

**Recommended Guidance
for
Cities and Counties**

to

**PREPARE SECTION Q
FOR YOUR
COMPREHENSIVE PLAN**

Prepared by the

**Idaho Division of Aeronautics
Airport Planning and Development**

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Introduction:

Idaho Code §67-6508 (q) requires a separate Public Airport Facilities section. We recommend that this section establish guidance for the financing, protection, maintenance, operation, and long-term growth and development of the airport. Include the following information:

- ✈ Identify airports as essential community facilities, which provide safe transportation alternatives, contribute to the economy of the state, and must be considered by local government planning and zoning commissions. Further, airport managers have to be notified whenever zoning agencies consider adoption, modification, amendment, and/or repeal of a Comprehensive Plan; or issuance of a special use or conditional use permit, transfer of development rights, or a variance that could create an aviation hazard.
- ✈ Define the role of the airport in the National Plan of Integrated Airport System (NPIAS) and in the Idaho Airport System Plan (IASP), as well as users, facility types, locations, based aircraft and aircraft operations.
- ✈ Describe the importance of the airport to the local community as well as to the overall transportation system. In addition, it should take into consideration multi-jurisdictional coordination, encourage economic development, as well as compatible residential, commercial and industrial uses around the airport, in compliance with FAA and state regulations, and grant assurances.
- ✈ Prepare an analysis of airport hazards and hazard areas to determine the location and extent of airport hazard areas within its jurisdiction and adjoining jurisdictions. It should indicate how to prevent the creation or establishment of airport hazards by specifying compatible and permitted land uses in zones around airports and by regulating and restricting the height of structures and objects of natural growth around airports.
- ✈ An analysis identifying, but not limited to, facility locations, the scope and type of airport operations, existing and future planned airport development and infrastructure needs, and the economic impact to the community.
- ✈ Use the IDAHO AIRPORT LAND USE GUIDELINES, as a primary reference while writing this revised Comprehensive Plan section. Include staff/board of your local airport and airport consultants as essential members of your preparation team.

Select Terms Used:

Idaho Aeronautics recommends that you use, at a minimum, the following definitions in your Comprehensive Plan. They follow Idaho Code and federal statutes. We have noticed confusion on the part of some elected or appointed officials when variations of these terms are used.

Airport - Airport means any area of land or water, which is used, or intended for use, for the landing and take-off of aircraft, and any appurtenant areas, which are used, or intended for use, for airport buildings or other airport facilities or rights-of-way, together with all airport buildings and facilities located thereon. The term "airport" shall include such other common terms as aviation field, airfield, intermediate landing field, landing field, landing area, airstrip, and landing strip. For the purposes of this chapter, the term

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"airport" refers to a publicly owned and managed facility that is open for public use without operational restrictions on its use.

Aviation hazard - Aviation hazard means any new or existing structure, object of natural growth, use of land, or modification thereto. An aviation hazard endangers the lives and property of users of an airport, or of occupants of land in its vicinity, and that reduces the size of the area available for landing, taking off and maneuvering of aircraft. An aviation hazard may extend up into the airspace between airports to cause disastrous and needless loss of life and property.

Comprehensive Plans – Section Q - "An analysis prepared with assistance from the Idaho transportation department division of aeronautics, if requested by the planning and zoning commission, and the manager or person in charge of the local public airport identifying, but not limited to, facility locations, the scope and type of airport operations, existing and future planned airport development and infrastructure needs, and the economic impact to the community".

Public Use Airport – An airport open to the public without prior permission and without restrictions, within the physical capabilities of the facility.

Private-Use Airport – An airport that is typically not open to the public or operated for the public benefit. It often requires prior permission or has restrictions such as 'Use at Your Own Risk.'

Public Owned Airport – An airport owned by a public agency, such as the Federal Government or a state, or a municipality, another political subdivision, or a tax supported organization.

Private Owned Airport – An airport owned by an individual, corporation, or company that could be Public or Private Use.

