

Glossary

Abbreviations and acronyms

AC	Advisory Circular	EIS	Environmental Impact Statement
ACIP	Airport Capital Improvement Plan	EPA	Environmental Protection Agency
ADO	FAA Airports District Office	FAA	Federal Aviation Administration
AGL	Above Ground Level	FAR	Federal Aviation Regulations
AIM	Aeronautical Information Manual	GA	General Aviation
AIP	Airport Improvement Program	GIS	Geographic Information system
ALP	Airport Layout Plan	IFR	Instrument Flight Rules
APO	FAA Office of Aviation Policy and Plan	INM	Integrated Noise Model
APP	FAA Office of Airport Planning and Programming	MSL	Mean Sea Level
ARC	Airport Reference Code	NAS	National Airspace System
ASTM	American Society of Testing and Materials	NEM	Noise Exposure Map
AWOS	Automated Weather Observing System	NEPA	National Environmental Policy Act
BOA	Bureau of Aeronautics	NLR	Noise Level Reduction
CIP	Capital Improvement Plan	NPIAS	National Plan of Integrated Airport Systems
dBA	A-weighted Sound Level	NTSB	National Transportation Safety Board
DNL	Average Day-Night Sound Level	RPZ	Runway Protection Zone
DOD	Department of Defense	SEL	Sound Exposure Level
DOT	Department of Transportation	STC	Sound Transmission Class
EA	Environmental Assessment	UBC	Uniform Building Code

Above Ground Level (AGL) (*FAA website*)

An elevation datum given in feet above ground level.

Acre

43,560 square feet (about the size of a football field).

Advisory Circular (AC) (*FAA RGL Library*)

Advisory Circulars (ACs) provide guidance such as methods, procedures, and practices for complying with regulations and grant requirements. ACs may also contain explanations of regulations, other guidance material, best practices, or information useful to the aviation community. They do not create or change a regulatory requirement.

Acoustical (*Merriam-Webster Dictionary Online*)

Relating to the deadening or absorbing of sound.

Aeronautics Act (*San Diego ALUCP*)

Except as otherwise indicated, the article of the Public Utilities Code, set forth at section 21670 *et seq.*, relating to Airport Land Use Commissions and airport land use compatibility planning.

Aeronautical Activities (*FAA AC 150/5190-6*)

Any activity that involves, makes possible, or is required for the operation of aircraft, or that contributes to or is required for the safety of such operations. Activities within this definition, commonly conducted on airports, include, but are not limited to, the following: general and corporate aviation, air taxi and charter

operations, scheduled and nonscheduled air carrier operations, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, aircraft sales and services, aircraft storage, sale of aviation petroleum products, repair and maintenance of aircraft, sale of aircraft parts, parachute or ultralight activities, and any other activities that, because of their direct relationship to the operation of aircraft, can appropriately be regarded as aeronautical activities. Activities, such as model aircraft and model rocket operations, are not aeronautical activities.

Aeronautical Study (*FAA AC 70/7460-2K general definition*)

A study performed pursuant to FAR Part 77 “Objects Affecting Navigable Airspace” concerning the effect of proposed construction or alteration on the use of air navigation facilities or navigable airspace by aircraft. The conclusion of each study is normally a determination as to whether the specific proposal studied would be a hazard to air navigation and/or a determination for marking and/or lighting.

Aircraft Accident (*NTSB Part 830*)

An occurrence incident to flight in which, as a result of the operation of an aircraft, a person (occupant or nonoccupant) receives fatal or serious injury or an aircraft receives substantial damage.

- Except as provided below, *substantial damage* means damage or structural failure that adversely affects the structural strength, performance, or flight characteristics of the aircraft, and that would normally require major repair or replacement of the affected component.
- Engine failure, damage limited to an engine, bent fairings or cowlings, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered substantial damage.

Aircraft Incident (*NTSB Part 830*)

A mishap associated with the operation of an aircraft other than an accident in which neither fatal nor serious injuries nor substantial damage to the aircraft occurs.

Aircraft Mishap (*Minnesota Airport Land Use Compatibility Manual*)

The collective term for an aircraft accident or incident.

Aircraft Operation (*FAA Stats*)

The airborne movement of aircraft at an airport or about an en route fix or at other point where counts can be made. There are two types of operations: local and itinerant. An operation is counted for each landing and each departure, such that a touch-and-go flight is counted as two operations.

Aircraft (*FAA FAR Sec. 1.1*)

A device that is used or intended to be used for flight in the air.

Airport Elevation (*AIM*)

The highest point of an airport’s useable runways, measured in feet above mean sea level.

Air Traffic (*FAA FAR Sec. 1.1*)

Aircraft operating in the air or on an airport surface, exclusive of loading ramps and parking areas.

Air Traffic Control (ATC) (*FAA FAR Sec. 1.1*)

A service operated by appropriate authority to promote the safe, orderly, and expeditious flow of air traffic.

Airport (*Michigan Legislature, Section 259.631*)

Any areas of land or water designed and set aside for the landing and takeoffs of aircraft and utilized in the interest of the public for such purposes. Any landing area used regularly by aircraft for receiving or discharging passengers or cargo, and all appurtenant areas used or suitable for airport buildings or other airport facilities, and all appurtenant right-of-way, whether heretofore or hereafter established. "Airport" includes land within a city with a population greater than one hundred seventy-five thousand that is acquired to replace or mitigate land used in an airport runway project at an existing airport when federal law, grant, or action requires such replacement or mitigation.

Airport Elevation (*FAA AC 150/5190-4A*)

The highest point on an airport's usable landing area measured in feet from sea level.

Airport Environs (*Los Angeles ALUC*)

The land use and *people* in the areas surrounding an airport that can be directly affected by the operation of the airport.

Airport Hazard (*FAA Land Use Compatibility and Airports*)

Any structure or object of natural growth located on or near the airport, or any use of land near the airport that obstructs the airspace required for the flight of aircraft in landing or taking off, or is otherwise hazardous to such landing or taking off.

