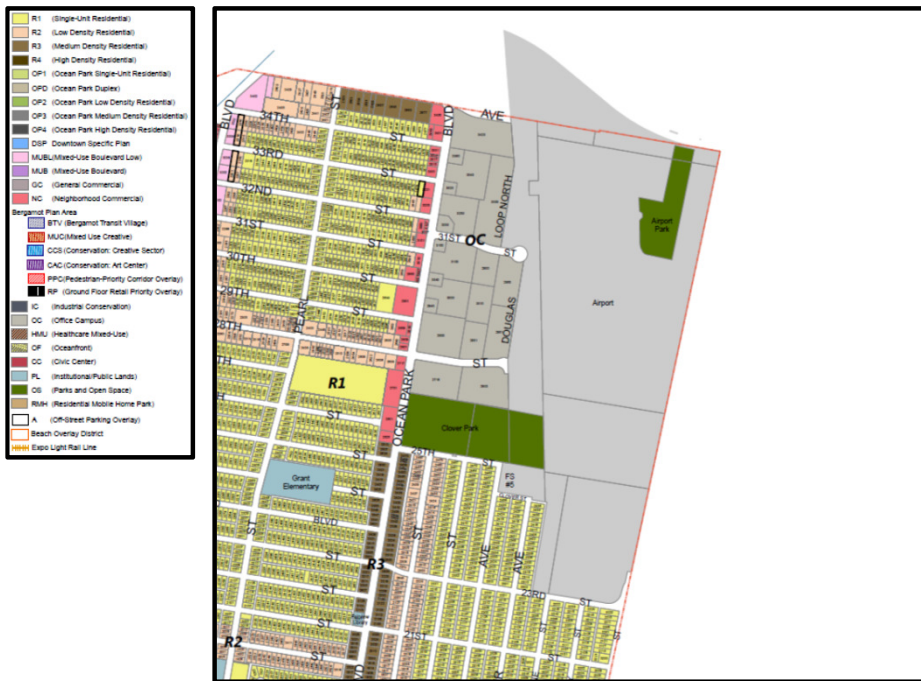


Source: lynchburgva.gov

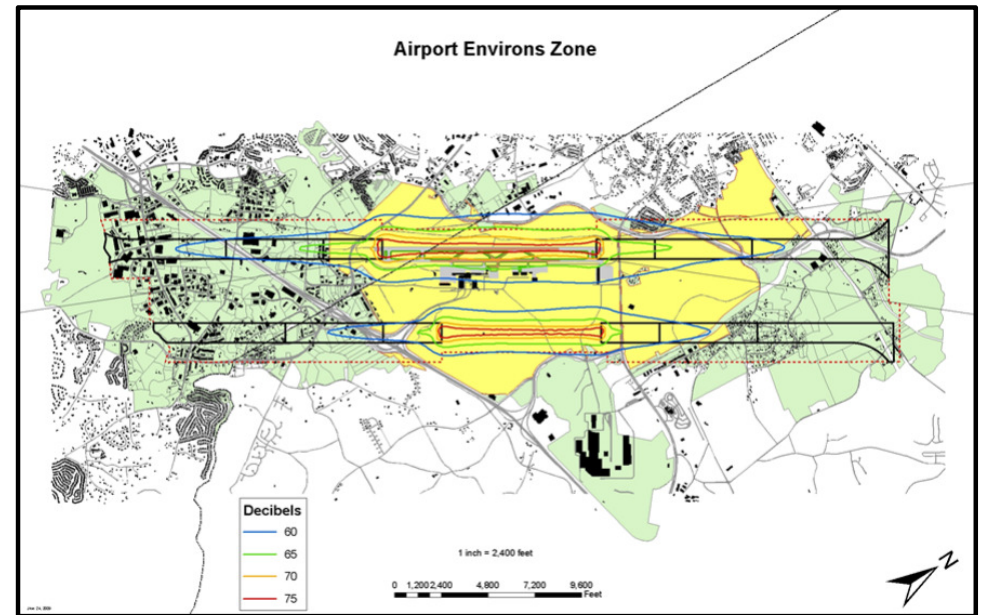


Source: Frederick County 2030 Comprehensive Plan

# 1. Compatible Land Use



Source: City of Santa Monica Districting Map, Effective July 24, 2015



Source: gspairport.com