Additional terms may need definitions. As these become apparent, use definitions from aviation sources for aviation terms.

Public-Use Airports:

Define a **Public Use Landing facility (1)** and **Category-of Landing facility (2)**

List of all Public Airports by the **type of landing facility (3)**

NOTE: Definitions or explanations for the numbered bold text items appear in **Appendix A** of this document.

Describe Each Public Use Airport and its Specific Information:

Describe each public airport by 1) facilities, 2) aircraft, operations, passengers and approaches, 3) economy, 4) future developments, and 5) land uses and concerns.

Facilities:

Provide a photo(s) of each airport

Indicate the airport name, location, owner's name and contact information, and **type of ownership (4)**.

Indicate the **NPIAS Service Levels (5)** of each airport and/or its **IASP Roles (6)**. Describe the airport by indicating: runways, taxiways, parking aprons, and business aprons.

Indicate airport design by **Aircraft Approach Category and Design Group (7)**
Indicate **the size of airplanes by ARC (8)** that is typical for this airport

Aircraft, Operations, Passengers, and Approaches:

Indicate **number of based aircraft and the types of based aircraft (9)**

Indicate **number of aircraft operations and type of air operations (10)**

Indicate the **number of annual passengers and the type of passengers (11)**

Indicate the **Approach Category (12)** of the airport

Economy:

Indicate the **main airport users and their reason for flying (13)**

Indicate the number of on-airport businesses, their business name, type of business, and owners contact data

Indicate the importance of the airport to the local community as well as to the overall transportation system

Indicate the economic impact to the community and efforts to encourage economic development

Future Developments:

Indicate the existing and future planned airport development

Land Uses and Concerns:

Indicate the compatible commercial and industrial uses around the airport, in compliance with FAA and state regulations and grant assurances, if any

Provide an analysis of airport hazards and hazard areas to determine the location and extent of airport hazard areas within its jurisdiction and adjoining jurisdictions see **Land Use Definitions (14)**

List all adjoining political subdivisions and those with airports

List all adjoining political subdivisions that contain airport influence areas from airports in your area of influence.

List all airport influence areas overlying your area of influence from adjoining political subdivisions

Integrate the notification requirements in the ordinance. (See **Appendix B**)

Indicate any multi-jurisdictional coordination issues with adjacent political subdivisions. (See **Appendix C**)

Private Airports:

Define a **Private Use Landing facility (1)** and it is **Category-non-NPIAS (2)**

List of all Private Airports by the **type of landing facility (3)**

Describe Each Private Airport and its Specific Information:

Describe each private airport by 1) facilities, 2) aircraft and operations, 3) future developments, 4) economy, and 5) land uses and concerns. Follow the recommendations from above but reduce the amount and detail of descriptions.

Note to Planners:

All proceeding sections of this recommended Comprehensive Plan Chapter are descriptive of the various topics. They should not contain any opinions or suggested corrections. As you write each section, positive and negative conditions and outcomes will be obvious. These conditions and outcomes are the substance of the following two sections; entitled Issues, and Action Plan. Following this approach, you will identify the most relevant topics for each section.

Also, note that the following items, printed in italic, are examples only from various city/county comprehensive plan airport sections. They might aid you in developing, or refining, your specific issues and action plans related to airports. Additionally, you could use different terms for the following two sections if they better fit your needs, specific style, or direction.

Issues:

Issues are the broad, overarching goals that each city/county should consider for inclusion in their comprehensive plans. Select the issues from below, or develop your own issues, that apply to your particular airports. The selected issues are the ones that you will address in your ordinance(s) and zoning regulation(s). Please note: Aeronautics recommends that all issues marked with the arrow bullet be included in all City/County comprehensive plans.

