

Zone 1: Runway Protection Zone

Risk Factors / Runway Proximity

- ▶ Very high risk
- ▶ Runway protection zone as defined by FAA criteria
- ▶ For military airports, clear zones as defined by AICUZ criteria

Basic Compatibility Qualities

- ▶ Airport ownership of property encouraged
- ▶ Prohibit all new structures
- ▶ Prohibit residential land uses
- ▶ Avoid nonresidential uses except if very low intensity in character and confined to the sides and outer end of the area

Zone 2: Inner Approach/Departure Zone

Risk Factors / Runway Proximity

- ▶ Substantial risk: RPZs together with inner safety zones encompass 30% to 50% of near-airport aircraft accident sites (air carrier and general aviation)
- ▶ Zone extends beyond and, if RPZ is narrow, along sides of RPZ
- ▶ Encompasses areas overflown at low altitudes — typically only 200 to 400 feet above runway elevation

Basic Compatibility Qualities

- ▶ Prohibit residential uses except on large, agricultural parcels
- ▶ Limit nonresidential uses to activities which attract few people (uses such as shopping centers, most eating establishments, theaters, meeting halls, multi-story office buildings, and labor-intensive manufacturing plants unacceptable)
- ▶ Prohibit children's schools, day care centers, hospitals, nursing homes
- ▶ Prohibit hazardous uses (e.g. aboveground bulk fuel storage)

Zone 3: Inner Turning Zone

Risk Factors / Runway Proximity

- ▶ Zone primarily applicable to general aviation airports
- ▶ Encompasses locations where aircraft are typically turning from the base to final approach legs of the standard traffic pattern and are descending from traffic pattern altitude
- ▶ Zone also includes the area where departing aircraft normally complete the transition from takeoff power and flap settings to a climb mode and have begun to turn to their en route heading

Basic Compatibility Qualities

- ▶ Limit residential uses to very low densities (if not deemed unacceptable because of noise)
- ▶ Avoid nonresidential uses having moderate or higher usage intensities (e.g., major shopping centers, fast food restaurants, theaters, meeting halls, buildings with more than three aboveground habitable floors are generally unacceptable)
- ▶ Prohibit children's schools, large day care centers, hospitals, nursing homes
- ▶ Avoid hazardous uses (e.g. aboveground bulk fuel storage)

TABLE 9B

Basic Safety Compatibility Qualities

Zone 4: Outer Approach/Departure Zone*Risk Factors / Runway Proximity*

- ▶ Situated along extended runway centerline beyond Zone 3
- ▶ Approaching aircraft usually at less than traffic pattern altitude
- ▶ Particularly applicable for busy general aviation runways (because of elongated traffic pattern), runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common
- ▶ Zone can be reduced in size or eliminated for runways with very-low activity levels

Basic Compatibility Qualities

- ▶ In undeveloped areas, limit residential uses to very low densities (if not deemed unacceptable because of noise); if alternative uses are impractical, allow higher densities as infill in urban areas
- ▶ Limit nonresidential uses as in Zone 3
- ▶ Prohibit children's schools, large day care centers, hospitals, nursing homes

Zone 5: Sideline Zone*Risk Factors / Runway Proximity*

- ▶ Encompasses close-in area lateral to runways
- ▶ Area not normally overflowed; primary risk is with aircraft (especially twins) losing directional control on takeoff
- ▶ Area is on airport property at most airports

Basic Compatibility Qualities

- ▶ Avoid residential uses unless airport related (noise usually also a factor)
- ▶ Allow all common aviation-related activities provided that height-limit criteria are met
- ▶ Limit other nonresidential uses similarly to Zone 3, but with slightly higher usage intensities
- ▶ Prohibit children's schools, large day care centers, hospitals, nursing homes

Zone 6: Traffic Pattern Zone*Risk Factors / Runway Proximity*

- ▶ Generally low likelihood of accident occurrence at most airports; risk concern primarily is with uses for which potential consequences are severe
- ▶ Zone includes all other portions of regular traffic patterns and pattern entry routes

Basic Compatibility Qualities

- ▶ Allow residential uses
- ▶ Allow most nonresidential uses; prohibit outdoor stadiums and similar uses with very high intensities
- ▶ Avoid children's schools, large day care centers, hospitals, nursing homes

Definitions

As used in this table, the following meanings are intended:

- ▶ *Allow*: Use is acceptable
- ▶ *Limit*: Use is acceptable only if density/intensity restrictions are met
- ▶ *Avoid*: Use generally should not be permitted unless no feasible alternative is available
- ▶ *Prohibit*: Use should not be permitted under any circumstances
- ▶ *Children's Schools*: Through grade 12
- ▶ *Large Day Care Centers*: Commercial facilities as defined in accordance with state law; for the purposes here, family day care homes and noncommercial facilities ancillary to a place of business are generally allowed.
- ▶ *Aboveground Bulk Storage of Fuel*: Tank size greater than 6,000 gallons (this suggested criterion is based on Uniform Fire Code criteria which are more stringent for larger tank sizes)

TABLE 9B CONTINUED