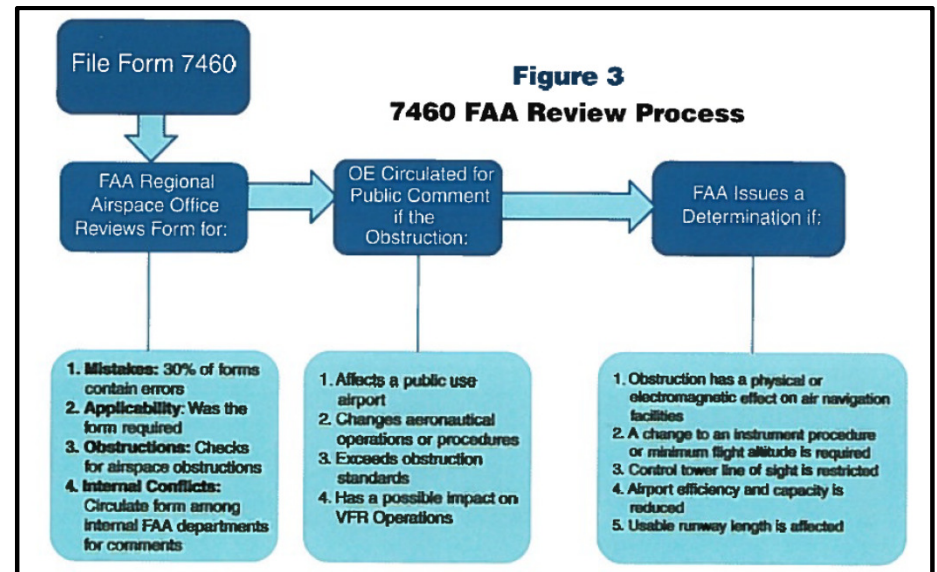


# 1. Compatible Land Use

**Botetourt wind farm would be a hazard to aviation, FAA says in preliminary report**



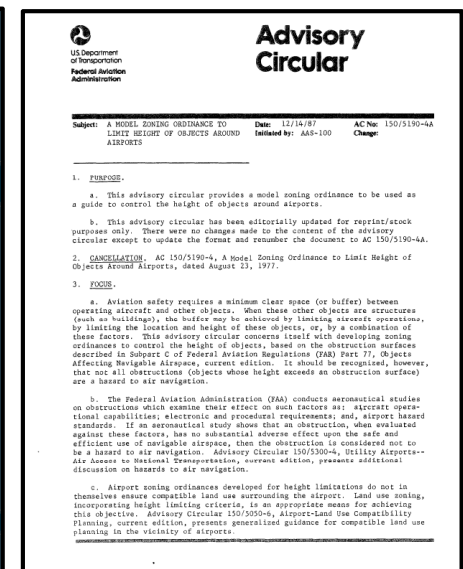
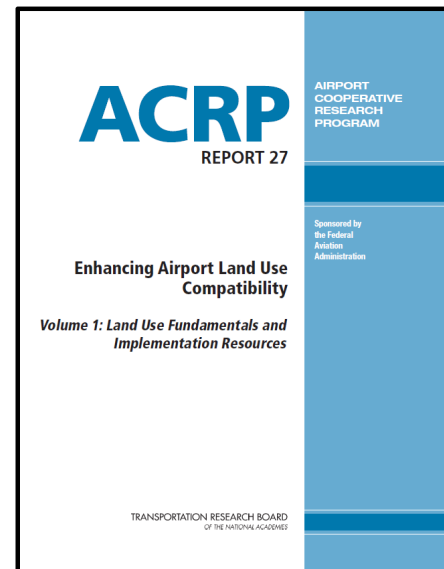
Source: Roanoke Times online, January 19, 2016