- The City/County will be proactive in protecting the public health, safety, and general welfare of both airport users and the communities around the airports. Primary consideration will be the public-use airports in the city/county. The City/County will be cognizant of potential impacts on private use aviation facilities that future growth and development in the City/County could have.
- The City/County, as the owner of the airports, will be proactive in protecting the operation, orderly maintenance, and development of the airports.
- Planning and expansion of the airports should account for existing development, economic activity, and transportation infrastructure to integrate, complement, and augment them.
- Compatible land use planning around the airports should be proactive and effective in its purpose while keeping in mind property owner's rights and concerns.
- Ordinances need to prevent the creation or establishment of airport hazards, such as obstructions and/or incompatible land uses.
- Protect local, state and federal investments
- Encourage economic growth with community benefits
 - Comply with FAA and/or State Grant Assurances
 - Create a process for approval of new airports
 - Consider establishing jurisdiction over private airports

Action Plan:

Action Plan items are the specific actions that each city/county should consider for inclusion in their ordinance(s) and zoning regulation(s). Select the Action Plan items from below, or develops your own, that apply to your set of airports. The selected Action Plan items are the ones that you will address in your ordinance(s) and zoning

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regulation(s). Please note: Aeronautics recommends that all Action Plan items marked with the arrow bullet be included in all City/County ordinance(s) and zoning regulation(s).

- Specifying compatible and permitted land uses in zones around airports
- Regulate and restrict the height of structures and objects of natural growth around airports.
- Prevent encroachment of incompatible development
- Provide steps to evaluate and approve public and private airport construction
- *Adopt a combination of criteria, standards, and zoning techniques that will protect the airports and aviation uses from incompatible development. Include special airport overlay zoning, height restrictions, building restrictions in high noise areas, and development siting criteria for evaluating land uses or activities in key areas adjacent to the airport.*
- *Coordinate as required with all surrounding political subdivisions, including the cities, USFS, the BLM, and ITD Aero to establish consistent development guidelines and regulations that utilize local, state and FAA guidelines, standards, rules, regulations and other best management practices encouraging compatible land uses adjacent to the airports.*
- *Notify all political subdivisions providing services within the city/county, including the cities, the USFS and ITD Aero, of intent to adopt or revise the comprehensive and other land use plans that may influence the airports in the city/county. This includes the evaluation of future planning activities to ensure they will not result in an increase to incompatible land uses or development adjacent to an airport.*
- *Require aviation easement and/or disclosure notification for new or substantial redevelopment of lots, buildings, structures, and activities near the airport. The easement and disclosure should notify that the property is both near an airport and may experience low overhead flights, noise, and other aviation impacts.*
- *Encourage commercial and industrial uses in the proximity of the airport that benefit from and do not conflict with aircraft operations.*
- *Prohibit uses in airport areas, which attract birds, create visual hazards, and emit transmissions that may interfere with aviation communications, or otherwise obstruct or conflict with airport operations.*
- *Allow uses that promote the efficient mobility of goods and services consistent with regional economic development and transportation goals.*
- *Adhere to guidelines provided in the Airport Master Plans and/or the Airport Layout Plans and associated drawings of the airports when evaluating land use compatibility issues associated with new development in areas near or influenced by operations at the airports.*
- *Encourage aviation-related economic development opportunities in appropriate locations surrounding the airports.*
- *Encourage open space and clear areas within key safety areas adjacent to the airport to protect the airport and to reduce safety risk exposure of people on the ground and in the air.*

Bibliography:

(List all people, reports, books, articles, airport staff and officials, and other planners that provided material assistance toward the preparation of the comprehensive plan section Q)

Appendix A
Airport Information Categories and Terms
for use in
Airport Comprehensive Plan Preparation

- #1 - Public Use Landing Facility (Public or Private)
- #2 - Categories of Landing Facilities (NPIAS or non-NPIAS)
- #3 - Type of Landing Facility
- #4 - Type of Ownership
- #5 - NPIAS Airport Service Levels
- #6 - Idaho Airport System Plan Roles
- #7 - Airport Design (Aircraft Approach Category and Design Group)
- #8 - Sizes of Airplanes by Airport Reference Code
- #9 - Number and Types of Based Aircraft
- #10 - Numbers and Type of Aircraft Operations
- #11 - Numbers and Type of Passengers
- #12 - Airport Approach Categories
- #13 - Main Airport Users and the Reason for Flying
- #14 - Land Use Definitions

#1 - Public Use Landing Facility (Public or Private)

Public Use Airports – An airport open to public use without prior permission, and without restrictions within the physical capabilities of the facility. It may or may not be publicly owned.