Airport Influence Area (AIA)

An area surrounding an airport designated by an ALUC for the purpose of airport land use compatibility planning conducted in accordance with provisions of the State Aeronautics Act

(San Diego) An area where noise, safety, airspace protection or overflight concerns may significantly affect land uses or necessitate restrictions on those uses as determined by the Airport Land Use Commission. The airport influence area constitutes the area within which certain land use actions are subject to review to determine consistency with the policies set forth in the Trinity County Land Use Compatibility Plan. If a property is located within the airport influence area, a Real Estate Disclosure must be provided in connection with the sale or transfer of residential property.

(Los Angeles)

(a) All lands on which the uses could be negatively affected by present or future aircraft operations at any of the airports for which the ALUC has specifically adopted these procedures; also, those lands on which the uses could negatively affect any of the same airports.

(b) The specific limits of the influence area for each airport are depicted on the maps contained within the respective compatibility plans.

Airport Impact Zones (*Iowa Airport Land Use Guidebook*)

Defined areas on and off airport property that are zoned to ensure airport-compatible land uses. Low-activity airports without significant aircraft noise exposure contours can benefit by identifying and implementing land use controls in Airport Impact Zones. The Impact Zones generally include the runway protection zone, the FAR Part 77 approach surface and the airport traffic pattern.

Airport Improvement Program (AIP) (*FAA Order 5050.4B*)

Chapter 471 of Title 49 USC establishes the general requirements and conditions for federally financing the Airport Improvement Program (AIP). AIP funding is used to develop a nationwide public-use airport

system to meet the country's current and projected civil aviation needs. The airports comprising that system make up the National Plan of Integrated Airport Systems (NPIAS). The AIP also provides funding for noise compatibility programs. FAA Order 5100.38, Airport Improvement Program Handbook, provides details on administering the AIP.

Airport Land Use Commission (ALUC)

A commission established by State law, which promotes and ensures compatibility between airports and the land uses surrounding them, by requiring the development of a plan and review of local agency land use actions near airports.

Airport Land Use Compatibility Plan (ALUCP)

A plan developed by an Airport Land Use Commission in counties where a public-use airport is located, which sets forth policies to encourage compatibility between public-use airports and the surrounding land use for each airport within its jurisdiction. Previously, in earlier editions of the Caltrans Land Use Handbook, referred to as a *Comprehensive Land Use Plan (CLUP)*.

Airport Layout Plan (ALP) (*Minnesota Land Use Compatibility Manual*)

A scale drawing of existing and proposed airside and landside facilities necessary for the operation and development of the airport. The ALP shows (1) boundaries and proposed additions to areas owned or controlled by the sponsor, (2) the location and nature of existing and proposed airport facilities and structures, and (3) the location on the airport of existing and proposed non-aviation areas and improvements. The ALP may also depict those properties adjacent to the airport ownership that may have legal access to the airport.

Airport Layout Plan Set

This document typically contains a set of drawings which illustrate the existing and future development of the airport. An ALP set may often contain the following: (1) Airport Layout Drawing (Plan), (2) Airport Airspace Drawing, (3) Inner Portion of the Approach Surface Drawing, (4) Terminal Area Drawing, (5) Land Use Drawing and (6) Airport Property Map. The drawings depict existing and proposed airport facilities, land uses, approach zones and other defined areas of airspace, and environmental features that may influence airport usage and expansion capabilities.

Airport Master Plan

Long-term development plan for the airport adopted by the airport proprietor and local jurisdictions.

Airport Noise Abatement Policy (*FAA AC 2050-1*)

Policy adopted jointly by the Secretary of Transportation and the FAA on November 18, 1976 delineating the responsibilities of FAA, air carriers, airport operators and local communities in achieving reductions in airport noise.

Airport Obstruction Zoning Ordinance

A local height restriction ordinance that follows FAR Part 77, implements a local community's comprehensive plan, and provides specific height standards for the area beneath the airport Imaginary Surface.

Airport Operations (*FAA Web site*)

The total number of movements in landings (arrivals) plus take-offs (departures) from an airport.

Airport Overlay Zone

A zone intended to place additional land use conditions on land impacted by the airport while retaining the existing underlying zone.

The FAR Part 77 Surfaces and RPZs have been combined to create five airport overlay zones. The five specific zones create a comprehensive area focused on maintaining compatible land use around airports.

Zone A. Zone A is intended to provide a clear area that is free of above ground obstructions and structures. This zone is closest to the individual runway ends.

Zone B. Zone B is a critical overlay surface that reflects the approach and departure areas for each runway at an airport. The size of Zone B is predicated upon the type of approach (visual, non-precision, or precision) that a specific runway has and the type/size of aircraft utilizing the runway.

Zone C. Zone C includes those areas that are parallel to the runway pavement and extend 1,050' from the edge of the primary surface.

Zone D. Zone D is typically elliptical in shape, depending upon the runway types and configurations at an individual airport.

Zone E. Zone E is the outermost zone of the overlay areas and has the least number of land use restriction considerations. The zone begins at the edge of the horizontal surface and is 4,000 feet in width paralleling the horizontal surface.

Airport Owner

Any person or authority having the operational control of an airport.

Airports, Classes of

For the purposes of issuing a Site Approval Permit, the California Department of Transportation Aeronautics Program classifies airports into the following categories. (CAC)

- *Agricultural Airport or Heliport:* An airport restricted to use only by agricultural aerial applicator aircraft (FAR Part 137 Operators).
- *Emergency Medical Services (EMS) Landing Site:* A site at or as near as practical to a medical emergency; a transfer point; or a site at or near a medical facility preselected and approved by an officer authorized by a public safety agency, using criteria deemed reasonable and prudent by that public safety agency, used for the landing and taking off of EMS helicopters, but not designed or used exclusively for helicopter flight operations.
- *Heliport on Offshore Oil Platform:* A heliport located on a structure in the ocean, not connected to the shore by pier, bridge, wharf, dock, or breakwater, used in the support of petroleum exploration or production.
- *Personal-Use Airport:* An airport limited to the non-commercial use of an individual owner or family and an occasional invited guest.
- *Public-Use Airport:* A publicly or privately owned airport that offers the use of its facilities to the public without prior notice or special invitation or clearance and that has been issued a California Airport Permit by the Aeronautics Program of the California Department of Transportation.

