

## 7.0 Resources for Airport Compatible Land Use Planning

→ *Each airport must address their specific land use issues with techniques and tools appropriate for their situation.*

As the previous chapters have illustrated, there are a tremendous number of state and federal rules and regulations that relate to airport and aviation related land use planning. This guide is not an exhaustive list of these rules and regulations, nor is it a complete how-to guide to address all of your planning questions. Each airport and its host community have specific concerns and various techniques available to address land use related issues within their own community. This guide provides a broad framework of information that can be used to address these issues, however, additional research is suggested to create a land use program specifically tailored to your community.

This chapter contains resource information that the reader can use to address the land use issues related to their community and their airport. Templates have been developed, based upon the model overlay zone ordinances, which provide a graphic representation of the land areas around airports that are impacted by the various FAA related safety zones and areas. In addition to the templates, a list of agency contacts has been provided which can be used by the user should specific questions arise. These items, in conjunction with the questions contained in Chapter 1, should be used to assess compliance with state and federal rules, regulations and guidelines.

Information contained in this document, and the various sources used to develop it, can be supplemented with additional data. The FAA has developed a valuable resource for airport sponsors and their communities to plan and manage land use compatibility and airport noise, the FAA Airport Noise Compatibility Planning Toolkit, which can be found at [www.aee.faa.gov/noise/lupitoolkit.htm](http://www.aee.faa.gov/noise/lupitoolkit.htm). Any or all of the documents contained in this toolkit can be downloaded and printed, as needed.

### 7.1 Planning Templates

As discussed in Chapters 1 and 3, the first step in examining land use compatibility surrounding an airport is to identify whether incompatibilities exist today and whether or not adequate measures also exist to prevent future incompatibility. Safety, height restrictions, and noise must be considered when planning for land uses compatible with airport operations. The FAA has established safety criteria related to the height of objects in proximity to airports, and in the approaches to airports, that affect both the ground and the air. There are also areas on the ground that are more prone to high noise levels around an airport and should be protected from incompatible use. It is the intent of this Guidebook to provide planners with information that offers a combined application, considering both safety and noise criteria, to direct the control of land use around airports throughout Oregon. This combined application has been used to develop overlay-planning templates for airports, which can be used in the community planning process.

These templates can be used to identify those land uses that are currently incompatible, as well as those areas that may be undeveloped that should be protected to prevent future incompatibility. Local planners, as appropriate within each safety and noise-restricted area, should consider preventive measures and corrective actions discussed in the previous chapter. For areas that fall within the templates that are presently undeveloped, preventive measures that were discussed in the previous chapter should be considered and implemented. For incompatible land uses or existing activities that fall within the templates, corrective actions (discussed in the previous section) should be considered to resolve or mitigate, to the extent possible, incompatibilities that may now exist in

the no development, the limited development, or the height restricted development areas.

Three different types of planning templates representing three different overlay zoning ordinances were developed to reflect the combined application of both safety and noise related land use planning for the airport environs. Activity levels, runway lengths, and approach categories were the primary inputs used to develop each of the three planning templates. Planning templates were developed for the following:

- *Private use airports*
- *Public use airports with only visual approaches*
- *Public use airports with instrument approaches, non-commercial service*

Designing planning templates for the larger commercial service airports such as Portland, Eugene, and Medford, would not be useful because of the vast mix of aircraft that operate at these airports. More specific information related to critical aircraft and fleet mix is required to develop an applicable template for each of these airports. The templates are intended to be non-airport specific. Specific safety and noise criteria, especially for the more active airports in Oregon, may vary considerably from the general planning guidelines provided in this section. In developing the generalized safety and noise compatibility templates presented in this section, it was assumed that larger and more active airports in Oregon would have the ability to develop their own airport-specific standards. The following sections describe the planning templates for each airport category and the assumptions that were used to develop them. A brief summary of visual and instrument airports is located on page 7-15.

→ *Planning templates based upon the state model ordinances for airport safety and compatibility overlay zones can be used to illustrate general impact areas.*

The planning templates for the three airport categories address the safety areas for the various categories. The templates are based upon the model ordinances for airport safety and compatibility overlay zones (Appendices D,E, and F). These general guidelines were developed to define those areas that should have limited development compatible with the airport and its operations, and those areas where development only needs to be height restricted to conform to FAR Part 77. All of these areas, however, need to consider FAR Part 77 guidelines. The dimensions of each of these areas have been simplified to provide planners with easier interpretation of the technical dimensional criteria contained in Federal and State planning documents for both safety and noise compatibility.

Many airports in Oregon have already adopted overlay zoning. These planning templates are not intended to replace such zoning, but rather they are provided for those airports that have not yet taken steps to promote compatible land use in the airport environs. The planning templates are also available to airports where current controls have proven to be ineffective. The templates are intended to protect the airports as a viable part of the transportation system. Information contained in this chapter should be used by planners to assess their current land use controls. Information contained in this section can also be used to check the effectiveness of Comprehensive Plans and Zoning Ordinances when they are periodically reviewed.

**7.1a. Private Use Airports**

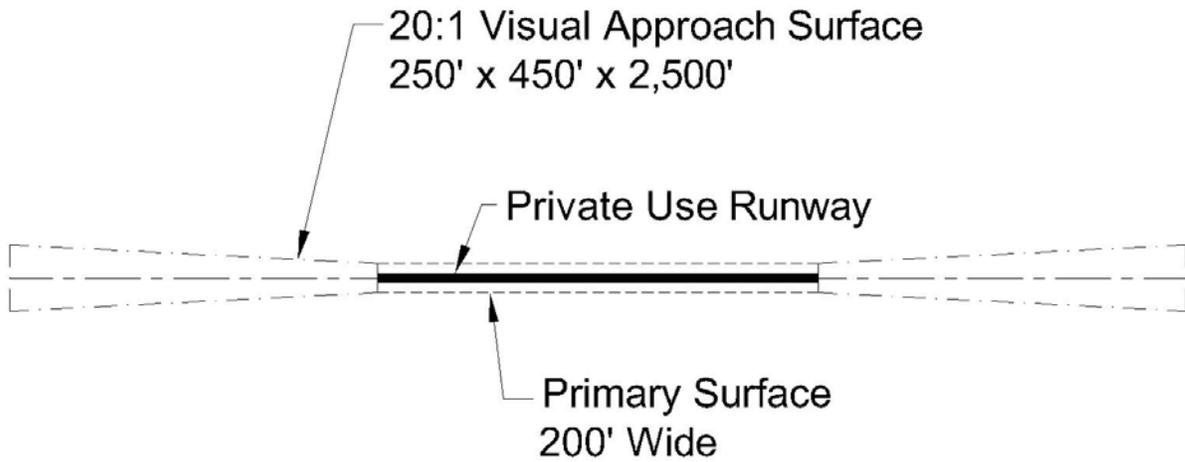
The private use airport template is useful for the vast majority of Oregon's small general aviation airports. The purpose of the safety overlay zone is to encourage and support the continued operations and vitality of the private use airports which

→ *Private use airports have a fairly limited overlay zone.*

were the base for three or more aircraft in December 31, 1994 and certain privately-owned public use airports.

As shown in **Exhibit 7-1**, the primary surface is 200 feet wide and ends at each runway end. The visual approach surface begins at the end of the runway with a width of 250 feet. It then expands uniformly to a width of 450 feet for that end of a private use airport with a visual approach. The surface extends for a horizontal distance of 2,500 feet at a slope of 20 feet outward for each one foot upward. **Appendix F** should be referenced for the complete text of the private use airport safety overlay zone model ordinance.