# 1. Compatible Land Use

Sources for planners:

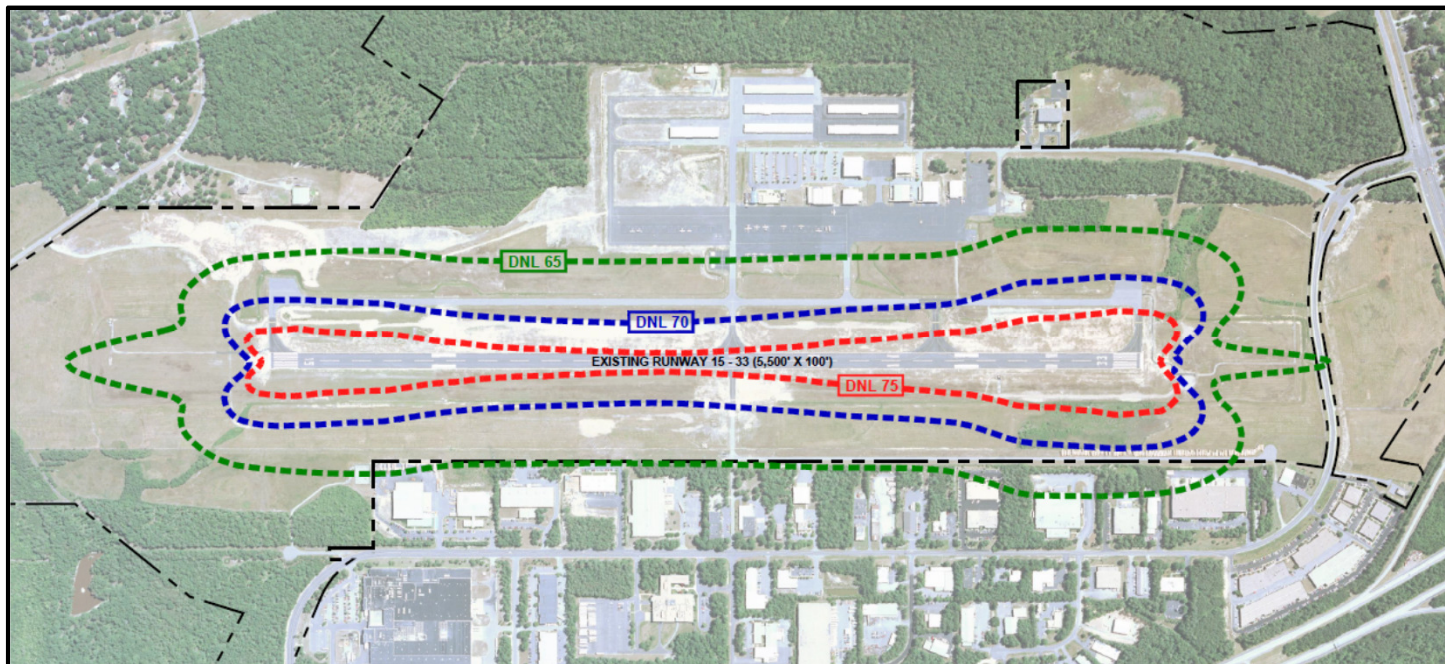
- FAA Advisory Circular 150/5190-4A, Model Zoning Ordinance to Limit Height of Objects Around Airports
- ACRP Report 27, Enhancing Airport Land Use
- Compatibility





## 2. Noise

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Source: Delta Airport Consultants, Inc.