- *Seaplane Landing Site:* An area of water used, or intended for use, for landing and taking off of seaplanes.
- *Special-Use Airport or Heliport:* An airport not open to the general public, access to which is controlled by the owner in support of commercial activities, public services, and/or personal use.
- *Temporary Helicopter Landing Site:* A site for purposes other than emergency medical service operations that is used, but not exclusively, for landing and taking off of helicopters. These sites are generally limited to one year, except for recurrent annual events and public safety agency operations. No site may be used as a temporary helicopter landing site except in an emergency, or unless it is in accordance with 14 CFR (FARs), Public Utilities Code 21000, et seq. and local ordinances.

Airport Reference Code (ARC) (*FAA Web site*)

The ARC is an FAA coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at the airport.

Airport Reference Point (ARP) (*FAA AC 150/5300-13*)

The latitude and longitude of the approximate center of the airport.

Airport Sponsor (*Iowa Airport Land Use Guidebook*)

The owner or tax-supported organization such as a county, that is authorized to own and operate, to obtain property interests, to obtain funds, and is legally, financially, and otherwise able to meet all applicable requirements of current laws and regulations related to the operation of an airport.

Airside (*FAA Web site*)

That portion of the airport facility where aircraft movements take place, airline operations areas, and areas that directly serve the aircraft, such as taxiway, runway, maintenance and fueling areas.

Airspace (*FAA Web site*)

The space lying above the earth or above a certain area of land or water that is necessary to conduct aviation operations.

Airspace Protection Surfaces

Imaginary surfaces in the airspace surrounding airports defined in accordance with criteria set forth in Federal Aviation Regulations Part 77. These surfaces establish the maximum height that objects on the ground can reach without potentially creating constraints or hazards to the use of the airspace by aircraft approaching, departing, or maneuvering in the vicinity of an airport.

Airspace Surface or Imaginary Surface

The imaginary areas in space and on the ground that are established in relation to the airport and its runways as the basis for regulating obstructions to air travel.

Ambient Noise (*FAA Web site*)

The total amount of noise in a given place and time, which is usually a composite of sounds from varying sources at varying distances.

Ambient Noise Level

The level of noise that is all encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the receiver.

Approach Protection Easement

A form of easement that both conveys all of the rights of an aviation easement and sets specified limitations on the type of land uses allowed to be developed on the property.

Approach Speed (AIM)

The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of an approach as well as for aircraft weight and configuration.

Aviation-Related Use

Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include runways, taxiways, and their associated protected areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed base operations, terminal buildings, etc.

Approach and Runway Protection Zone Map (Iowa Airport Land Use Guidebook)

The Approach and Runway Protection Zone Map is compiled from the criteria in FAR Part 77, "Objects Affecting Navigable Airspace." It shows the area affected by the Airport Overlay Zoning Ordinance, and includes the layout of runways, airport boundaries, elevations, and area topography. Applicable height limitation areas are shown in detail.

Approach Slopes (FAR Part 77)

The ratios of horizontal to vertical distance indicating the degree of inclination of the Approach Surface. The various ratios include:

20:1 For all utility and visual runways extended from the primary surface a distance of 5,000 feet.

The approach surface expands uniformly to a width of 2,250 feet for a distance of 10,000 feet to the periphery of the conical surface for visual runways and utility runways.

Approach Speed (AIM)

The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of an approach as well as for aircraft weight and configuration.

Approach Surface (FAA Land Use Compatibility and Airports)

A surface defined by FAR Part 77 *Objects Affecting Navigable Airspace* that is longitudinally centered on the runway centerline and extends outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based on the type of approach available or planned for that runway end.

ASNA Act (FAA Web site)

The Aviation Safety and Noise Abatement Act of 1979, as amended (49 USC 2101 et seq.).

Average Day-Night Sound Level (DNL) (FAA AC 5020-1)

The 24-hour average sound level, in decibels, for the period from midnight to midnight, obtained after the addition of 10 decibels to sound levels for the periods between midnight and 7 A.M. and between 10 P.M.

and midnight, local time, as averaged over a span of one year. It is the FAA standard metric for determining the cumulative exposure of individuals to noise.

Aviation-Related Use

Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include runways, taxiways, and their associated protected areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed base operations facilities, terminal buildings, etc.

Avigation Easement (*Merced County ALUCP*)

A type of easement that typically conveys the following rights:

- A right-of-way for free and unobstructed passage of aircraft through the airspace over the property at any altitude above a surface specified in the easement (usually set in accordance with FAR Part 77 criteria).
- A right to subject the property to noise, vibrations, fumes, dust, and fuel particle emissions associated with normal airport activity.
- A right to prohibit the erection or growth of any structure, tree, or other object that would enter the acquired airspace.
- A right-of-entry onto the property, with proper advance notice, for the purpose of removing, marking, or lighting any structure or other object that enters the acquired airspace.
- A right to prohibit electrical interference, glare, misleading lights, visual impairments, and other hazards to aircraft flight from being created on the property.

Based Aircraft (*FAA Web site*)

An aircraft permanently stationed at an airport by agreement between the aircraft owner and the airport management.

Building Codes (*The Practice of Local Government Planning*)

Codes, either local or state, that control the functional and structural aspects of buildings and/or structures. Local ordinances typically require proposed buildings to comply with zoning requirements before building permits can be issued under the building codes.

Building Restriction Line (BRL) (*Iowa Airport Land Use Guidebook*)

A line that identifies suitable building area locations on airports, typically associated with the transitional surfaces and a 35-foot height restriction.