**Exhibit 7-1: Planning Template for Private Use Airport**



**7.1b. Public Use Airports with Only Visual Approaches**

This template is useful for those general aviation airports with visual approaches. As shown in **Exhibit 7-2**, the horizontal surface of an airport with a non-precision approach, forms an oval band shape that extends to 5,000 feet from the end of the runway's primary surface. Inside the oval band, the runway, the runway protection zones, the visual approach surfaces, and their dimensions are depicted. By illustrating the safety zone, the areas suitable for development and the specific types of development compatible with both criteria can be determined. In general terms, the following are suggested guidelines for development at a public use airport with only visual approaches. **Table 7-1** provides a summary of the land uses and their accessory uses that are permitted, permitted under limited circumstances and those prohibited in the manner described. Table 7-1 applies to both the Public Use Airports with visual approaches and the Public Use Airports with Instrument Approaches.

**b.1 Airport Noise Impact Boundary**

The area within 1,500 feet of an airport runway or within an established noise contour with boundaries exceeding 55 DNL is contained in the Airport Noise Impact Boundary. Land uses within the Airport Noise Impact Boundary shall be established consistent with the levels identified in OAR 660, Division 13, Exhibit 5. The information contained in Exhibit 5 is shown in this document as **Table 3-6**.

**Table 7-1** also outlines the permitted, permitted with circumstances, and non-permitted uses relative to the general impact areas.

**b.2 Airport Direct Impact Area**

The area within 5,000 feet of an airport runway, excluding the lands within the runway protection zones and the approach surfaces is defined as the Airport Direct Impact Area. This physical area is shown in **Exhibit 7-2**. The dimensions of the various surfaces depend upon the runway type. As noted in **Table 7-1**, there are various levels of development allowed based upon the type of land use.

**b.3 Airport Secondary Impact Area**

The areas within 5,000 feet and 10,000 feet of an airport runway, as presented in **Exhibit 7-2**, are defined as the Airport Secondary Impact Area. This area includes all of the horizontal surface and the conical surface from the FAR Part 77 Surfaces. This area has various uses allowed as noted in **Table 7-1**.

| <b>TABLE 7-1: LIMITATIONS &amp; RESTRICTIONS ON ALLOWED USES</b>                                                      |                         |                                      |                           |                              |
|-----------------------------------------------------------------------------------------------------------------------|-------------------------|--------------------------------------|---------------------------|------------------------------|
| KEY: P = Use is Permitted<br>L = Use is Allowed Under Limited Circumstances (see footnotes)<br>N = Use is Not Allowed |                         |                                      |                           |                              |
|                                                                                                                       | <b>RPZ <sup>1</sup></b> | <b>Approach Surface <sup>8</sup></b> | <b>Direct Impact Area</b> | <b>Secondary Impact Area</b> |
| Public Airport                                                                                                        | L <sup>2</sup>          | L <sup>9</sup>                       | P                         | P                            |
| Residential                                                                                                           | N                       | L <sup>10</sup>                      | L <sup>14</sup>           | P                            |
| Commercial                                                                                                            | N                       | L <sup>9</sup>                       | L <sup>15</sup>           | P                            |
| Industrial                                                                                                            | N                       | L <sup>9</sup>                       | P                         | P                            |
| Institutional                                                                                                         | N                       | L <sup>9</sup>                       | L <sup>15</sup>           | P                            |
| Farm Use                                                                                                              | P <sup>3</sup>          | P <sup>3</sup>                       | P <sup>3</sup>            | P <sup>3</sup>               |
| Roads/Parking                                                                                                         | L <sup>4</sup>          | P                                    | P                         | P                            |
| Utilities                                                                                                             | L <sup>5</sup>          | L <sup>5</sup>                       | L <sup>5</sup>            | L <sup>5</sup>               |
| Parks/Open Space                                                                                                      | L <sup>6</sup>          | P                                    | P                         | P                            |
| Golf Courses                                                                                                          | L <sup>7</sup>          | L <sup>7 9</sup>                     | L <sup>7</sup>            | L <sup>7</sup>               |
| Athletic Fields                                                                                                       | N                       | L <sup>9</sup>                       | L <sup>14</sup>           | P                            |
| Sanitary Landfills                                                                                                    | N                       | N                                    | N                         | N                            |
| Water Treatment Plants                                                                                                | N                       | N                                    | N                         | N                            |
| Mining                                                                                                                | N                       | L <sup>11</sup>                      | L <sup>11</sup>           | L <sup>11</sup>              |
| Water Impoundments                                                                                                    | N                       | N <sup>12</sup>                      | N <sup>16</sup>           | N <sup>16</sup>              |
| Wetland Mitigation                                                                                                    | N                       | L <sup>13</sup>                      | L <sup>13</sup>           | L <sup>13</sup>              |

Source: *Model Public Use Airport Safety And Compatibility Overlay Zone (Visual and Instrument Approach Airports), ODA*

**Notes:**

- <sup>1</sup> No Structures shall be allowed within the Runway Protection Zone (RPZ). Exceptions shall be made only for structures accessory to airport operations whose location within the RPZ has been approved by the Federal Aviation Administration.
- <sup>2</sup> In the RPZ, public airport uses are restricted to those uses and facilities that require location in the RPZ.
- <sup>3</sup> Farming practices that minimize wildlife attractants are encouraged.
- <sup>4</sup> Roads and parking areas are permitted in the RPZ only upon demonstration that there are not practicable alternatives. Lights, guardrails, and related accessory structures are prohibited. Cost may be considered in determining whether practicable alternatives exist.
- <sup>5</sup> In the RPZ, utilities, powerlines and pipelines must be underground. In approach surfaces and in airport direct and secondary impact areas, the proposed height of utilities shall be coordinated with the airport sponsor and Department of Aviation (ODA).
- <sup>6</sup> Public assembly facilities are prohibited in the RPZ.
- <sup>7</sup> Golf courses may be permitted only upon demonstration, supported by substantial evidence, that management techniques will be utilized to reduce existing wildlife attractants and avoid the recreation of new wildlife attractant. Such techniques shall be required as conditions of the approval. Structures are not permitted within the RPZ. For purposes of this document, tee markers, tee signs, pin cups and pins are not considered to be structures.

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- <sup>8</sup> Within 10,000 feet from the end of the primary surface of a non-precision instrument runway, and within 50,000 feet from the end of the primary surface of a precision instrument runway.
  - <sup>9</sup> Public assembly facilities may be allowed in an approach surface only if the potential danger to public safety is minimal. In determining whether a proposed use is appropriate, consideration shall be given to: proximity to the RPZ; density of people per acre; frequency of use; level of activity at the airport; and other factors relevant to public safety. In general, high density uses should not be permitted within airport approach surfaces, and on-residential structures should be located outside approach surfaces unless no practicable alternatives exist.
  - <sup>10</sup> Residential densities within approach surfaces should not exceed the following densities: (1) within 500 feet of the outer edge of the RPZ, 1 unit per acre; (2) within 500 to 1,500 feet of the outer edge of the RPZ, 2 units per acre; (3) within 1,500 to 3,000 feet of the outer edge of the RPZ, 4 units per acre.
  - <sup>11</sup> Mining operations involving the creation or expansion of water impoundments shall comply with the requirements of this document regarding water impoundments.
  - <sup>12</sup> Water impoundments are prohibited within 5,000 feet from the edge or end of a runway.
  - <sup>13</sup> Wetland Mitigation required for projects located within an approach surface, the airport direct or secondary impact area shall be authorized only upon demonstration, supported by substantial evidence, that it is impracticable to provide mitigation outside of these areas. Proposals for wetland mitigation shall be coordinated with the airport sponsor, the Department of Aviation, the FAA and the wetland-permitting agencies prior to the issuance of required permits. Wetland mitigation shall be designed and located to avoid creating a wildlife hazard or increasing hazardous movements of birds across runway and approach surfaces. Conditions shall be imposed as are appropriate and necessary to prevent in perpetuity an increase in hazardous bird movements across runway and approach surfaces. See section 0.90 of Appendix D or E for the best management practices for airports located near significant wetlands or wildlife habitat areas.
  - <sup>14</sup> Within the transitional surface, residential uses and athletic fields are not permitted.
  - <sup>15</sup> Within the transitional surface, overnight accommodations, such as hotels, motels, hospitals and dormitories, are not permitted.
  - <sup>16</sup> See section .08 of Appendix D or E prohibiting or regulating water impoundments within 5,000 or 10,000 feet of the end or edge of a runway.
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**7.1c. Public Use Airports with Instrument Approaches**

The larger general aviation, and the smaller commercial service or business class general aviation airports in the state, can apply the Public Use Airports With Instrument Approaches template. Many of the larger airports in Oregon that fall into this classification have airport-specific planning studies that provide more detailed safety and noise related data. Information from these airport-specific studies is considered preferable for compatible land use planning in lieu of the generalized safety and noise related planning templates described in this section.