## 2. Noise

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- Flight Tracks
- FAA Approach Plates- [www.airnav.com](http://www.airnav.com)



Source: smgov.net

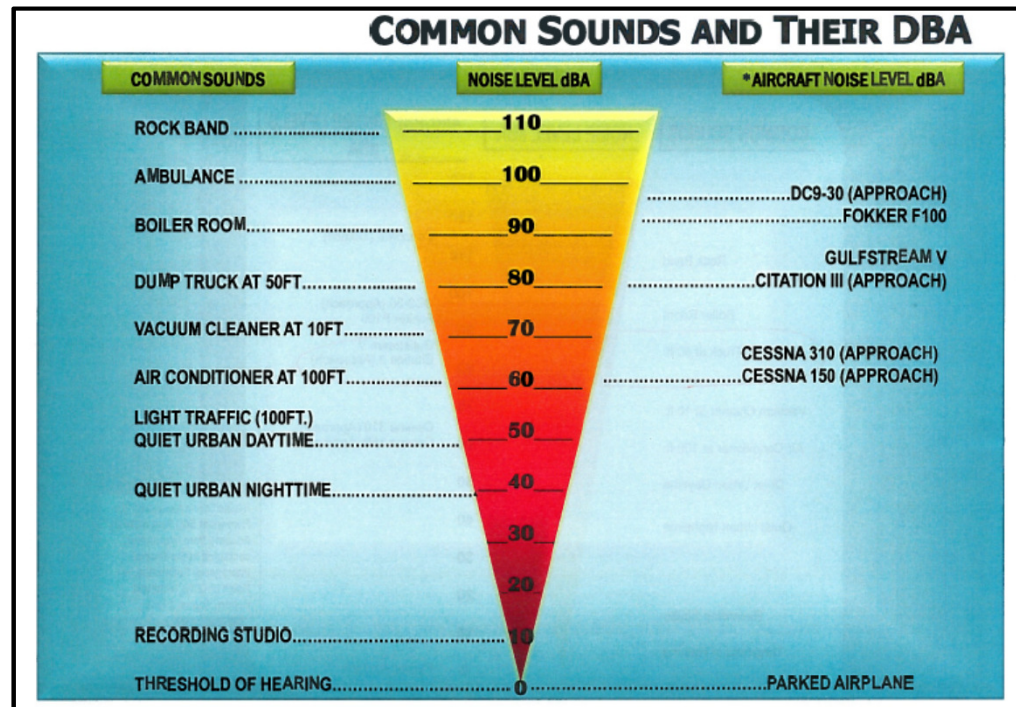


Sprinks Municipal Airport. Source: NCTCOG.