California Aviation System Plan (CASP)

A multi-element plan that provides the forum for the California Department of Transportation to conduct continuous aviation system planning, and guides the future development and preservation of the statewide system of airports and aviation facilities.

California Department of Transportation's Division of Aeronautic (*Caltrans website*)

Founded in 1947 with the California Aeronautics Commission that eventually became the Division of Aeronautics in Caltrans. The State Aeronautics Act, Public Utilities Code (PUC) section 21001 et seq., is the foundation for the Department's aviation policies. The Division issues permits for and annually inspects hospital heliports and public-use airports; makes recommendations regarding proposed school sites within two miles of an airport runway; and authorizes helicopter landing sites at/near schools. Aviation system planning provides for the integration of aviation into transportation system planning on a regional,

statewide, and national basis. The Division of Aeronautics administers noise regulation and land use planning laws that foster compatible land use around airports and encourages environmental mitigation measures to lessen noise, air pollution, and other impacts caused by aviation. The Division of Aeronautics also provides grants and loans for safety, maintenance and capital improvement projects at airports.

California Law

California Law consists of 29 codes, covering various subject areas, the State Constitution, and Statutes.

California Environmental Quality Act (CEQA)

Statutes adopted by the state legislature for the purpose of maintaining a quality environment for the people of the state now and in the future. The Act establishes a process for state and local agency review of projects, as defined in the implementing guidelines that may adversely affect the environment.

Case Law

The body of law that is created when decisions are made by judges in state and federal courts that apply and/or interpret constitutional law and statutory law.

Ceiling (*FAR Part 1,1*)

Height above the earth's surface to the lowest layer of clouds or obscuring phenomena that is reported as "broken", "overcast", or "obscuration", and not classified as "thin" or "partial".

Code of Federal Regulations (CFR) (*FAA AIM Glossary*)

The FAA publishes the Code of Federal Regulations (CFRs) to make readily available to the aviation community the regulatory requirements placed upon them.

Combining District

A zoning district that establishes development standards in areas of special concern over and above the standards applicable to basic underlying zoning districts.

Commercial Use

A use category including land uses or activities involving the production, processing, manufacturing, or sale of goods or services for financial gain, including uses that provide business, personal, medical/personal care, or repair service, or that involve the selling, leasing, or renting of merchandise to the general public. Accessory uses may include offices, storage, food service, or other amenities primarily for the use of employees and parking for employees and visitors.

Compatibility (*Iowa Airport Land Use Guidebook*)

The degree to which land uses or types of development can coexist or integrate.

Compatible Land Use

As defined in FAR 150: The use of land (e.g. commercial, industrial, agricultural) that is normally compatible with aircraft and airport operations, or sound insulated land uses (e.g. sound insulated homes, schools, nursing homes, hospitals, libraries) that would otherwise be considered incompatible with aircraft and airports operations.

Compatibility Plan

As used herein, a plan, usually adopted by an Airport Land Use Commission, which sets forth policies for promoting compatibility between airports and the land uses that surround them. Previously, in earlier editions of the Caltrans Land Use Handbook, referred to as a *Comprehensive Land Use Plan (CLUP)*.

Community Noise Equivalent Level (CNEL) (*State Airport Noise Standards*)

The noise metric adopted by the State of California for evaluating airport noise. It represents the average daytime noise level during a 24-hour day, measured in decibels and adjusted to an equivalent level to account for the lower tolerance of people to noise during evening (7:00 p.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) periods relative to the daytime period. Evening noise event levels are weighted by a factor of three (+4.77 dB) and nighttime noise event levels are weighted by a factor of ten (+10 dB) prior to averaging. The noise levels are typically depicted by a set of contours, each of which represents points having the same CNEL value.

Community Plan

More specific versions of General Plans, generally dealing with smaller geographical areas, but having the same force of law.

Compatibility Plan

As used herein, a plan, usually adopted by an Airport Land Use Commission that sets forth policies for promoting compatibility between airports and the land uses that surround them. Often referred to as an *Airport Land Use Compatibility Plan (ALUCP)*.

Conditional Use (*Minnesota Land Use Compatibility Manual*)

A land use or development that generally would not be compatible with airport operations, but which a decision-making body may allow with appropriate restrictions and based on findings that the restrictions will either ensure greater compatibility with near-by airport operations or substantially mitigate potential adverse impacts associated with proximity to the airport.

Conditional Zoning (*FAA Web site*)

The imposition or exaction of conditions or promises upon the grant of zoning by the zoning authority.

Conforming Use

Any structure, tree, object of natural growth, or use of land that complies with all the applicable provisions of the Minnesota Zoning Ordinance or any amendment to the ordinance.

Conical Zone or Conical Airspace Zone

An airspace obstruction zone that includes all land that lies directly under an imaginary conical surface extending upward and outward from the periphery of the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet as measured outward from the periphery of the horizontal surface.

Controlled Airspace

Any of several types of airspace within which some or all aircraft may be subject to air traffic control. (FAR 1)

Day-Night Average Sound Level (DNL)

The noise metric adopted by the U.S. Environmental Protection Agency for measurement of environmental noise. It represents the average daytime noise level during a 24-hour day, measured in decibels and adjusted to account for the lower tolerance of people to noise during nighttime periods. The mathematical symbol is Ldn.

Decibel (dB)

A unit measuring the magnitude of a sound, equal to the logarithm of the ratio of the intensity of the sound to the intensity of an arbitrarily chosen standard sound, specifically a sound just barely audible to an unimpaired human ear. For environmental noise from aircraft and other transportation sources, an A-

weighted sound level (abbreviated dBA) is normally used. The A-weighting scale adjusts the values of different sound frequencies to approximate the auditory sensitivity of the human ear.