As shown in **Exhibit 7-3**, this template provides an assortment of dimensions depending upon the type of runway and the level of instrumentation.

**c.1 Airport Noise Impact Boundary**

The Airport Noise Impact Boundary includes all areas within 1,500 feet of an airport runway or within an established noise contour boundary which exceeds 55 DNL. This area typically includes the RPZ, primary surface and transitional surfaces. Development in this area should reflect the findings shown in **Table 7-1**.

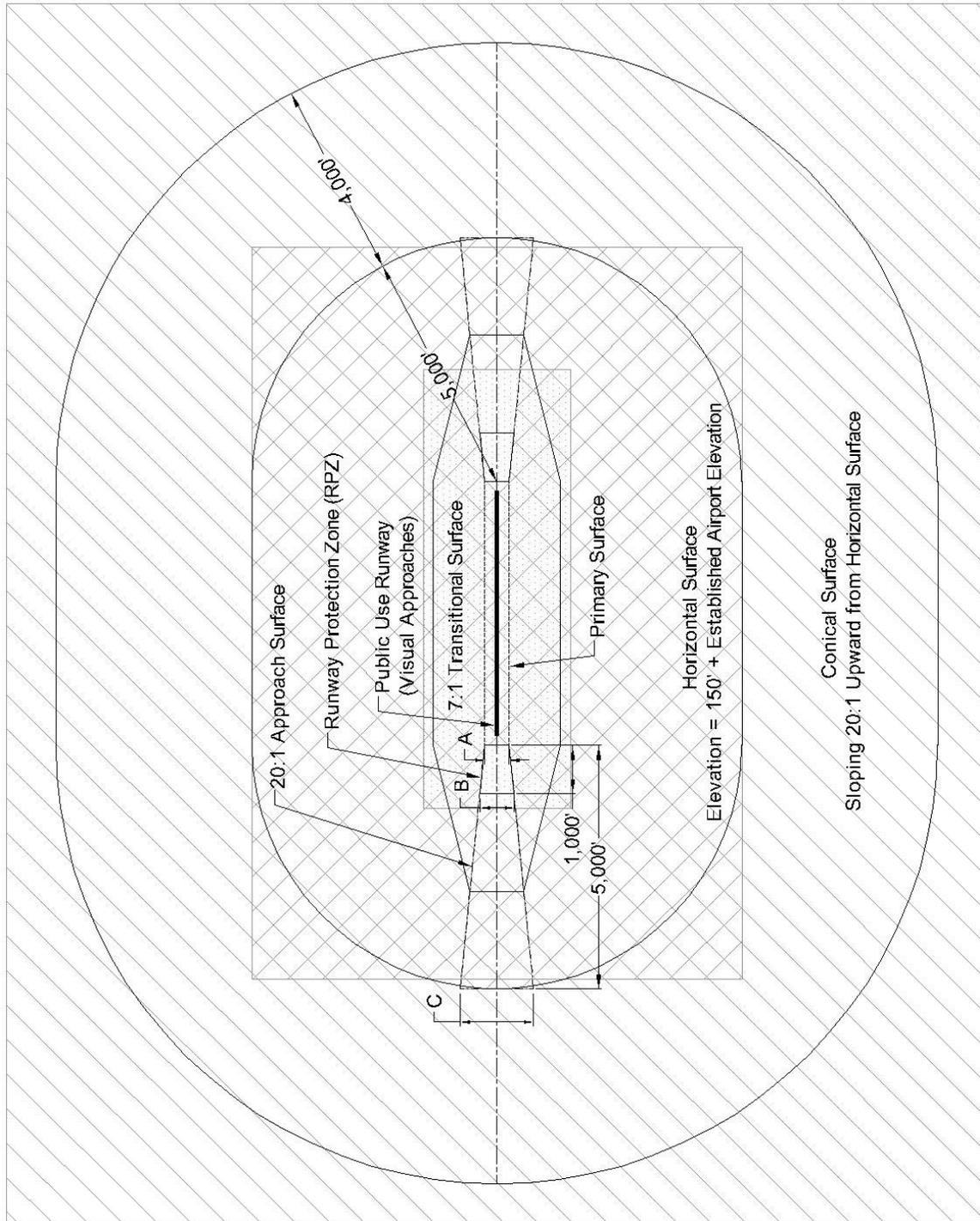
**c.2 Airport Direct Impact Area**

For this airport category, the Airport Direct Impact Area includes the property within 5,000 feet of an airport runway, excluding the lands within the runway protection zones and approach surfaces. As illustrated in **Table 7-1**, this area has moderate restrictions on the type of land uses allowed.

**c.3 Airport Secondary Impact Area**

The Airport Secondary Impact Area encompasses the property within 5,000 feet and 10,000 feet of an airport runway. As depicted in **Exhibit 7-3**, the dimensions of the surfaces vary depending upon the runway type and level of instrumentation. **Table 7-1** provides a broad summary of the compatible land uses for this area.

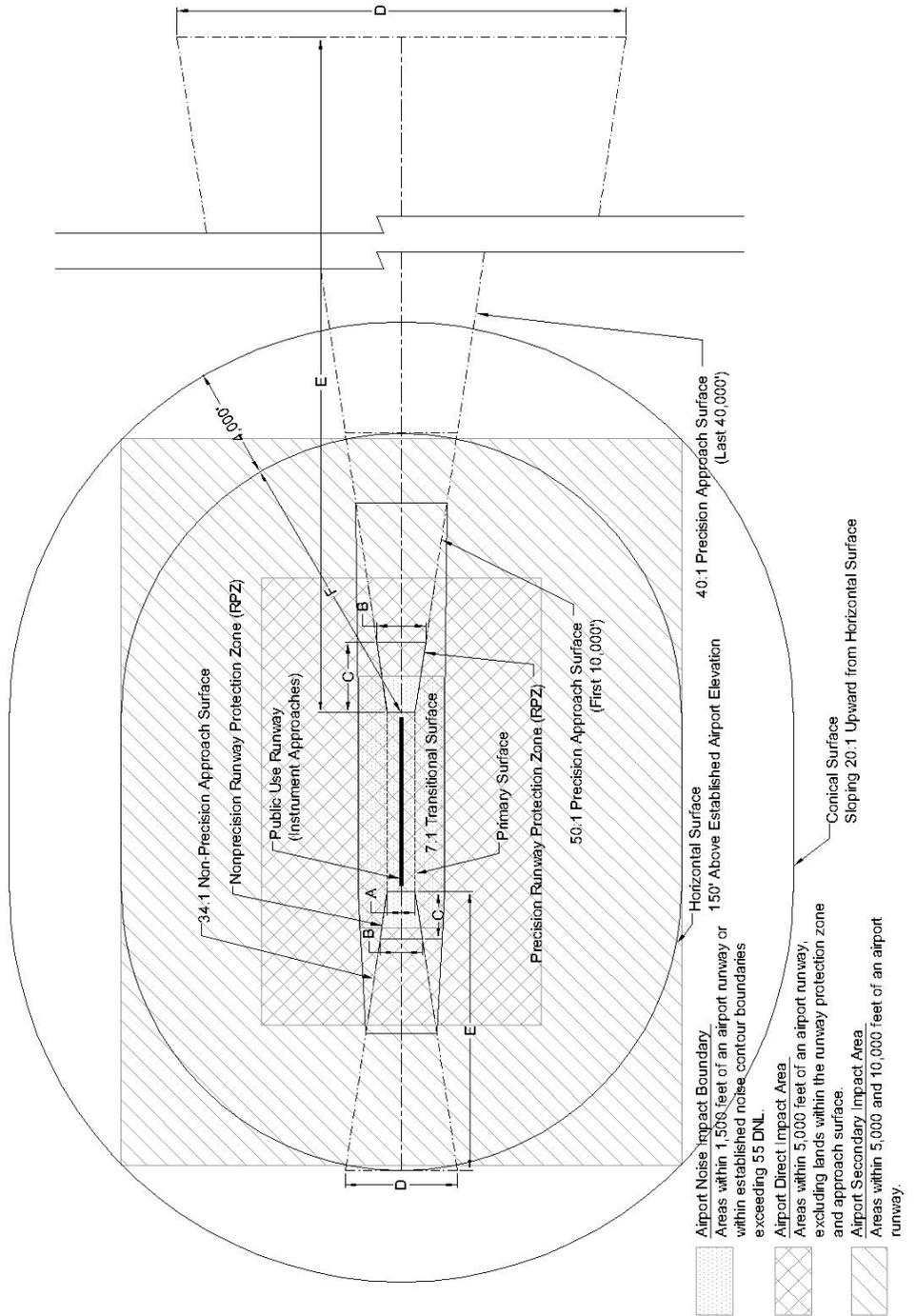
**Exhibit 7-2: Planning Template for Public Use Airport with Only Visual Approaches**