Private-Use Airports –An airport not open to the public or operated for the public benefit. It is typically a privately-owned facility.

#2 - Categories of Landing Facilities (NPIAS or non-NPIAS)

NPIAS - National Plan of Integrated Airport Systems

Airports eligible to receive Federal grants under the Airport Improvement Program (AIP).

The FAA planning document that identifies more than 3,300 airports that are significant to national air transportation and thus eligible to receive Federal grants under the Airport Improvement Program (AIP). It also includes estimates of the amount of AIP money needed to fund infrastructure development projects that will bring these airports up to current design standards and add capacity to congested airports. FAA is required to provide Congress with a 5-year estimate of AIP eligible development every 2 years. The NPIAS comprises all commercial service airports, all reliever airports, and selected general aviation airports.

Non-NPIAS (Community)

Airports that is NOT eligible to receive Federal grants under the Airport Improvement Program (AIP). These airports are public use airports and usually part of a state System Plan.

Non-NPIAS (Private)

Airports that is NOT eligible to receive Federal grants under the Airport Improvement Program (AIP). These airports are private use airports and usually excluded from a state System Plan.

#3 - Type of Landing Facility

Airports
Heliports
Seaplane Bases
Gliderports
Ultralight

#4 - Type of Ownership

PUBLIC OWNED

CT = City Owned
CO = County Owned
JT = Joint City-County/Authority Owned
SO = State Owned / Operated
AG = Agency Owned

PRIVATE OWNED

PV = Private Owned

#5 - NPIAS Airport Service Levels

PR = Commercial Service
RL = Reliever
GA = General Aviation

Commercial Service Airports – Publicly owned airports that enplane 2,500 or more passengers annually and receive scheduled passenger aircraft service. It is a NPIAS classification. Commercial service airports are either one of the following:

Primary - airport that enplanes more than 10,000 passengers annually

Nonprimary - airport that enplanes between 2,500 and 10,000 passengers annually

Reliever Airport – A public use airport that relieves airport congestion at a commercial service airport. It provides general aviation access to the overall community. It is a NPIAS classification.

General Aviation – All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remunerations or hire. Often misunderstood to be only small, propeller-driven aircraft; even a large jet or cargo plane operated under FAR Part 91 can be a general aviation aircraft.

#6 - Idaho Airport System Plan Roles

CS = Commercial Service

Commercial Service airports accommodate scheduled major/national or regional/commuter commercial air carrier service in addition to air cargo, business aviation, and all types of general aviation.

RB = Regional Business

Regional Business airports accommodate regional economic activities, connecting to state and national economies, and serve all types of general aviation aircraft. They also accommodate local business activities and various types of general aviation users.

CB = Community Business

Community Business airports serve a limited role in regional economies, primarily supporting community economies. They accommodate a variety of general aviation activities such as business, recreational, and personal flying.

LR = Local Recreational

Local Recreational airports serve a supplemental role in local economies, primarily serving recreational, personal flying, and limited local business activities.

BS = Basic Service

Basic Service airports serve a limited role in the local economy, primarily serving recreational and personal flying.

#7 – Airport Design (Aircraft Approach Category and Design Group)

Aircraft Approach Category – An element of the Airport Reference Code that is a grouping of airplanes based on Approach Speed:

Category A - Speed less than 91 knots

Category B - Speed 91 knots or more, but less than 121 knots

Category C - Speed 121 knots or more, but less than 141 knots

Category D - Speed 141 knots or more, but less than 166 knots

Category E - Speed 166 knots or more.