Deed Notice

A formal statement added to the legal description of a deed to a property and on any subdivision map. As used in airport land use planning, a deed notice would state that the property is subject to aircraft overflights. Deed notices are used as a form of buyer notification as a means of ensuring that those who are particularly sensitive to aircraft overflights can avoid moving to the affected areas.

Density, *see Land Use Density*

Development (*City of Fortuna General Plan*)

The physical alteration of land by humans. Development includes subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Development does not include routine repair and maintenance activities. that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Development Agreement (*Online Law website*)

A development contract is a legal instrument outlining the terms and conditions of the development of a product or real property. It can be used for any sort of project that requires research or development. Terms and conditions of a development contract between the two parties can include services, payment, company materials, reports, audits, intellectual property ownership, length of terms, termination and other stipulations.

Development Review (*Citizen Planner Online*)

The process for determining the appropriateness of a proposed development project.

Discretionary Review (*City of Fortuna General Plan*)

A review taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Displaced Threshold

A landing threshold that is located at a point on the runway other than the designated beginning of the runway (*see Threshold*). (*AIM*)

Dwelling

Any building or portion thereof designed or used as a residence or sleeping place of one or more persons.

Easement

(FAA AC 5020-1) The legal right of one party to use a portion of the total rights in real estate owned by another party. This may include the right of passage over, on, or below property; certain air rights above the property, including view rights; and the rights to any specified from of development or activity, as well as any other legal rights in the property that may be specified in the easement document.

(San Diego) A less-than-fee-title transfer of real property rights from the property owner to the holder of the easement.

(Minnesota Land Use Compatibility Manual) A grant of one or more of the property rights by the property owner to and/or for the use by the public, a corporation or another person or entity.

Enplanement (*FAA Web site*)

A passenger boarding of an aviation flight.

Environmental Assessment (EA) (*FAA Land Use Compatibility and Airports*)

A concise document that assesses the environmental impacts of a proposed federal action. The EA discusses the need for and environmental impacts of the proposed action and alternative actions. An EA should provide sufficient evidence and analysis for a federal determination whether to prepare an Environmental Impact Statement or a Finding of No Significant Impact.

Environmental Impact Statement (EIS) (*FAA Land Use Compatibility and Airports*)

A document that provides full and fair discussion of the significant environmental impacts that would occur as a result of a proposed project and informs decision makers and the public of the reasonable alternatives that would avoid or minimize adverse impacts.

Exclusive Right (*FAA AC 150/5190-6*)

A power, privilege, or other right excluding or debarring another from enjoying or exercising a like power, privilege, or right. An exclusive right may be conferred either by express agreement, by imposition of unreasonable standards or requirements, or by any other means. Such a right conferred on one or more parties but excluding others from enjoying or exercising a similar right or rights would be an exclusive right.

Existing Land Use *Also see “vested rights”*

ALUCs that have adopted a definition of “existing land use” are ones whose compatibility plans were revised in the past ten years. The California Airport Land Use Planning Handbook (2002) contains three pages of discussion of existing land use issues (pp. 3-17 – 3-20). The need for ALUCs to establish a definition is noted and the factors to be considered are outlined, but no explicit definition is provided.

ALUCs are unique to California, so if the term has been defined by entities in other states, it would be in a different context. The following are the definitions found in other ALUC plans. All are variations of the same concept.

Merced County ALUCP (1999), Tuolumne County ALUCP (2000), Siskiyou County ALUCP (2001)

A land use which either physically exists or for which local government commitments along with substantial construction investment by the property owner make it infeasible for the property to be used for anything other than its proposed use. Local government commitment to a proposal can usually be considered firm once a vesting tentative map has been approved or all discretionary approvals have been made.

Contra Costa ALUCP (2000), Placer County ALUCP (2000)

A land use which either physically exists or for which local government commitments along with substantial construction investment by the property owner make it infeasible for the property to be used for anything other than its proposed use. Local government commitment to a proposal can usually be considered firm once a vesting tentative map, development agreement, or other land use entitlement has been approved or all discretionary approvals have been made.

Butte County ALUCP (2000), Solano County ALUC Review Procedures (2002), Los Angeles County ALUC Review Procedures (2004), Riverside County ALUCP (2005)

A land use that either physically exists or for which local government commitments to the proposal have been obtained; that is, no further discretionary approvals are necessary. Local government commitment to a proposal can usually be considered firm once one or more of the following have occurred:

- (a) A tentative parcel or subdivision map has been approved and the original period (before any time extensions are submitted) within which the approval is valid has not expired;
- (b) A vesting tentative parcel or subdivision map has been approved;
- (c) A development agreement has been approved and remains in effect;
- (d) A final subdivision map has been recorded;
- (e) A use permit or other discretionary entitlement has been approved and not yet expired; or
- (f) A valid building permit has been issued.

San Diego County ALUCP (April 2008 Public Draft)

A project shall be considered an "*existing land use*" when a "vested right" is obtained, as follows:

- (a) A vesting tentative map has been approved pursuant to Government Code section 66498.1 and has not expired; or
 - (b) A development agreement has been executed pursuant to Government Code section 65866 and remains in effect; or
 - (c) A valid building permit has been issued, substantial work has been performed, and substantial liabilities have been incurred in good faith reliance on the permit, pursuant to the California Supreme Court decision in *Avco Community Developers, Inc. v. South Coast Regional Com.* (1976) 17 Cal.3d 785, 791, and its progeny.
- (1) A proposed modification to an *existing land use* that will result in an increase in height, a change of use, or an increase in density or intensity of use which is not in substantial conformance with the development project entitled by the *local agency* shall be subject to this *Compatibility Plan*. (See Policy 2.10.4.)
- (2) The determination of whether a project meets the criteria of an "*existing land use*" shall be made by the *local agency* and the *ALUC*.

Orange County / John Wayne Airport Environs Land Use Plan (2002)

Property already "devoted to" a certain use or a use that has been vested by virtue of the fact that a property developer has:

- Obtained a valid building permit (as distinguished from merely a foundation or other specific permit); and
- Performed substantial work; and
- Incurred substantial liabilities in good faith reliance upon the permit, or
- Entered into a development agreement, or
- Obtained a vesting tentative map.