-  **Airport Noise Impact Boundary**  
Areas within 1,500 feet of an airport runway or within established noise contour boundaries exceeding 55 DNL.
-  **Airport Direct Impact Area**  
Areas within 5,000 feet of an airport runway, excluding lands within the runway protection zone and approach surface.
-  **Airport Secondary Impact Area**  
Areas within 5,000 and 10,000 feet of an airport runway.

| Dimension | Utility (Aircraft 12,500 lb. & Under) | Other than Utility |
|-----------|---------------------------------------|--------------------|
| A         | 250                                   | 450                |
| B         | 450                                   | 700                |
| C         | 1,250                                 | 1,500              |

### Exhibit 7-3: Planning Template for Public Use Airport with Instrument Approaches



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| Dimensional Information for Exhibit 7-3 |                                                                                                                                                |                    |
|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Dimension                               | Runway/Approach Type                                                                                                                           | Feet               |
| A                                       | Utility runways                                                                                                                                | 500 <sup>1</sup>   |
|                                         | Other than utility runways having nonprecision approaches with visibility minimums greater than ¾ statute mile                                 | 500                |
|                                         | Nonprecision instrument runways with visibility minimums at or below ¾ statute mile and for precision instrument runways                       | 1,000              |
| B                                       | Utility runways                                                                                                                                | 450                |
|                                         | Other than utility runways, Aircraft Approach Categories A & B, with visibility minimums greater than 1-mile                                   | 700                |
|                                         | Other than utility runways, Aircraft Approach Categories C & D, with visibility minimums greater than 1-mile                                   | 1,010              |
|                                         | Other than utility runways, with visibility minimums greater than ¾ mile and less than or equal to 1-mile                                      | 1,510              |
|                                         | Other than utility runways with visibility minimums lower than ¾ mile                                                                          | 1,750              |
| C                                       | Utility runways                                                                                                                                | 1,000              |
|                                         | Other than utility runways having nonprecision instrument approaches                                                                           | 1,700 <sup>2</sup> |
|                                         | Precision instrument runways                                                                                                                   | 2,500              |
| D                                       | Utility runways                                                                                                                                | 2,000              |
|                                         | Other than utility runways having a nonprecision instrument approach with visibility minimums greater than ¾ statute mile                      | 3,500              |
|                                         | Other than utility runways having a nonprecision instrument approach with visibility minimums at or below ¾ statute mile                       | 4,000              |
|                                         | Precision instrument runways                                                                                                                   | 16,000             |
| E                                       | Utility runways                                                                                                                                | 5,000              |
|                                         | Other than utility runways with nonprecision instrument approach (34:1 approach slope)                                                         | 10,000             |
|                                         | Other than utility runways with precision instrument approach (50:1 approach slope for first 10,000' and 40:1 approach slope for last 40,000') | 50,000             |
| F                                       | Utility Runways                                                                                                                                | 5,000              |
|                                         | Other than utility runways                                                                                                                     | 10,000             |

**Notes:**

<sup>1</sup> 250 feet for utility runways with visibility minimums greater than 1-mile

<sup>2</sup> 1,000 feet for other than utility runways, Aircraft Approach Categories A & B, with visibility minimums greater than 1-mile.

**Table 7-2: Existing Public Use Facilities**

All Privately Owned Private Use Airports with 3 or more based aircraft (December 1994) should use the PRIVATE Planning Template. See Appendix N for airports this classification applies to.

**Planning Template Key:**

Private = Private Use Airports

PUVA = Public Use Airports with Visual Approaches

PUIA = Public Use Airports with Instrument Approaches

**Airport Key:**

*Italics = privately owned*

**Bold = NPIAS**

\* = existing scheduled commercial air service resulting in a wide variety of aircraft that use these airports; airport-specific criteria for compatible land use planning should be used

| Airport                                      | City Owner            | Planning Template | Runway Number : Runway Length x Width | Surface Type |
|----------------------------------------------|-----------------------|-------------------|---------------------------------------|--------------|
| <b>Category 1</b>                            |                       |                   |                                       |              |
| <b>Eastern Oregon Regional at Pendleton*</b> | Pendleton             | PUIA              | 07-25: 6300 x 150                     | Asphalt      |
|                                              | City of Pendleton     |                   | 11-29: 5581 x 100                     | Asphalt      |
|                                              |                       |                   | 16-34: 4341 x 75                      | Asphalt      |
| <b>Eugene Mahlon Sweet Field*</b>            | Eugene                | PUIA              | 16-34: 8009 x 150                     | Asphalt      |
|                                              | City of Eugene        |                   | 03-21: 5228 x 150                     | Asphalt      |
| <b>Klamath Falls *</b>                       | Klamath Falls         | PUIA              | 14-32: 10301 x 150                    | Asphalt      |
|                                              | City of Klamath Falls |                   | 07-25: 5260 x 100                     | Asphalt      |
| <b>North Bend Municipal*</b>                 | North Bend            | PUIA              | 04-22: 5321 x 150                     | Asphalt      |
|                                              | City of North Bend    |                   | 13-31: 4586 x 150                     | Asphalt      |
|                                              |                       |                   | 16-34: 2320 x 150                     | Asphalt      |
| <b>Portland International*</b>               | Portland              | PUIA              | 10R-28L: 11000 X 150                  | Asphalt      |
|                                              | Port of Portland      |                   | 10L-28R: 8000 X 150                   | Asphalt      |
|                                              |                       |                   | 03-21: 7001 X 150                     | Asphalt      |
| <b>Roberts Field Redmond*</b>                | Redmond               | PUIA              | 04-22: 7040 x 150                     | Asphalt      |
|                                              | City of Redmond       |                   | 10-28: 7006 x 100                     | Asphalt      |
| <b>Rogue Valley International-Medford*</b>   | Medford               | PUIA              | 14-32: 8798 x 150                     | Asphalt      |
|                                              | Jackson County        |                   | 09-27: 3155 x 100                     | Asphalt      |
| <b>Category 2</b>                            |                       |                   |                                       |              |
| <b>Astoria Regional</b>                      | Astoria               | PUIA              | 08-26: 5796 x 100                     | Asphalt      |
|                                              | Port of Astoria       |                   | 13-31: 4996 x 100                     | Asphalt      |
| <b>Aurora State</b>                          | Aurora                | PUIA              | 17-35: 5004 x 100                     | Asphalt      |
|                                              | State of Oregon       |                   |                                       |              |

