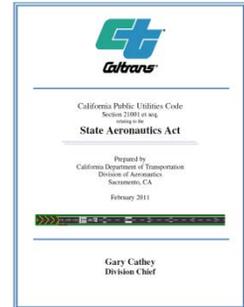


Airport Land Use Compatibility Planning Overview

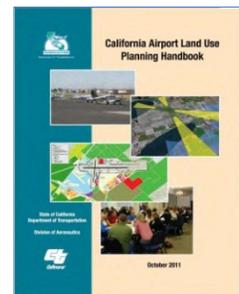
STATE AIRPORT LAND USE COMMISSION LAW

- Statutory Requirement
 - With limited exceptions, an Airport Land Use Commission (ALUC) is required in every county
 - Three ALUC formats
 - ALUC (Single-purpose Entity)
 - Designated Body (e.g., Planning Commission, COG Board)
 - Designated Agency (Alternative Process)
- ALUC Purpose
 - “to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.” (Public Utilities Code Section 21670(a)(2))
- ALUC Powers and Duties
 - Coordinate airport land use compatibility planning efforts at the state, regional and local levels (PUC Section 21674)
 - Prepare and adopt an ALUCP for each public-use and military airport in its jurisdiction (PUC Section 21675)
 - Review plans, regulations and other actions of local agencies and airport operators (PUC Section 21676)
- ALUC Limitations (PUC Section 21674)
 - No authority to implement the land use measures it adopts
 - No authority over existing land uses
 - No authority over airport development or operation



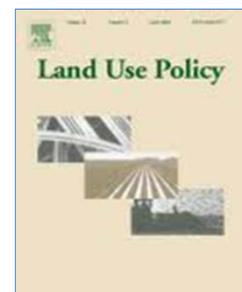
AIRPORT LAND USE COMPATIBILITY PLANS (ALUCPs)

- Function of an ALUCP
 - To promote compatibility between the airport and surrounding uses
 - To establish land use measures, restrictions and standards to be adopted by local jurisdictions
- ALUCP Requirement
 - Must “rely” upon the guidance provided in the *California Airport Land Use Planning Handbook* (PUC 21670.1) available at: <http://www.dot.ca.gov/hq/planning/aeronaut/>
 - Must establish the planning boundary of the ALUCP (i.e., airport influence area) only after hearing and consultation with the involved agencies (PUC Section 21675)
 - Must be based upon an adopted Airport Master Plan (AMP) or Airport Layout Plan (ALP) drawing accepted by the Caltrans Division of Aeronautics (PUC Section 21675)
 - Must have a time horizon of at least 20 years (PUC Section 21675)



RESPONSIBILITIES OF LOCAL JURISDICTIONS

- Attain General Plan and Specific Plan consistency with the ALUCP (Government Code Section 65302.3)
- Refer certain types of land use actions to the ALUC for review until such time general plan consistency is attained



Airport Land Use Compatibility Planning Overview

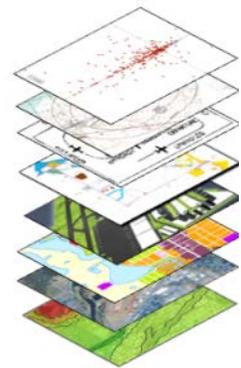
RESPONSIBILITIES OF LOCAL JURISDICTIONS (CONTINUED)

- Alternatively, local agencies can take the following steps to overrule the ALUC (PUC Section 21676):
 - Overrule the ALUC by 2/3 vote of the governing body
 - Make specific findings that the proposed action is consistent with the purposes of ALUC law
 - Provide ALUC and Caltrans Division of Aeronautics with a copy of the proposed decision and findings at least 45 days prior to overruling the commission
 - Incorporate any comments provided from the ALUC and Caltrans Division of Aeronautics into the public record of the final decision to overrule the ALUC
- Overruling the ALUC removes liability for damages to property or personal injury from the airport operator in the event of an aircraft accident

COMPATIBILITY CONCERNS / FACTORS

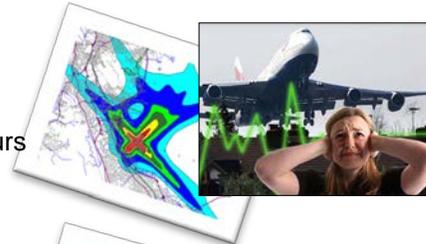
Airport Influence Area (AIA)

- Encompasses the geographic extent of four types of compatibility concerns:
 - *Noise*—Locations exposed to potentially disruptive levels of aircraft noise
 - *Overflight*—Locations where aircraft overflights can be intrusive and annoying to many people
 - *Safety*—Areas where the risk of an aircraft accident poses heightened safety concerns for people and property on the ground
 - *Airspace Protection*—Places where height and certain other land use characteristics, particularly uses that attract birds, need to be restricted in order to protect the airspace required for operation of aircraft to and from the airport



Noise Impacts

- **Concern:** Disruption of Human Activities
- **Measurement:** Community Noise Equivalent Level (CNEL) Contours
- **Scope:** Varies by Character of Environs
 - 55 dB CNEL: Rural Areas
 - 60 dB CNEL: Suburban Areas
 - 65 dB CNEL: Urban Areas
- **Objective:** Avoid New Noise-Sensitive Uses in Noise-Impacted Areas



Overflight Annoyance

- **Concern:** Annoyance
- **Measurement:** Frequency of Overflight and Single-Event Noise Levels
- **Scope:** Primary Traffic Patterns
- **Objective:** Increase Buyer/Renter Awareness of Airport Proximity



Safety

- **Concern:** Risk to People and Property
- **Measurement:** Historical Nationwide Aircraft Accident Location Data
- **Scope:** Greatest Near Runway Ends; Extends Out to About 2 Miles
- **Objective:** Limit Number of People and Risk-Sensitive Uses in Risky Areas



Airspace Protection

- **Concern:** Hazards to Flight Physical, Visual, Electronic
- **Measurement:** Airspace Surfaces and Other FAA-Defined Criteria
- **Scope:** Mostly within 3 Miles; Farther along Instrument Approach Routes
- **Objective:** Avoid New Hazards