FAR Part 77

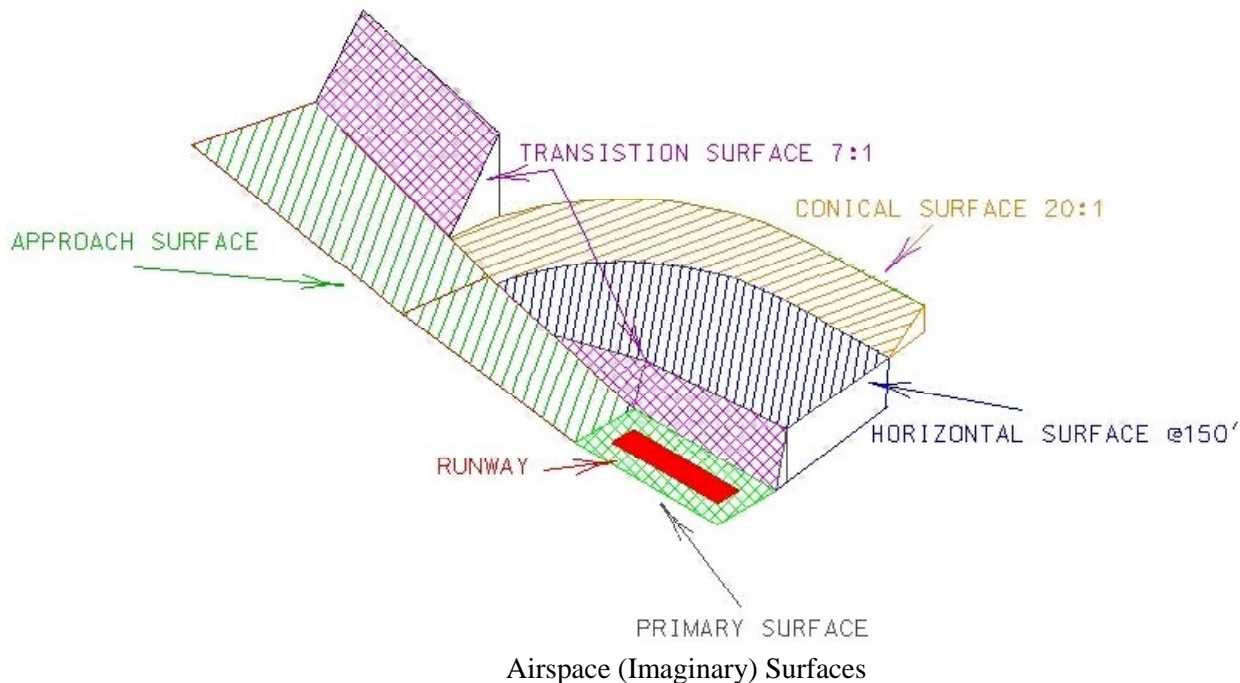
The part of the *Federal Aviation Regulations* that deals with objects affecting navigable airspace in the vicinity of airports. *FAR Part 77* establishes standards for determining obstructions in navigable airspace,

sets forth requirements for notice to FAA of certain proposed construction or alteration, and provides for aeronautical studies of obstructions to determine their effect on the safe and efficient use of airspace.

FAR Part 77 Surfaces

Those areas established in relation to the airport and to each runway consistent with FAR Part 77 in which any object extending above these imaginary surfaces, by definition, is an obstruction.

- **Transitional surface** The transitional surface extends outward and upward at right angles to the runway centerline and extend at a slope of seven feet horizontally for each one foot vertically (7:1) from the sides of the primary and approach surfaces. The transitional surfaces extend to the point at which they intercept the horizontal surface at a height of 150 feet above the established airport elevation.
- **Horizontal surface** The horizontal surface is a horizontal plane located 150 feet above the established airport elevation and encompasses an area from the transitional surface to the conical surface. The perimeter is constructed by generating arcs from the center of each end of the primary surface and connecting the adjacent arcs by lines tangent to those arcs.
- **Conical surface** The conical surface extends upward and outward from the periphery of the horizontal surface at a slope of 20 feet horizontally for every one foot vertically (20:1) for a horizontal distance of 4,000 feet.
- **Approach surface** The approach surface is longitudinally centered on the extended runway centerline and extends outward and upward from the end of the runway primary surface. The approach slope of a runway is a ratio of 20:1, 34:1, or 50:1, depending on the approach type. The length of the approach surface varies from 5,000 to 50,000 feet and also depends upon the approach type.



Federal Aviation Administration (FAA) (*FAA Web site*)

A federal agency charged with regulating air commerce to promote its safety and development; encourage and develop civil aviation, air traffic control, and air navigation; and promoting the development of a national system of airports.

Federal Aviation Regulations (FAR) (*FAA FAR*)

Regulations established and administered by the FAA that govern civil aviation and aviation-related activities.

- **FAR Part 36** (*FAA FAR Sec. 36.1*) Regulation establishing noise standards for the civil aviation fleet.
- **FAR Part 91** (*FAA FAR Sec. 91.1*) Regulation pertaining to air traffic and general operating rules, including operating noise limits.
- **FAR Part 150** (*FAA FAR Sec. 150.1*) Regulation pertaining to airport noise compatibility planning.
- **FAR Part 161** (*FAA FAR Sec. 161.1*) Regulation pertaining to notice and approval of airport noise and access restrictions.
- **FAR Part 77** (*FAA FAR Sec. 77.1*) Objects Affecting Navigable Airspace - Part 77 (a) establishes standards for determining obstructions in navigable airspace; (b) defines the requirements for notice to the FAA Administrator of certain proposed construction or alteration; (c) provides for aeronautical studies of obstructions to air navigation to determine their effect on the safe and efficient use of airspace; (d) provides for public hearings on the hazardous effect of proposed construction or alteration on air navigation; and (e) provides for establishing antenna farm areas.