**Table 7-2 (Continued)**

| <b>Airport</b>                                       | <b>City Owner</b>                       | <b>Planning Template</b> | <b>Runway Number : Runway Length x Width</b> | <b>Surface Type</b> |
|------------------------------------------------------|-----------------------------------------|--------------------------|----------------------------------------------|---------------------|
| <b>Category 2 - Continued</b>                        |                                         |                          |                                              |                     |
| <b>Bend Municipal</b>                                | Bend                                    | PUIA                     | 16-34: 5005 x 75                             | Asphalt             |
|                                                      | City of Bend                            |                          |                                              |                     |
| <b>Corvallis Municipal</b>                           | Corvallis                               | PUIA                     | 17-35: 5900 x 150                            | Asphalt             |
|                                                      | City of Corvallis                       |                          | 09-27: 3345 x 75                             | Asphalt             |
| <b>Hillsboro (Portland)</b>                          | Hillsboro                               | PUIA                     | 12-30: 6600 x 150                            | Asphalt             |
|                                                      | Port of Portland                        |                          | 02-20: 4049 x 100                            | Asphalt             |
| <b>McMinnville Municipal</b>                         | McMinnville                             | PUIA                     | 04-22: 5420 x 150                            | Asphalt             |
|                                                      | City of McMinnville                     |                          | 17-35: 4676 x 150                            | Asphalt             |
| <b>Portland Heliport</b>                             | Portland                                | PUVA                     | 80 x 80                                      | Concrete            |
|                                                      | City of Portland                        |                          |                                              |                     |
| <b>Roseburg Regional</b>                             | Roseburg                                | PUVA                     | 16-34: 4602 x 100                            | Asphalt             |
|                                                      | City of Roseburg                        |                          |                                              |                     |
| <b>Salem McNary Field</b>                            | Salem                                   | PUIA                     | 13-31: 5811 x 150                            | Asphalt             |
|                                                      | City of Salem                           |                          | 16-34: 5145 x 140                            | Asphalt             |
| <b>Scappoose Industrial Airpark</b>                  | Scappoose                               | PUIA                     | 15-33: 5100 x 150                            | Asphalt             |
|                                                      | Port of St. Helens                      |                          |                                              |                     |
| <b>Troutdale (Portland)</b>                          | Troutdale                               | PUVA                     | 07-25: 5399 x 150                            | Asphalt             |
|                                                      | Port of Portland                        |                          |                                              |                     |
| <b>Category 3</b>                                    |                                         |                          |                                              |                     |
| <b>Baker City Municipal</b>                          | Baker City                              | PUIA                     | 12-30: 5095 x 100                            | Asphalt             |
|                                                      | City of Baker City                      |                          | 16-34: 4359 x 75                             | Asphalt             |
|                                                      |                                         |                          | 08-26: 3999 x 140                            | Asphalt             |
| <b>Burns Municipal</b>                               | Burns                                   | PUIA                     | 12-30: 5100 x 75                             | Asphalt             |
|                                                      | City of Burns                           |                          | 03-21: 4500 x 60                             | Concrete            |
| <b>Columbia Gorge Regional/ The Dalles Municipal</b> | The Dalles                              | PUVA                     | 12-30: 5097 x 150                            | Asphalt             |
|                                                      | City of The Dalles/Klickitat County, WA |                          | 07-25: 4647 x 150                            | Asphalt             |
|                                                      |                                         |                          | 02-20: 4401 x 150                            | Asphalt             |
| <b>Grant County Regional/ Ogilvie Field</b>          | John Day                                | PUVA                     | 17-35: 4500 x 60                             | Asphalt             |
|                                                      | Grant County                            |                          | 09-27: 3436 x 60                             | Asphalt             |
| <b>La Grande/ Union County</b>                       | La Grande                               | PUIA                     | 12-30: 5600 x 100                            | Asphalt             |
|                                                      | Union County                            |                          | 16-34: 3874 x 60                             | Asphalt             |
| <b>Lake County</b>                                   | Lakeview                                | PUIA                     | 16-34: 5306 x 100                            | Asphalt             |
|                                                      | Lake County                             |                          |                                              |                     |
| <b>Ontario Municipal</b>                             | Ontario                                 | PUIA                     | 14-32: 4529 x 100                            | Asphalt             |
|                                                      | City of Ontario                         |                          |                                              |                     |

| <b>Table 7-2 (Continued)</b>      |                                     |                          |                                              |                     |
|-----------------------------------|-------------------------------------|--------------------------|----------------------------------------------|---------------------|
| <b>Airport</b>                    | <b>City Owner</b>                   | <b>Planning Template</b> | <b>Runway Number : Runway Length x Width</b> | <b>Surface Type</b> |
| <b>Category 4</b>                 |                                     |                          |                                              |                     |
| <b>Albany Municipal</b>           | Albany                              | PUVA                     | 16-34: 3004 x 75                             | Asphalt             |
|                                   | City of Albany                      |                          |                                              |                     |
| <b>Ashland Municipal</b>          | Ashland                             | PUVA                     | 12-30: 3603 x 75                             | Asphalt             |
|                                   | City of Ashland                     |                          |                                              |                     |
| <b>Bandon State</b>               | Bandon                              | PUVA                     | 16-34: 3600 x 60                             | Asphalt             |
|                                   | State of Oregon                     |                          |                                              |                     |
| <b>Brookings</b>                  | Brookings                           | PUVA                     | 12-30: 2900 x 60                             | Asphalt             |
|                                   | Curry County                        |                          |                                              |                     |
| <i>Chehalem Airpark</i>           | Newberg                             | PUVA                     | 07-25: 2285 x 40                             | Asphalt             |
|                                   | Private                             |                          |                                              |                     |
| <b>Chiloquin State</b>            | Chiloquin                           | PUVA                     | 17-35: 3735 x 60                             | Asphalt             |
|                                   | State of Oregon                     |                          |                                              |                     |
| <b>Condon State-Pauling Field</b> | Condon                              | PUVA                     | 07-25: 3500 x 60                             | Concrete            |
|                                   | State of Oregon                     |                          |                                              |                     |
| <b>Cottage Grove State</b>        | Cottage Grove                       | PUVA                     | 15-33: 3200 x 60                             | Asphalt             |
|                                   | State of Oregon                     |                          |                                              |                     |
| <i>Country Squire Airpark</i>     | Sandy                               | PUVA                     | 07-25: 3095 x 32                             | Asphalt             |
|                                   | Private                             |                          |                                              |                     |
| <b>Creswell Hobby Field</b>       | Creswell                            | PUVA                     | 15-33: 3100 x 60                             | Asphalt             |
|                                   | City of Creswell                    |                          |                                              |                     |
| Enterprise Municipal              | Enterprise                          | PUVA                     | 12-30: 2850 x 50                             | Asphalt             |
|                                   | City of Enterprise                  |                          |                                              |                     |
| <b>Florence</b>                   | Florence                            | PUVA                     | 15-33: 3000 x 60                             | Asphalt             |
|                                   | City of Florence                    |                          |                                              |                     |
| <b>Gold Beach Municipal</b>       | Gold Beach                          | PUVA                     | 16-34: 3200 x 75                             | Asphalt             |
|                                   | Port of Gold Beach                  |                          |                                              |                     |
| <b>Grants Pass</b>                | Grants Pass                         | PUVA                     | 12-30: 3999 x 75                             | Asphalt             |
|                                   | Josephine County                    |                          |                                              |                     |
| <b>Hermiston Municipal</b>        | Hermiston                           | PUVA                     | 04-22: 4500 x 75                             | Asphalt             |
|                                   | City of Hermiston                   |                          |                                              |                     |
| <b>Illinois Valley</b>            | Cave Junction                       | PUVA                     | 18-36: 5200 x 75                             | Asphalt             |
|                                   | Josephine County                    |                          |                                              |                     |
| <b>Independence State</b>         | Independence                        | PUVA                     | 16-34: 3000 x 60                             | Asphalt             |
|                                   | State of Oregon                     |                          |                                              |                     |
| <b>Joseph State</b>               | Joseph                              | PUVA                     | 15-33: 5200 x 60                             | Asphalt             |
|                                   | State of Oregon                     |                          |                                              |                     |
| <b>Ken Jernstedt Airfield</b>     | Hood River                          | PUVA                     | 07-25: 3040 x 75                             | Asphalt             |
|                                   | Port of Hood River                  |                          |                                              |                     |
| <b>Lebanon State</b>              | Lebanon                             | PUVA                     | 16-34: 2877 x 50                             | Asphalt             |
|                                   | State of Oregon                     |                          |                                              |                     |
| <i>Lenhardt Airpark</i>           | Hubbard                             | PUVA                     | 02-20: 3200 x 45                             | Asphalt             |
|                                   | Private                             |                          |                                              |                     |
| <b>Lexington</b>                  | Lexington                           | PUVA                     | 08-26: 4150 x 75                             | Asphalt             |
|                                   | Morrow County                       |                          |                                              |                     |
| <b>Madras City-County</b>         | Madras                              | PUVA                     | 16-34: 5100 x 75                             | Asphalt             |
|                                   | City of Madras/<br>Jefferson County |                          | 03-21: 2700 x 50                             | Asphalt             |
| <b>Mulino (Portland)</b>          | Mulino                              | PUVA                     | 14-32: 3600 x 100                            | Asphalt             |
|                                   | Port of Portland                    |                          |                                              |                     |
| <b>Myrtle Creek Municipal</b>     | Myrtle Creek                        | PUVA                     | 03-21: 2600 x 50                             | Asphalt             |
|                                   | City of Myrtle Creek                |                          |                                              |                     |
| <b>Newport Municipal</b>          | Newport                             | PUVA                     | 16-34: 5698 x 150                            | Asphalt             |
|                                   | City of Newport                     |                          | 02-20: 3001 x 75                             | Asphalt             |
| <b>Prineville</b>                 | Prineville                          | PUVA                     | 10-28: 5000 x 60                             | Asphalt             |
|                                   | Crook County/City of Prineville     |                          | 15-33: 4000 x 40                             | Asphalt             |