Airplane Design Group (ADG) – An element of the Airport Reference Code that is a grouping of airplanes based on Wingspan:

Group I - Up to, but not including 49 feet

Group II - 49 feet up to, but not including, 79 feet

Group III - 79 feet up to, but not including, 118 feet

Group IV - 118 feet up to, but not including, 171 feet

Group V - 171 feet up to, but not including, 214 feet

Group IV - 214 feet up to, but not including, 262 feet

#8 - Sizes of Airplanes by Airport Reference Code

A-I Single Engine Prop and Light Twin Engine (Cessna 172 Skyhawk)

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B-I	Light Twin Engine Prop (Piper Navajo)
B-II - Small	Light Twin Engine Prop of less than 12,500 gross wt. (Beechcraft King Air)
B-II	<i>Mid-sized corporate jets and commuter airlines of than 12,500 gross wt. more (Cessna Citation II)</i>
A/B-III	Large commuter-type aircraft (De Havilland Dash 8)
C-I & D-I	Small and fast corporate jets (Lear Jet 36)
C/D-II	Large Corporate Jets and Regional-type Commuter Jets (Gulfstream IV)
C/D-III	Commercial Airliners (100-200 seats) (Boeing 737)
C/D-IV	Large Commercial Airliners (200-350 seats) (Boeing 767)
D-V	Jumbo Commercial Airliners (350+ seats) (Boeing 747)

#9 - Number and Types of Based Aircraft

Based Aircraft

An aircraft that is "operational and air worthy," which is based at an airport for the majority of the year.

By Size (Weight)

General Aviation Aircraft
Transport Aircraft

By Type

Single Engine
Twin Engine
Business Jet
Passenger Jet
Helicopter

#10 - Numbers and Type of Aircraft Operations

Operation – A take-off or landing of an aircraft. Every aircraft flight requires at least two operations, a take-off and landing.

Aircraft Mix – The classification of aircraft into groups which are similar in size and operational characteristics.

Aircraft Operations – An airborne movement of aircraft at an airport including aircraft landings (arrivals) and takeoffs (departures). These operations can be further defined by the following:

1 – Local Operation – Includes aircraft operating in the local air traffic pattern or within sight of the air traffic control tower; aircraft that are known to be departing for, or arriving from local practice areas located within a 25-mile radius of the ATCT; or aircraft making simulated instrument approaches or low passes at the airport.

2 – Itinerant Operation – All aircraft operations at an airport other than local

3- Touch-and-Go Operation – A flight training operation in which a landing approach is made, the aircraft touches-down on the runway, but does not fully reduce speed to turn off the runway. Instead, after the landing, full engine power is applied while still rolling and a takeoff is made, thereby practicing both maneuvers as part of one motion. It counts as two separate aircraft operations

#11 - Numbers and Type of Passengers

Enplanements

The total number of revenue passengers boarding aircraft, including originating, stop-over, and transfer passengers, in scheduled and non-scheduled services.

1 - Major airline

2 - Commuter airline

3 - Air Taxi

#12 - Airport Approach Categories

Instrument Approach – A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually.

Precision Approach Procedure – A standard instrument approach procedure in which an electronic glide slope is provided, such as an ILS. GPS precision approaches may be operational in the future.

Non-Precision Approach Procedure – A standard instrument approach procedure with only horizontal guidance or area-type navigational guidance for straight-in approaches, and no electronic vertical guidance (i.e. glideslope) is provided, such as VOR, TACAN, NDB, or LOC.

Visual Approach – An approach conducted on an IFR flight plan, operating in VFR conditions under the control of an air traffic facility and having an air traffic control authorization, may proceed to destination airport under VFR.

Visual Runway – A runway without an existing or planned straight-in instrument approach procedure.