## 2. Noise

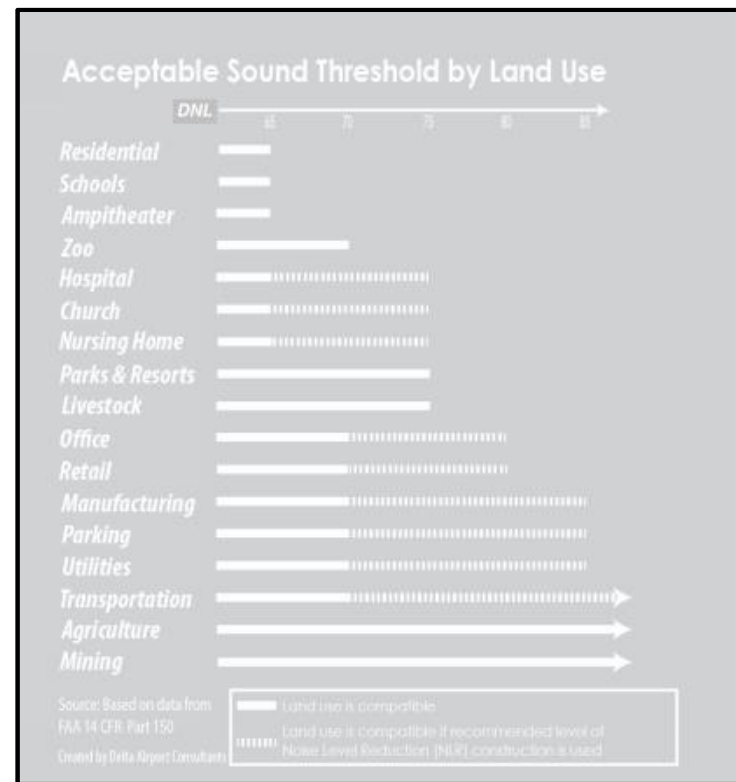


# 2. Noise

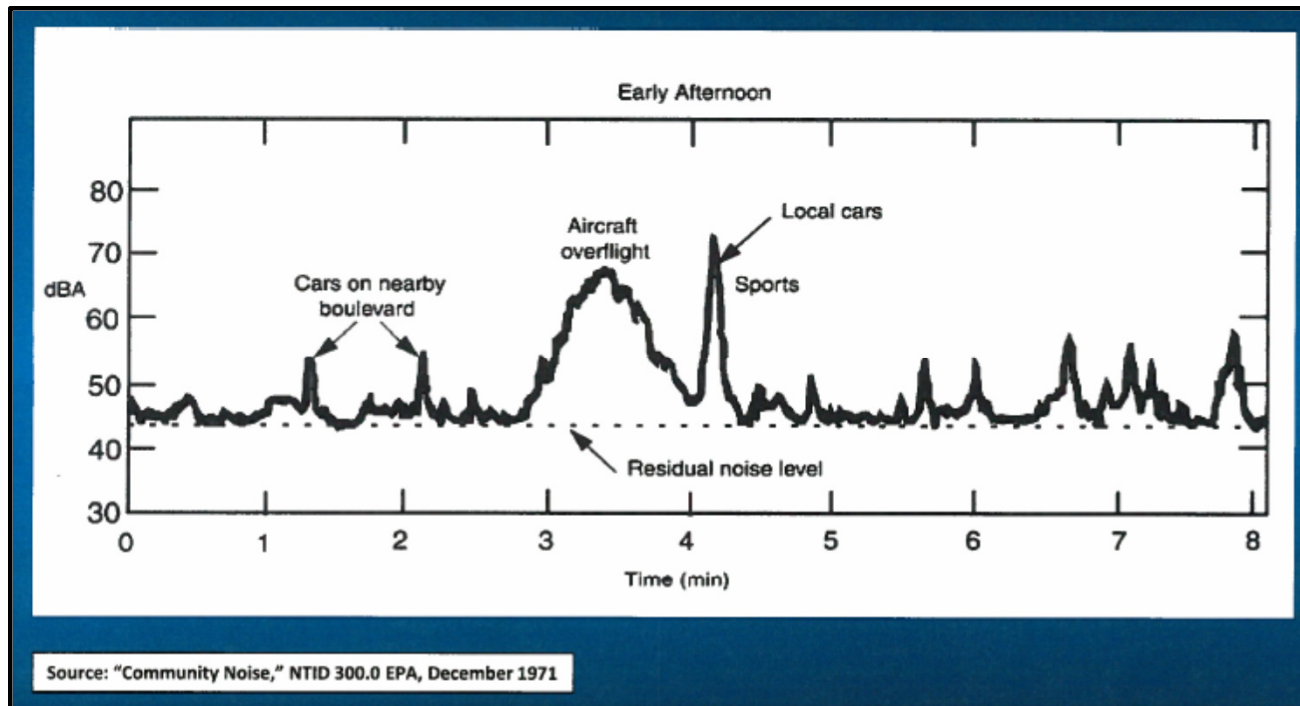


# 2. Noise

- 14 CFR Part 150, Airport Noise Compatibility Planning

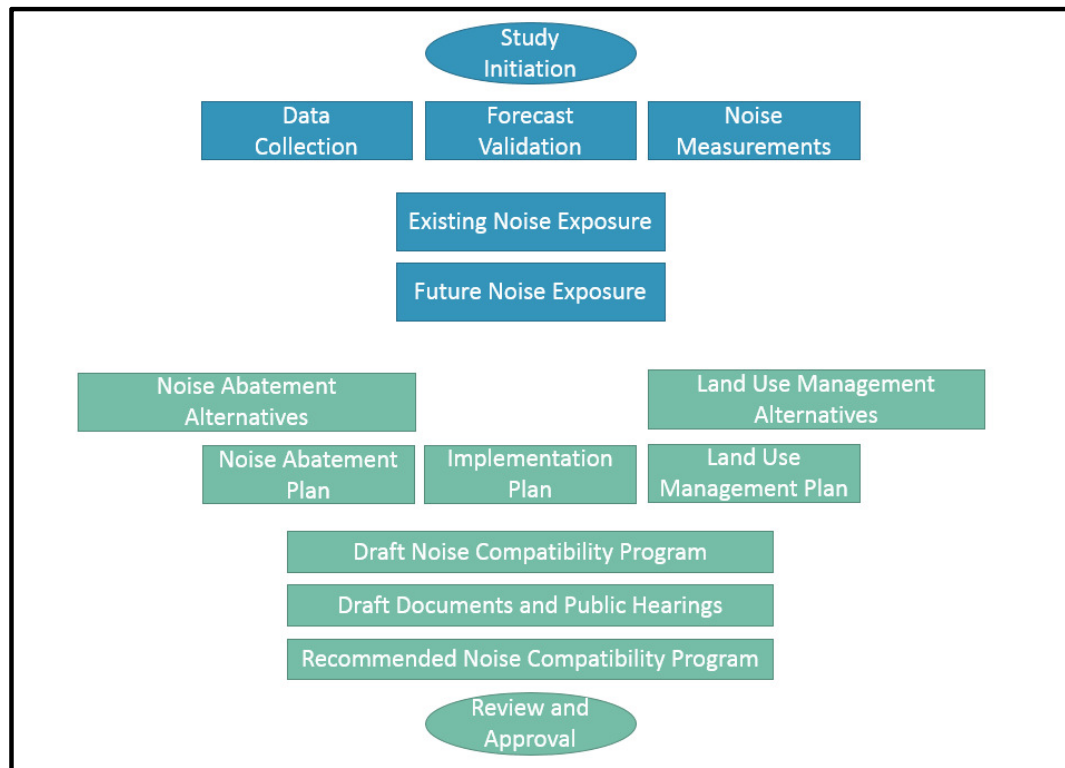


## 2. Noise





# 2. Noise



## 2. Noise

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Source of photo: [www.cloverfield.org](http://www.cloverfield.org)



Source of photo: Google Earth Pro



## Santa Monica Loses Airport Lawsuit In Victory For GA Proponents

by Matt Thurber  
February 14, 2014, 3:30 PM



The city of Santa Monica has been working for years to close its airport, but a recent ruling has made that plan more unlikely. (Photo: Matt Thurber)

Richard K. Simon, Esq.  
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Malibu, CA 90265  
(310) 503-7286  
rstimon3@verizon.net

July 2, 2015

Office of the Chief Counsel  
Attention: FAA Part 16 Airport Proceedings Docket  
AGC-610  
Federal Aviation Administration  
800 Independence Ave. S.W.  
Washington, D.C. 20591

Re: **Part 16 Complaint**  
*National Business Aircraft Association, Krueger Aviation, Inc.,  
Harrison Ford, Justice Aviation, Kim Davidson Aviation, Inc., Aero  
Film, Youri Bujko, James Ross, Paramount Citrus LLC and Aircraft  
Owners and Pilots Association v. City of Santa Monica, California*

Dear Sir or Madam:

Pursuant to 14 C.F.R. § 16.23, National Business Aircraft Association, Krueger Aviation, Inc., Harrison Ford, Justice Aviation, Kim Davidson Aviation, Inc., Aero Film, Youri Bujko, James Ross, Paramount Citrus LLC and Aircraft Owners and Pilots Association (collectively "Complainants") bring this complaint against the City of Santa Monica, California (the "City"), which is the owner, operator and sponsor of Santa Monica Municipal Airport ("SMO" or the "Airport"). This complaint is based

Congress of the United States  
Washington, DC 20515

December 18, 2015

The Honorable Michael Huerta  
Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Administrator Huerta:

As members of the House General Aviation Caucus, we want to express our deep concern with recent attempts by local governments to close or restrict access to small, non-hub airports that are a vital part of our National Airspace System (NAS). These airports act as important gateways for both commercial and non-commercial operators, including as relievers to nearby airports with significant commercial airline operations. It is incumbent on the Federal Aviation Administration (FAA) and the federal government to enforce and defend their agreements with local governments, including Airport Improvement Program grant assurances and Surplus Property Act deeds. In doing so, the FAA will ensure these airports, which are important national assets, are accessible and properly maintained as intended.