**Table 7-2 (Continued)**

| <b>Airport</b>                   | <b>City Owner</b>                 | <b>Planning Template</b> | <b>Runway Number : Runway Length x Width</b> | <b>Surface Type</b> |
|----------------------------------|-----------------------------------|--------------------------|----------------------------------------------|---------------------|
| <b>Category 4 - Continued</b>    |                                   |                          |                                              |                     |
| <b>Seaside Municipal</b>         | Seaside                           | PUVA                     | 16-34: 2360 x 50                             | Asphalt             |
|                                  | City of Seaside                   |                          |                                              |                     |
| <b>Siletz Bay State</b>          | Gleneden Beach                    | PUVA                     | 17-35: 3300 x 60                             | Asphalt             |
|                                  | State of Oregon                   |                          |                                              |                     |
| <i>Sisters Eagle Air</i>         | Sisters                           | PUVA                     | 02-20: 3550 x 30                             | Asphalt             |
|                                  | Private                           |                          |                                              |                     |
| <i>Sportsman Airpark</i>         | Newberg                           | PUVA                     | 17-35: 2745 x 50                             | Asphalt             |
|                                  | Private                           |                          |                                              |                     |
| <i>Stark's Twin Oaks Airpark</i> | Hillsboro                         | PUVA                     | 02-20: 2465 x 48                             | Asphalt             |
|                                  | Private                           |                          |                                              |                     |
| <b>Sunriver</b>                  | Sunriver                          | PUVA                     | 18-36: 5455 x 70                             | Asphalt             |
|                                  | Private                           |                          |                                              |                     |
| <b>Tillamook</b>                 | Tillamook                         | PUVA                     | 13-31: 4990 x 100                            | Asphalt             |
|                                  | Port of Tillamook Bay             |                          | 01-19: 2900 x 75                             | Asphalt             |
| <i>Valley View</i>               | Estacada                          | PUVA                     | 16-34: 3780 x 32                             | Asphalt             |
|                                  | Private                           |                          |                                              |                     |
| <b>Category 5</b>                |                                   |                          |                                              |                     |
| Alkali Lake State                | Alkali Lake                       | PUVA                     | 18-36: 6100 x 150                            | Gravel              |
|                                  | State of Oregon                   |                          |                                              |                     |
| Arlington Municipal              | Arlington                         | PUVA                     | 06-24: 5000 x 100                            | Turf-Gravel         |
|                                  | City of Arlington                 |                          |                                              |                     |
| Beaver Marsh                     | Beaver Marsh                      | PUVA                     | 18-36: 4500 x 60                             | Dirt                |
|                                  | Private                           |                          |                                              |                     |
| <b>Boardman</b>                  | Boardman                          | PUVA                     | 04-22: 4200 x 150                            | Asphalt             |
|                                  | Port of Morrow                    |                          |                                              |                     |
| Cape Blanco State                | Denmark                           | PUVA                     | 14-32: 5100 x 150                            | Asphalt             |
|                                  | State of Oregon                   |                          |                                              |                     |
| Cascade Locks State              | Cascade Locks                     | PUVA                     | 06-24: 1800 x 30                             | Asphalt             |
|                                  | State of Oregon                   |                          |                                              |                     |
| <b>Christmas Valley</b>          | Christmas Valley                  | PUVA                     | 07-25: 5200 x 60                             | Asphalt             |
|                                  | Christmas Valley Parks/Rec. Dist. |                          |                                              |                     |
| Crescent Lake State              | Crescent Lake                     | PUVA                     | 13-31: 3900 x 30                             | Asphalt             |
|                                  | State of Oregon                   |                          |                                              |                     |
| <i>Davis</i>                     | Gates                             | PUVA                     | 07-25: 1940 x 50                             | Turf                |
|                                  | Private                           |                          |                                              |                     |
| <i>George Felt</i>               | Roseburg                          | PUVA                     | 10-28: 2300 x 100                            | Turf                |
|                                  | Private                           |                          |                                              |                     |
| Lake Billy Chinook               | Culver                            | PUVA                     | 16-34: 5000 x 80                             | Dirt                |
|                                  | Private                           |                          |                                              |                     |
| Lake Woahink SPB                 | Florence                          | PUVA                     | N/A                                          | Water               |
|                                  | Private                           |                          |                                              |                     |
| Lakeside State                   | Lakeside                          | PUVA                     | 15-33: 2150 x 100                            | Turf                |
|                                  | State of Oregon                   |                          |                                              |                     |
| Malin                            | Malin                             | PUVA                     | 14-32: 2800 x 30                             | Asphalt-Gravel      |
|                                  | City of Malin                     |                          |                                              |                     |
| <b>McDermitt State</b>           | McDermitt                         | PUVA                     | 16-34: 5900 x 60                             | Asphalt             |
|                                  | State of Oregon                   |                          |                                              |                     |
| McKenzie Bridge State            | McKenzie Bridge                   | PUVA                     | 06-24: 2600 x 90                             | Turf                |
|                                  | State of Oregon                   |                          |                                              |                     |
| Memaloose USFS                   | Imnaha                            | PUVA                     | 17-35: 2900 x 120                            | Dirt                |
|                                  | USFS                              |                          |                                              |                     |
| Miller Memorial Airpark          | Vale                              | PUVA                     | 18-36: 3872 x 65                             | Gravel              |
|                                  | City of Vale                      |                          | 10-28: 2200 x 40                             | Gravel              |

