

WHAT ARE THE PRIMARY LAND USE CONCERNS?

With the exception of compatible land use within runway protection zones, there is no absolute definition of compatible land use near airports. Areas of concern are typically related to noise and safety issues, and are dependent on proximity to the airport.

High Concentration of People

In areas closest to airports, high concentrations of people are discouraged.



Noise Sensitivity

Uses sensitive to noise, such as schools, theaters and residential areas should be discouraged.



Tall Structures

Cell towers, wind farms, tall buildings, objects, and natural vegetation (i.e. trees) may be a hazard.



Visual Obstructions

Uses that generate smoke, steam, glare or light emissions should be limited.



Wildlife and Bird Attractants

Sources of food, water and shelter should be limited to reduce bird and mammal hazards.



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AIRPORTS AND COMMUNITIES

Planning together for the future viability
of your local airport



Additional information and links to related web sites are
available at:
iawings.com

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Iowa Department of Transportation
Office of Aviation

WHY IS PRESERVING THE VIABILITY OF AN AIRPORT IMPORTANT?

Airports provide vital transportation services to all citizens in Iowa, whether they use the system directly or benefit indirectly. Aviation plays a crucial role in business, tourism, emergency services, agriculture, and even public safety. Communities depend upon airports to provide needed services and accessibility with connections within the state, nation, and world. Iowa's air transportation system serves an essential role in the overall state economy and quality of life.

Protecting local airports from encroachment of incompatible land uses is important. As demand for development space increases, land uses that are incompatible with airport operations can threaten the safety and viability of airports.

Incompatible land uses have an impact on safety of aircraft and persons on the ground. Compatible land use near airports protects public investment in infrastructure and ensures that airports are able to meet the aviation needs of business and citizens.

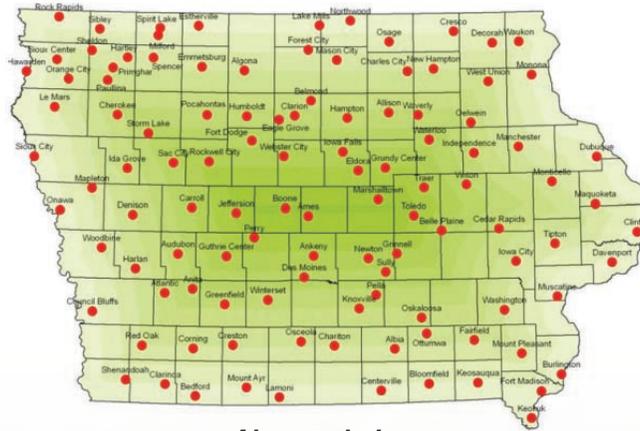


Tall Structures



HOW CAN PLANNING HELP ENSURE COMPATIBLE LAND USE NEAR AIRPORTS?

Compatible land uses within geographic areas of airports can be incorporated into comprehensive plans and zoning ordinances at the local level. The Iowa Airport Land Use Guidebook identifies land use issues to help determine compatible land use in five zones near airports. A coordinated effort between cities, counties, airport authorities, regional planners and developers can help assure that local development and compatible land use near airports can coexist. While comprehensive plans and zoning can help ensure future compatible land use, mitigation techniques may be needed for current land use issues.



Airports in Iowa



Wildlife Attractants

WHAT TECHNIQUES CAN BE CONSIDERED?

- Review local airport zoning ordinance. Add land use requirements not already included.
- If there is no local zoning, adopt a local ordinance that addresses both height restrictions and compatible land use.
- Include discussions of compatible land use near airports in land use and comprehensive plans.
- Include city and county representation and regional planners on review committees for airport master plans. Talk with local airport officials when discussing development near the airport.
- Encourage airport user participation in zoning and land use advisory committees.
- Determine methods to mitigate existing incompatible uses.



Natural Vegetation

Federal law requires FAA prior notification of proposed construction or alteration of structures that meet certain distance criteria from airports, or any structure that is 200 feet or higher. Information on requirements and procedures can be found online at:

www.oaaaa.faa.gov/oaaaa/external