In addition to the federal government and the FAA's general jurisdiction over the NAS, there are at least three specific reasons that operations at and access to these airports must be maintained.

First, in some cases airports were established by the federal government during a global conflict, such as World War II, to accommodate military assets used in defense of our nation and its allies. Many of the airports previously controlled and operated by the federal government, were turned over to a local authority to operate under the authority granted by the *Surplus Property Act*. However, under this scenario the local authority accepts ownership and operation of the airport with the explicit condition that it must be operated in perpetuity as part of the NAS.

Second, airports sign contracts with the FAA when they accept federal grant money under the Airport Improvement Program. These agreements, called "grant assurances," generally require airports to remain operational and accessible to all users, with specific guidelines outlined in the agreement, for a set period of time – ordinarily twenty years. The timelines of these agreements are extended when any additional money is accepted by the local authority or in some cases when the agreement is altered without additional federal funds being awarded.

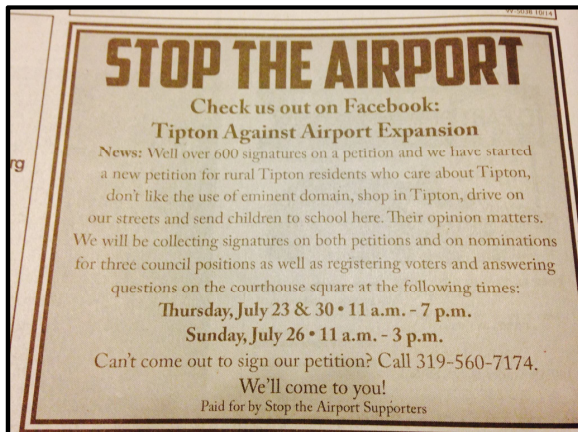
Third, since these airports are a national asset, the FAA's revenue use policy requires local authorities to utilize any revenues generated on the airport for the purposes of operating and improving the facilities in support – an obligation which continues so long as the airport is in use, even if any of the other obligations have ended.

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## 2. Noise

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- Consequences of Doing Nothing