| Table 7-2 (Continued)         |                        |                   |                                       |              |
|-------------------------------|------------------------|-------------------|---------------------------------------|--------------|
| Airport                       | City Owner             | Planning Template | Runway Number : Runway Length x Width | Surface Type |
| <b>Category 5 - Continued</b> |                        |                   |                                       |              |
| Monument Municipal            | Monument               | PUVA              | 14-32: 2140 x 29                      | Gravel-Turf  |
|                               | City of Monument       |                   |                                       |              |
| Nehalem Bay State             | Manzanita              | PUVA              | 15-33: 2350 x 50                      | Asphalt      |
|                               | State of Oregon        |                   |                                       |              |
| Oakridge State                | Oakridge               | PUVA              | 09-27: 3610 x 47                      | Asphalt      |
|                               | State of Oregon        |                   |                                       |              |
| Owyhee Reservoir State        | Owyhee                 | PUVA              | 13-31: 1840 x 30                      | Dirt         |
|                               | State of Oregon        |                   |                                       |              |
| Pacific City State            | Pacific City           | PUVA              | 14-32: 1875 x 30                      | Asphalt      |
|                               | State of Oregon        |                   |                                       |              |
| Paisley                       | Paisley                | PUVA              | 13-31: 4300 x 60                      | Asphalt      |
|                               | Lake County            |                   |                                       |              |
| Pinehurst State               | Pinehurst              | PUVA              | 04-22: 2800 x 30                      | Asphalt      |
|                               | State of Oregon        |                   |                                       |              |
| Powers                        | Powers                 | PUVA              | 13-31: 2500 x 60                      | Turf         |
|                               | Port of Coquille River |                   |                                       |              |
| Prospect State                | Prospect               | PUVA              | 02-20: 4000 x 50                      | Asphalt      |
|                               | State of Oregon        |                   |                                       |              |
| Rome State                    | Rome                   | PUVA              | 03-21: 6000 x 150                     | Asphalt      |
|                               | State of Oregon        |                   |                                       |              |
| Sandy River                   | Sandy                  | PUVA              | 08-26: 2115 x 100                     | Turf         |
|                               | Private                |                   |                                       |              |
| Santiam Junction State        | Santiam Junction       | PUVA              | 06-24: 2800 x 150                     | Gravel       |
|                               | State of Oregon        |                   |                                       |              |
| Silver Lake USFS              | Silver Lake            | PUVA              | 03-21: 3000 x 55                      | Gravel       |
|                               | USFS                   |                   |                                       |              |
| Skyport                       | Cornelius              | PUVA              | 16-34: 2000 x 60                      | Turf-Gravel  |
|                               | Private                |                   |                                       |              |
| Toketee State                 | Clearwater             | PUVA              | 11-29: 5350 x 60                      | Dirt         |
|                               | State of Oregon        |                   |                                       |              |
| Toledo State                  | Toledo                 | PUVA              | 13-31: 1750 x 40                      | Asphalt      |
|                               | State of Oregon        |                   |                                       |              |
| Vernonia Airfield             | Vernonia               | PUVA              | 09-27: 2940 x 45                      | Turf         |
|                               | City of Vernonia       |                   |                                       |              |
| Wakonda Beach State           | Waldport               | PUVA              | 16-34: 2000 x 50                      | Turf         |
|                               | State of Oregon        |                   |                                       |              |
| Wasco State                   | Wasco                  | PUVA              | 07-25: 3450 x 60                      | Asphalt      |
|                               | State of Oregon        |                   |                                       |              |

**7.1d. Summary of Planning Templates**

The three planning templates illustrate the appropriate safety zones for the various airport categories. **Table 7-2** suggests the template that is currently best suited for each of the Oregon airports. As activity increases or approaches change, applicable planning standards will vary accordingly. As previously discussed, different criteria determine land use compatibility within each safety zone and noise contour. **Exhibit 3-4** depicts the compatibility of different land uses within the various FAA Safety Zones and the FAR Part 77 surfaces. **Exhibit 3-6** depicts the FAA's acceptable land uses with various DNL noise levels. These standards should be used to identify existing incompatibilities and to identify areas that should be protected from future development.

→ *Table 7-2 provides recommendations for planning template usage.*

It is also important to understand the basic difference between an airport with visual approaches versus an airport with instrument approaches. Aircraft often fly in clouds and navigate by electronic equipment. So, weather, and when a pilot is able to see the airport, can become crucial factors in determining access by air to an airport. A visual approach means an aircraft must be able to actually see and land at the airport in visual meteorological conditions (VMC). A visual approach may not be a straight-in approach to a specific runway end. An airport with instrument approaches may have (and need) straight-in approaches that allow an aircraft to descend to a lower altitude while still in the clouds before determining if it is able to land. In this case, the zoning restrictions must be more stringent. Because all-weather landing capability may be of great importance to future business travelers and cargo shippers, it may be very important to consider the possibility of eventually developing instrument landing capability at your airport even though it presently seems unnecessary.

## 7.2 Troubleshooting Matrix

In those instances where land use incompatibilities currently exist, a "troubleshooting" matrix has been developed. This matrix cites specific "problem" areas and identifies example actions that can be considered to address certain land use or development issues. As shown in **Table 7-3**, specific situations are identified that represent possible conflicts with either safety or noise-related guidelines. Depending on whether the potential impact relates to noise or safety, different actions are available to address the incompatibility. Further, strategies identified in this matrix represent both preventive and correction actions. This exhibit also references the location in the Guidebook where more detailed information on specific strategies and/or safety and noise related planning criteria are available. Specific examples from the various Appendices can be adopted to achieve certain preventive measures or corrective actions as noted.

The Guidebook provides information for each community to use to examine their airport's compatibility with the surrounding environs. It is the responsibility of each local community to actually determine and identify where existing incompatible land uses have developed in the airport environs, and to determine what strategies are most appropriate to prevent further encroachment and to correct existing encroachment.

| <b>Table 7-3: Land Use Troubleshooting Matrix</b> |                         |                            |                                                    |                            |                           |
|---------------------------------------------------|-------------------------|----------------------------|----------------------------------------------------|----------------------------|---------------------------|
| <b>Land Use</b>                                   | <b>Potential Impact</b> | <b>Chapter 3 Reference</b> | <b>Example Actions Available</b>                   | <b>Chapter 6 Reference</b> | <b>Appendix Reference</b> |
| Existing Residential Development                  | Noise Concern           | Page 3-13                  | Soundproofing Noise Easement                       | Page 6-10                  | J, I (Example 1)          |
|                                                   | Safety Concern          | Pages 3-1 & 3-11           | Fee Simple Acquisition                             | Page 6-5                   | N/A                       |
| Proposed Residential Development                  | Noise Concern           | Page 3-13                  | Hold Harmless Agreement/ Fair Disclosure Statement | NA                         | I (Example 3 & Example 4) |
|                                                   | Safety Concern          | Pages 3-1 & 3-11           | Comprehensive Plan                                 | Page 6-3                   | N/A                       |
| Landfills                                         | Safety Concern          | Pages 3-1 & 3-12           | Airport Overlay Zoning                             | Page 6-4                   | D, E, F                   |
| School, Hospital, and Church Development          | Noise Concern           | Page 3-13 & 3-18           | Soundproofing Noise Easement                       | Page 6-10                  | J, I (Example 1)          |
|                                                   | Safety Concern          | Pages 3-11                 | Airport Overlay Zoning                             | Page 6-4                   | D, E, F                   |
| Radio / Television Tower                          | Safety Concern          | Page 3-12                  | Avigation & Hazard Easement                        | Page 6-6                   | I (Example 4)             |
|                                                   |                         |                            | Height Limitation Zoning                           | Page 6-4                   | N/A                       |
| Factory Smoke                                     | Safety Concern          | Page 3-12                  | Avigation & Hazard Easement                        | Page 6-6                   | I (Example 2)             |
|                                                   |                         |                            | Airport Overlay Zoning                             | Page 6-4                   | D, E, F                   |
| Golf Courses                                      | Safety Concern          | Page 3-11 & 3-12           | Avigation & Hazard Easement                        | Page 6-6                   | I (Example 2)             |
|                                                   |                         |                            | Airport Overlay Zoning                             | Page 6-4                   | D, E, F                   |
| Auditoriums/ Outdoor Theaters                     | Safety Concern          | Page 3-11                  | Airport Overlay Zoning                             | Page 6-4                   | D, E, F                   |
| Power Lines                                       | Safety Concern          | Page 3-12                  | Avigation & Hazard Easement                        | Page 6-6                   | I (Example 2)             |
|                                                   |                         |                            | Height Limitation Ordinance                        | Page 6-4                   | N/A                       |
| Agricultural Activities                           | Safety Concern          | Pages 3-11 & 3-12          | Avigation & Hazard Easement                        | Page 6-6                   | I (Example 2)             |
| Water Impoundments                                | Safety Concern          | Pages 3-11 & 3-12          | Avigation & Hazard Easement                        | Page 6-6                   | I (Example 2)             |

### 7.3 Agency Contacts

There are a multitude of state and federal agencies that have various interests in compatible land use planning related to airports. As you work to plan for compatible land uses around your airport, questions may arise that can only be answered by these various agencies. This guide suggests that you begin your search for answers with the Oregon Department of Aviation (ODA). The Aviation Department webpage has a staff roster with telephone extensions to help you reach the right person. If you have a more general transportation question, the best place to start would be your ODOT regional representative. The ODOT webpage lists representatives by region and includes a map of region boundaries. For questions related to comprehensive planning, contact your DLCD field representative. They are listed on the DLCD web page. For questions about federal rules and regulations, start with the FAA website. Website addresses and general information phone numbers are listed below to get you started.