Federal Grant Assurance (*FAA AC 150/5190-6*)

The terms and conditions of accepting Airport Improvement Program (AIP) grants from the FAA for carrying out the provisions of Title 49 United State Code. The terms and conditions become applicable when the airport sponsor accepts a grant offer from the FAA.

Findings

Legally relevant subconclusions that expose a government agency's mode of analysis of facts, regulations, and policies, and that bridge the analytical gap between raw data and ultimate decision.

Floor Area Ratio ("FAR")

The total building square footage (building area) divided by the site size square footage (site area).

Future Land Use Plan

A plan that guides physical development such as the location of different land uses, open space, circulation, and other important features of a community.

General Aviation (GA) (*FAA Web site*)

Refers to all civil aircraft and operations that are not classified as air carrier, commuter or regional. The types of aircraft used in general aviation activities cover a wide spectrum from corporate multi-engine jet aircraft piloted by professional crews to amateur-built single-engine piston acrobatic planes, helicopters, balloons and dirigibles.

General Aviation Airport (*Iowa Airport Land Use Guidebook*)

Any airport that is not an air carrier airport, or a military facility.

General Plan

For purposes of this *ALUCP*, this term shall mean any general plan or specific plan or amendments thereto, or any zoning ordinance, building regulation or land use policy document or implementing ordinance. (See Pub. Util. Code, §21676.)

Geographic Information System (GIS)

An integrated system of computer hardware, software and data used to view and manage information about geographic places, analyze spatial relationships, and model spatial processes.

Goal

The end point toward which effort is directed. In land use planning, goals should be:

- Achievable
- Realistic
- Broad enough to inspire, but narrow enough to meet #1 and #2
- Limited to no more than 2-3 major points
- A picture of the future (10-20 years) as community residents would like to see it

Gross Acreage

Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands.

Handbook

California Airport Land Use Planning Handbook (January 2002), published by the State of California, Department of Transportation -- Division of Aeronautics.

Height

For the purpose of determining the height limits in all airport zones shown on an Airport Compatibility Map, height shall be measured as the highest point of a structure, tree, or other object of natural growth, measured from the mean sea level elevation unless otherwise specified.

Helipad (AIM)

A small, designated area, usually with a prepared surface, on a heliport, airport, landing/takeoff area, apron/ramp, or movement area used for takeoff, landing, or parking of helicopters.

Heliport

A facility used for operating, basing, housing, and maintaining helicopters.

High Terrain Zone

Areas of land in the vicinity of an airport where the ground lies above an FAR Part 77 surface or less than 35 feet beneath such surface.

Hold Harmless Agreement (Iowa Airport Land Use Guidebook)

An agreement that holds airport sponsors or jurisdictions harmless for alleged damages resulting from airport operations. Such agreements are recorded in deeds or permits as a condition of approval of a regulatory land use decision.

Horizontal Zone or Horizontal Airspace Zone

An airspace obstruction zone including all land that lies directly under an imaginary horizontal surface 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway and connection the adjacent arcs by lines tangent to those arcs. The radius of each arc is 6,000 feet for all non-instrument runways.

Housing, Multifamily

A structure that houses three or more families, living independently of each other, in which each unit has its own kitchen.

Housing, Single Family

A detached structure, including a mobile home or manufactured dwelling unit, containing only one kitchen and used to house not more than one family.

Housing Codes *(FAA Web site)*

The codes that usually apply to both existing and future living units. The codes include minimum standards of occupancy, and usually govern spatial, ventilation, wiring, plumbing, structural, and heating requirements.

Imaginary Surfaces *See Airspace Surfaces or Imaginary Surfaces*

Impasse

Any significant unresolved issue between the appellant public agency and the public agency proposing the project regarding proper airport planning as it relates to the project at issue.

Incompatible Land Use *(FAA FAR Sec. 150.7)*

The use of land which is normally incompatible with the aircraft and airport operations (such as, but not limited to, homes, schools, nursing homes, hospitals, and libraries).

Industrial

Land use characterized by establishments founded in, among others, manufacturing or research and development.

Infill Development

(Merced County) Development that takes place on vacant property largely surrounded by existing development, especially development that is similar in character.

(San Diego) Development of vacant or underutilized land within established communities or neighborhoods that are: (a) already served with streets, water, sewer, and other infrastructure; and (b) comprised of existing uses inconsistent with the compatibility criteria set forth in this Compatibility Plan.

(San Francisco) Infill is building homes, businesses and public facilities on unused and underutilized lands within existing urban areas. Infill development keeps resources where people already live and allows rebuilding to occur. Infill development is the key to accommodating growth and redesigning our cities to be environmentally and socially sustainable.

(Citizen Planner Online) Development or redevelopment of land that has been bypassed, remained vacant, and/or is underused as a result of the continuing urban development process. Generally, the areas and/or sites are not particularly of prime quality, however they are usually served by or are readily accessible to

the infrastructure services and facilities provided by the applicable local governmental entity. Use of such lands for new housing and/or other urban development is considered a more desirable alternative than to continue to extend the outer development pattern laterally and horizontally thus necessitating a higher expenditure for capital improvements than would be required for infill development. The use of infill development, among others, promotes the best use of resources and also will tend to have a positive impact upon the tax and other fiscal policies. (Topeka, KS)

(El Dorado) The development of the last remaining lots in an existing developed area, the new development within an area already served by existing infrastructure and service, or the reuse of already developed, but vacant properties.

(Los Angeles) Development of vacant or underutilized land within areas that are already largely developed or used more intensively.

Infrastructure.

(FAA Web site) A community's built elements that establish the community's foundation for maintaining existing populations, activities, future growth and development. Infrastructure elements include airports, roads, highways, bridges, water and sewer systems, waste disposal facilities, utilities, telecommunications systems, schools, and governmental and community facilities.