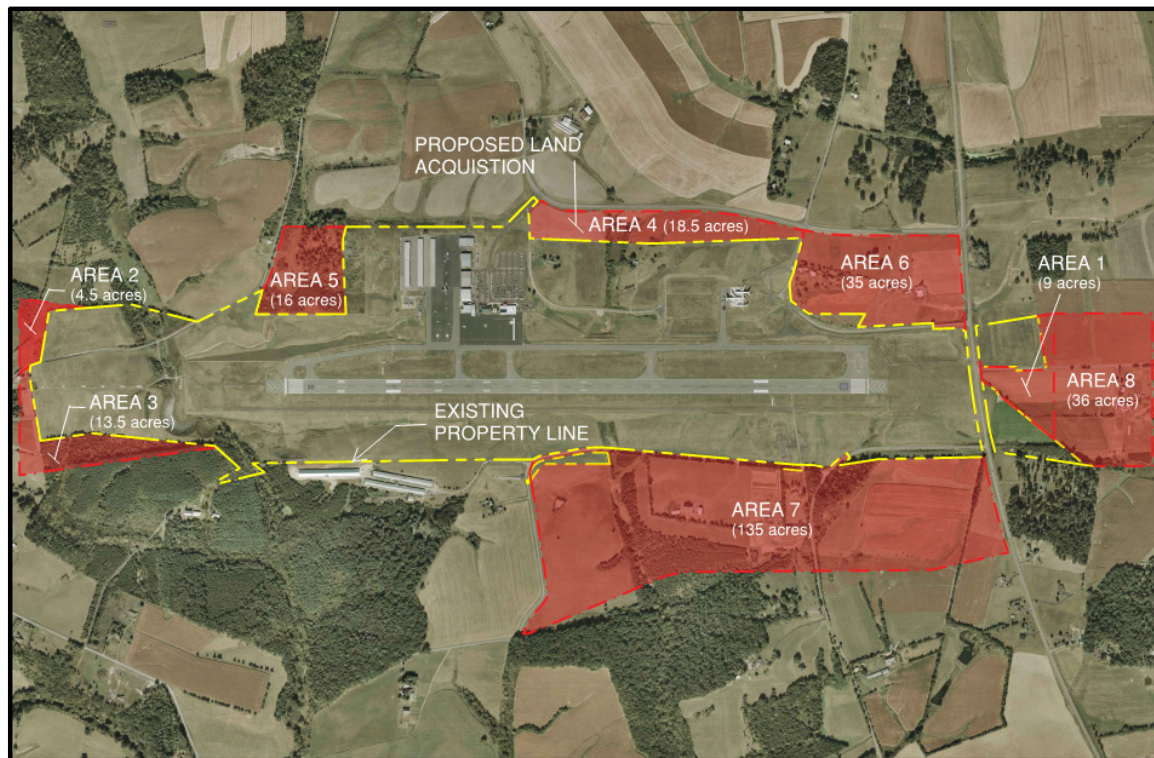


Source of photo: Tipton Against Airport Expansion

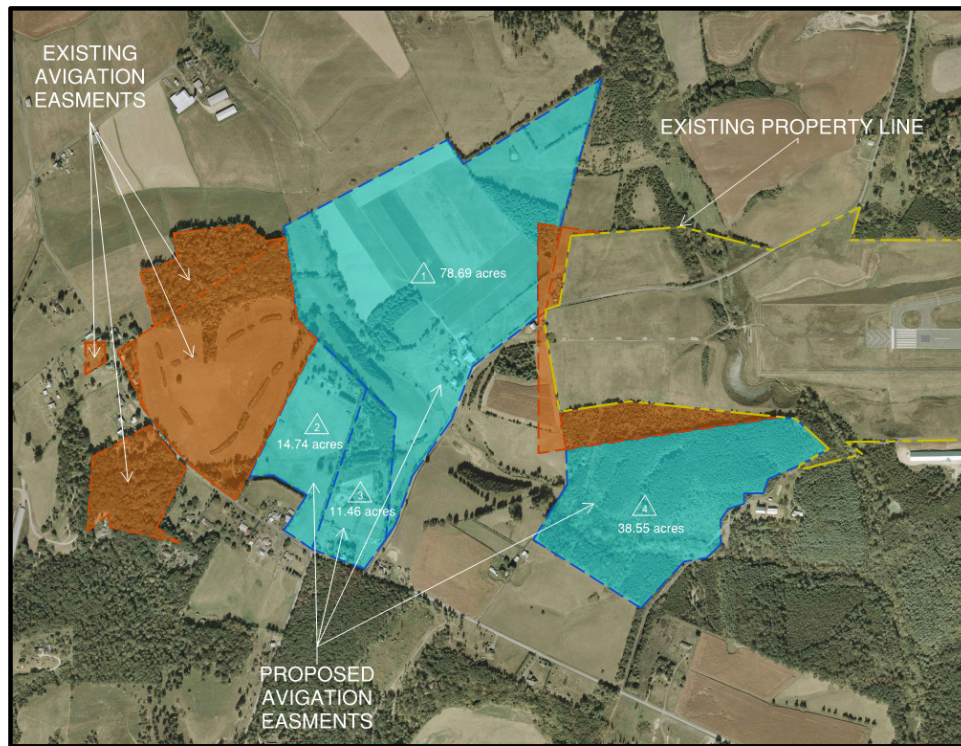




# 3. Land Acquisition



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# 3. Land Acquisition

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- Identify property
- Environmental (NEPA) clearance; EDDA
  - Public involvement
- Appraisal and review appraisal
- Boundary survey
- Voluntary offering by property owner; or, offer and negotiation
- If no agreement, what next?
  - Eminent Domain

# Glad to answer questions

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