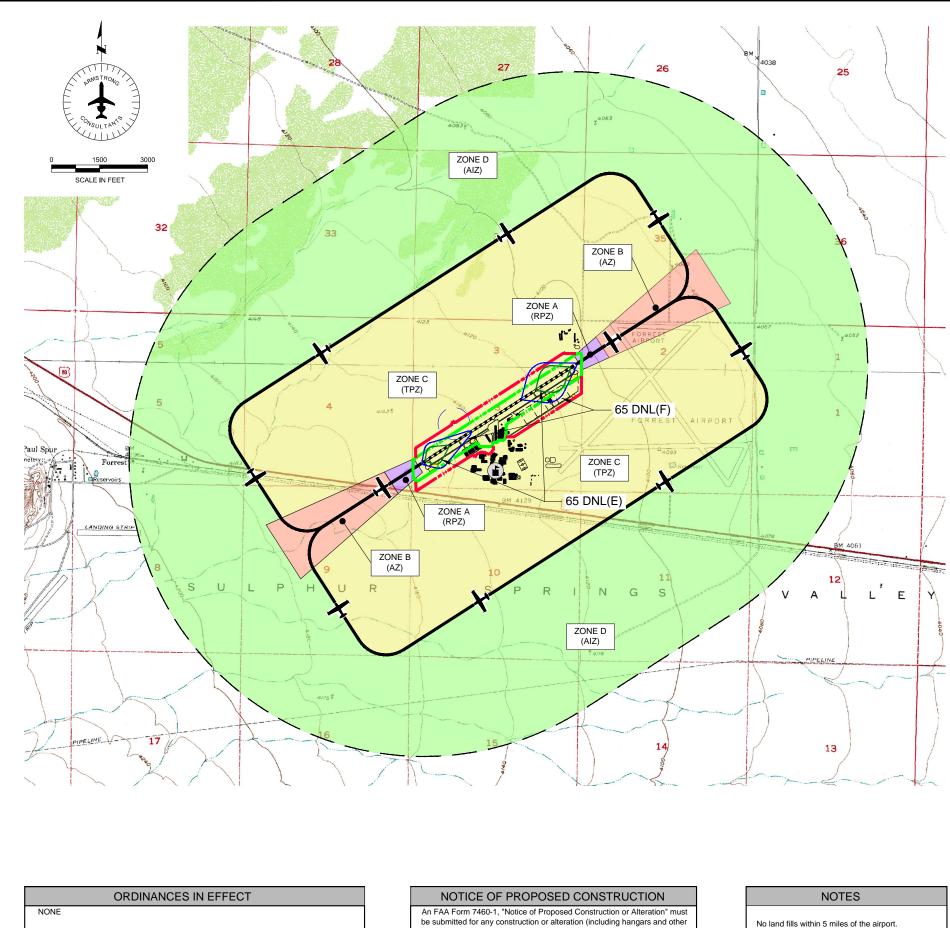
PLANS

OFF **AIRPORT** LAND USE

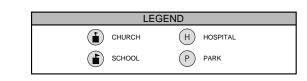


Land Use Category	ZONE D Airport Influence (AIZ)	ZONE C Traffic Pattern (TPZ)	ZONE B Approach (AZ)	ZONE Runwa Protecti (RPZ)
Residential		(=)	44.50	
single-family, nursing homes, mobile ho		o (3)	- (1,3)	
multi-family, apartments, condominiums		- (2)	(4.0)	
transient lodging, hotel, motel	+	o (3)	- (1,3)	
Public				
schools, libraries, hospitals	+	o (3)	- (3)	
churches, auditoriums, concert halls	+	o (3)	- (3)	
transportation, parking, cemeteries	++	++	++	- (2,
Commercial and Industrial				
offices, retail trade, service	++	+	o (3)	
commercial, wholesale trade,			. ,	
warehousing, light industrial,				
general manufacturing, utilities,				
extractive industry				
Agricultural and Recreational				
cropland	++	++	++	++
livestock breeding	++	++	++	- (2)
parks, playgrounds, zoos,	++	++	++	- (2)
golf courses, riding stables,				
water recreation		_	(2)	
outdoor spectator sports	++	+	- (3)	
amphitheaters	0	- (4)		
open space	++	++	++	++

- Note: Development Product's wind-rake millioner and resolution, including severable rounds and LANDRILS, WITHIN 10,000 FEET OF THE AIRPORT ARE DNACCEPTABLE. (REF.: FAA AC 150/820-01) (1) If allowed, avigation easements and disclosure must be required as a condition of development. (2) Any structures associated with uses allowed in the RPZ must be located outside the RPZ. (3) If no reasonable alternative exists, use should be located as far from extended centerline as
- possible.
  (4) If no reasonable alternative exists, use should be located as far from extended runway centerline
- (+) In the cash calcular alternative exists, use should be located as fall norm-extended formary center and traffic patterns as possible.
   (5) Transportation facilities in the RPZ (i.e. roads, railroads, waterways) must be configured to comply with Part 77 requirements.

## CDITEDIA

CRITERIA		
<u>Land Use</u> <u>Availability</u>	Interpretation/Comments	
o ++ Clearly Acceptable	The activities associated with the specified land use will experience little or no impact due to airport operations. Disclosure of airport proximity should be required as a condition of development.	
+ Normally Acceptable	The specified land use is acceptable in this zone or area. Impact may be perceived by some residents. Disclosure of airport proximity should be required as a condition of development. Dedication of avigation easements may also be advisable.	
o Conditionally Acceptable	If appropriate disclosure avigation easements and density limitations are put in place, residential uses and uses involving indoor public assemblies are acceptable.	
- Normally Unacceptable	Specified use should be allowed only if no reasonable alternative exists. Disclosure of airport proximity and avigation easements must be required as a condition of development.	
Clearly Unacceptable	Specified use must not be allowed. Potential safety or overflight nuisance impacts are likely in this area.	



TYPICAL TRAFFIC PATTERN DIRECTION AND FLIGHT TRACK AREA.

on-airport and off-airport structures, towers, etc.) within 20,000 horizontal feet of the airport greater in height than an imaginary surface extending outward and upward from the runway at a slope of 100 to 1 or greater in height than 200 feet above ground level.

No land fills within 5 miles of the airport. No section 4f land affected by the airport

RUNWAY PROTECTION ZONE (RPZ) AS DIMENSIONED ON SHEET 2 OF AIRPORT LAYOUT PLAN. APPROACH SURFACE AS DESCRIBED ON THE FAR PART 77 DRAWING OF THE AIRPORT LAYOUT PLAN.

EXISTING AIRPORT PROPERTY LINE

FUTURE AIRPORT PROPERTY LINE