#13 - Main Airport Users and the Reason for Flying

LOCAL OPERATION

- Based aircraft
- Transient aircraft
- After Service

ITINERANT OPERATION

- Based aircraft
- Fire Fighting
- Medivac
- Air Taxi
- AG Spray
- Personal
- Business
- Instruction
- Other

Transient aircraft

- Fire Fighting
- Medivac
- Air Taxi
- AG Spray
- Personal
- Business
- Instruction
- Other

Military

- Fixed wing
- Helicopter

Airline

- Commuter airline
- Major airline

#14 - Land Use Definitions

Hazard to Air Navigation – An object which, as a result of an aeronautical study, the FAA determines will have a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft, operation of air navigation facilities, or existing or potential airport capacity.

Land Use Compatibility – The ability of land uses surrounding the airport to coexist with airport-related activities with minimum conflict.

Appendix B

Individual and Planning and Zoning Notification Requirements

When Coordinating Notification with your local P & Z Officials or the Idaho Division of Aeronautics determine;

Who to notify and How to prepare notification

The required notice Format and Information needed

Notice Requirements to State Aeronautics

Notice required prior to the location or construction of a new landing facility

Notice required prior to the construction of a Guyed (MET) Towers

Notice required prior to the construction of Power Lines, Wires, and Cables

Notice required prior to the construction of structures exceeding 200 feet in Height or less and/or near an airport

Notice required prior to the approval of Building Permits near an airport

Notice required prior to changes to Land Use Classifications

Notice required prior to the installation of Aeronautics Marking and Lighting Requirements

Notice requirements for local Planning and Zoning Agencies

Notice required to "the manager or person in charge of the local public airport" prior to preparing a Comprehensive Plan,

Notice required to "the manager or person in charge of the local public airport" when changing the comprehensive plan,

Notice required to "the manager or person in charge of the local public airport" prior to granting a special or conditional use permit,

Notice required prior to the Transfer of Development Rights and instituting conditions to avoid creation of aviation hazards as defined in section 21-501(2), Idaho Code,

Notice required relative to issuance of a variance to "the manager or person in charge of the local public airport" if the variance could create an aviation hazard as defined in section 21-501, Idaho Code."

Appendix C

Coordination with Adjacent Political Subdivisions

Status:

The need to and the method of coordination with adjacent political subdivisions, relative to compatible land use planning and airport zoning, was not addressed by the 2014 legislative changes. Since this is needed for adjacent political subdivisions, the Idaho Division of Aeronautics makes the following recommendations. We recognize that coordination with adjacent political subdivisions is a common occurrence and if such a process is in place, by all means continue to use it.

Definition:

The need for coordination with adjacent political subdivisions can come about in two ways. First, when an adjacent political subdivision has portions of your Airport Influences Area within their official Areas of Impact and second, when you have a portion of their Airport Influences Area located within your Area of Influences. This is in-fact, a normal occurrence.

Problem:

A potential problem can occur when the adjacent political subdivision, without the airport, does not have compatible land use planning and airport zoning to match yours. The goal is to work closely with the adjacent political subdivision so they have zoning controls that covers similar zones in the same fashion as your zoning controls. Without similar controls the adjacent political subdivision might inadvertently allow dangerous obstructions or incompatible land uses that could endanger airport users and/or close neighbors as well as restrict future development of your prior public investment in an airport.

As stated in the preceding Action Plan, it is necessary to coordinate with all surrounding political subdivisions, including the cities, counties, federal agencies, and state agencies to establish consistent development guidelines and regulations that utilize local, state and FAA guidelines, standards, rules, regulations and other best management practices that encourage a common set of compatible land uses and zoning controls for both political subdivisions relative to airports.

Step 1:

Officially notify the adjacent political subdivision (Planning and Zoning Officials) that a potential conflict exists and request a joint meeting to discuss the ramifications of such and to develop a method to resolve any issues.

Step 2:

If the adjacent political subdivision doesn't have an airport, provide them with the tools mentioned here, so they can learn what is needed to protect a major public investment and the avoid pretention influences of improper or nonexistent land use planning and zoning controls.

STEP 3:

With the knowledge and proper tools, begin working towards developing a common set of compatible land uses and zoning controls for both political subdivisions relative to airports. Such a process might not be easy to accomplish and might take time, but the eventual cooperation will be positive to both parties.