#### **Oregon Department of Aviation**

<http://www.aviation.state.or.us/>  
3040 25th St. SE  
Salem, OR 97302-1125  
Phone: (503) 378-4880  
Fax: (503) 373-1688  
Toll Free: (800) 874-0102

#### **Oregon Department of Transportation**

<http://www.odot.state.or.us/>  
355 Capitol St. NE  
Salem, OR 97301-3871  
(888) ASK-ODOT

##### ***Region 1***

123 NW Flanders Street  
Portland, OR 97209-4037  
Phone: (503) 731-8200  
Fax: (503) 731-8259  
[www.odot.state.or.us/region1/](http://www.odot.state.or.us/region1/)

##### ***Region 2***

455 Airport Road SE, Building B  
Salem, OR 97301-5395  
Phone: (503) 986-2600  
Fax: (503) 986-2840  
[www.odot.state.or.us/region2/](http://www.odot.state.or.us/region2/)

##### ***Region 3***

3500 NW Stewart Parkway  
Roseburg, OR 97470  
Phone: (541) 957-3500  
Fax: (541) 957-3547  
[www.odot.state.or.us/region3/](http://www.odot.state.or.us/region3/)

**Region 4**

63034 O.B. Riley Road  
 Bend, OR 97701  
 Phone: (541) 388-6032  
 Fax: (541) 385-0476  
[www.odot.state.or.us/region4/](http://www.odot.state.or.us/region4/)

**Region 5**

3012 Island Avenue  
 La Grande, OR 97701  
 Phone: (541) 388-0632  
 Fax: (541) 963-9079  
[www.odot.state.or.us/region5/](http://www.odot.state.or.us/region5/)

**Transportation Development Division**

Administration  
 Mill Creek Office Park  
 555 13th Street NE, Suite 2  
 Salem, OR 97301-4178  
 Phone: (503) 986-3420  
 Fax: (503) 986-4173

**Planning Section, Planning Group, Access Management Unit, and  
 Transportation Planning Analysis Unit**

Mill Creek Office Park  
 555 13th Street NE, Suite 2  
 Salem, OR 97301-4178  
 Phone: (503) 986-4121  
 Fax: (503) 986-4174

**Oregon Department of Land Conservation and Development (DLCD)**

**DLCD - Salem Office**

635 Capitol St. NE, Suite 150  
 Salem, OR 97301-2540  
 Phone: (503) 373-0050  
 Fax: (503) 378-5518  
 TTY: Oregon Relay Services,  
 1-800-735-2900

**DLCD – Portland Office**

800 NE Oregon Street, #18, Suite 1145  
 Portland, OR 97232  
 Phone: (503) 731-4065  
 Fax: (503) 731-4068

**DLCD – Community Solutions Office**

155 Cottage St. NE  
 Salem, OR 97301  
 Phone: (503) 378-6892 x 31

**DLCD – ODOT Office**

123 NW Flanders  
 Portland, OR 97209-4037  
 Phone: (503) 731-8356  
 Fax: (503) 731-3266

***DLCD – Central Point***

155 N. First St.  
 Central Point, OR 97502  
 Phone: (541) 858-3152  
 Fax: (541) 858-3142

***DLCD - Bend***

Empire Corporate Park  
 20300 Empire Ave. Suite 1  
 Bend, OR 97701  
 Phone: (541) 388-6157  
 Fax: (541) 388-6480

***DLCD – Oregon Coast***

Coastal Field Office, Suite B  
 365 Port Street  
 Waldport, OR 97394  
 Phone: (541) 563-2056  
 Fax: (541) 563-4022

**Federal Aviation Administration**

***FAA Home Page***

<http://www.faa.gov/>

***Community and Environmental Needs Division***

<http://www.faa.gov/arp/600home.cfm>

***Advisory Circulars***

<http://www.faa.gov/arp/150acs.cfm?ARNav=acs>

***Seattle Airports District Office***

Serving Idaho, Oregon & Washington  
 1601 Lind Avenue, S.W., Suite 250  
 Renton, WA 98055-4056  
 Phone: (452) 227-2650  
 Fax: (452) 227-1650

***Portland Flight Standards District Office***

1800 N.E. 25<sup>th</sup> Avenue – Suite 15  
 Hillsboro, OR 97124  
 Phone: (503) 681-5500  
 Fax: (503) 681-5555

***Northwest Mountain Region Headquarters***

1601 Lind Avenue, S.W., Suite 250  
 Renton, Washington 98055-4056

*All of the following have the address listed above:*

***Office of the Regional Administrator***

Routing Symbol: ANM-1  
 Phone: (452) 227-2001  
 Fax: (452) 227-1006

**Flight Standards Division**

Routing Symbol: ANM-200  
 Phone: (452) 227-2200  
 Fax: (452) 227-1200

**Airway Facilities Division**

Routing Symbol: ANM-400  
 Phone: (452) 227-2400  
 Fax: (452) 227-1400

**Air Traffic Division**

Routing Symbol: ANM-500  
 Phone: (452) 227-2500  
 Fax: (452) 227-1500

**Airports Division**

Routing Symbol: ANM-600  
 Phone: (452) 227-2600  
 Fax: (452) 227-1600

**Civil Aviation Security Division**

Routing Symbol: ANM-700  
 Phone: (452) 227-2700  
 Fax: (452) 227-1700

**Military Representatives**

Routing Symbol: ANM-900  
 Phone: (452) 227-2947  
 Fax: (452) 227-1114

**7.4 Summary**

This document provides a significant amount of information related to land use planning in the airport environs. Implementation of the Guidelines must be accomplished on the local level. Information that has been provided in the Guidelines includes:

- Roles of various agencies and individuals in land use planning process
- Safety impacts including FAA safety zones and FAR Part 77
- Noise impacts
- Land development controls
- Noise mitigation measures

→ *Implementation of the elements contained in the Guidebook must be accomplished at the local level.*

Because of the large area affected by the operation of an airport, no single policy or regulation will ensure that all adjacent land uses will be compatible with the airport. The variety of strategies discussed in these guidelines is presented with the intent to help achieve the highest level of compatible land use in airport environs determined to be realistic for each community. Airports in Oregon serve not only their respective urban areas, but also their respective agricultural and recreational areas. The airport sponsor should make all other jurisdictions aware of the benefits they gain from the availability of the airport. If the airport affects several jurisdictions, the cooperation of all of the jurisdictions is necessary to achieve long-term compatible land use.

✈ *Each airport and its community must select unique tools and techniques to address their specific land use issues.*

The land use planning requirements for each airport are different, as is the need to implement all or portions of these guidelines. Information provided in these Guidelines is meant to identify the issues, discuss a range of strategies to promote land use compatibility, and provide examples of ordinances that can be modified to fit local needs. As defined by Oregon state statutes, the responsibility for implementing appropriate portions of these guidelines rests with each local jurisdiction that falls within the airport operating environs.

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