(Redmond, WA) Facilities and services needed to sustain industry, residential, commercial, and all other land use activities, including water, sewer lines, and other utilities, streets and roads, communications, and public facilities such as fires stations parks, schools, etc.

Institutional

A land use characterized by nonprofit or quasi-public establishments (i.e. churches, schools, libraries, medical facilities, etc.).

Instrument Approach Procedure *(FAA Pilot/Controller Glossary)*

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. It is prescribed and approved for a specific airport by competent authority.

Instrument Flight Rules (IFR) *(FAA Pilot/Controller Glossary)*

Rules governing the procedure for conducting instrument flight. In addition, it is a term used by pilots and controllers to indicate a type of flight plan.

Integrated Noise Model (INM) *(Iowa Airport Land Use Guidebook)*

FAA's computer model used by the civilian aviation community for evaluating aircraft noise impacts near airports. The INM uses a standard database of aircraft characteristics and applies them to an airport's average operational day to produce noise contours.

Inverse Condemnation

An action brought by a property owner seeking just compensation for land taken for a public use against a government or private entity having the power of eminent domain. It is a remedy peculiar to the property owner and is exercisable by that party where it appears that the taker of the property does not intend to bring eminent domain proceedings.

Itinerant Operation (FAA AC 150/5325-4B)

Takeoff or landing operations of airplanes going from one airport to another airport that involves a trip of at least 20 miles. Local operations are excluded.

Jurisdiction

A local government entity; either an incorporated city or a county.

Land

Ground, soil, or earth, including structures on, above, or below the surface. In addition, the “land” shall include water bodies and water surfaces

Land Use

How a certain area of land is utilized. Examples include:

- **Industrial:** Production, distribution and repair (PDR) related activities such as wholesale trade, manufacturing, warehousing, construction, communication, and utilities.
- **Open Space:** Public owned parks, recreation, and open spaces as well as some highway right of ways.
- **Office Use:** Management, Information, Professional Services such as finance, insurance, and real estate (FIRE), business, legal, and public administration.
- **Mixed-Use:** Combined uses such as office and retail, industrial-retail-entertainment, or industrial and office, etc.
- **Mixed-Residential:** Housing with one or more other use.
- **Cultural/Institutional/Educational:** Uses such as museums, zoos, hospitals, medical centers, colleges, meeting halls, etc.
- **Retail:** Shopping and direct consumer services, amusement, personal services, restaurants and bars, from neighborhood-serving to region-serving.
- **Visitor/Hotel:** Hotels and Motels.

Land Use Compatibility (FAA Web site)

The coexistence of land uses surrounding the airport with airport-related activities.

Land Use Controls (FAA Web site)

Measures established by state or local government that are designed to carry out land use planning. The controls include: zoning, subdivision regulations, planned acquisition, easements, covenants, or conditions in building codes and capital improvement programs, such as the establishment of sewer, water, utilities, or their service facilities.

Land Use Density

A measure of the concentration of land use development in an area. Mostly the term is used with respect to residential development and refers to the number of dwelling units per acre.

(Placer County) A measure of the concentration of land use development in an area. Mostly the term is used with respect to residential development and refers to the number of dwelling units per acre. Unless otherwise noted, policies in this compatibility plan refer to *gross* rather than *net* acreage.

(Citizen Planner Online) The number of dwelling units situated on or to be developed upon a gross acre of land, generally expressed as “x dwelling units per acre.”

(Davis, CA) The number of residential dwelling units per acre of land. Densities are expressed in units per gross acre or per net developable acre. The gross acreage of a site is the entire acreage of a site and typically includes streets (but often excludes arterial streets and public open spaces). The net acreage of a site is the portion of a site that can actually be built on and typically excludes public streets, public open spaces and flood ways.

(San Francisco) The number of people, jobs or housing that exist in relationship to the area occupied.

(El Dorado) The number of housing units built on a site. Density is usually defined by the number of "dwelling units per acre (du/acre)," meaning the number of dwelling units (houses, condominiums, or apartments) that are built or can be built on one acre.

Land Use Intensity

A measure of the concentration of nonresidential land use development in an area. For the purposes of airport land use planning, the term indicates the number of people per acre attracted by the land use.

(Placer County) A measure of the concentration of nonresidential land use development in an area.

For the purposes of airport land use planning, the term indicates the number of people per acre attracted by the land use. Unless otherwise noted, policies in this compatibility plan refer to *gross* rather than *net* acreage.

Land Use Management Measures (*FAA Web site*)

Land use management techniques that consist of both remedial and preventive measures. Remedial, or corrective, measures typically include sound insulation or land acquisition. Preventive measures typically involve land use controls that amend or update the local zoning ordinance, comprehensive plan, subdivision regulations, and building code.

Landing Area (*FAA Pilot/Controller Glossary*)

Any locality, either of land or water, including airports/heliports and intermediate landing fields, which is used, or intended to be used, for the landing and takeoff of aircraft whether or not facilities are provided for the shelter, servicing, or for receiving or discharging passengers or cargo.

Landside (*FAA Web site*)

That part of an airport used for activities other than the movement of aircraft, such as vehicular access roads and parking.

Lighting and Marking of Hazards to Air Navigation (*Iowa Airport Land Use Guidebook*)

Installation of appropriate lighting fixtures, painted markings, or other devices to such objects or structures that constitute hazards to air navigation

Limited Avigation Easement (*FAA AC 150/5100-17*)

Action and resulting legal document which grants the purchaser the right of flight at any altitude above acquired surfaces. It also often prevents the erection or growth of all objects above the acquired surfaces. The right of entry to remove, mark, or light any structures or growth above acquired surfaces is also granted.

Local Agency

Unless otherwise designated, the County of Trinity or other local governmental entity having jurisdiction over land uses within the AIA's boundaries. These entities are subject to the provisions of ALUCPs; the ALUC does not have authority over land use actions of federal agencies.

Local Jurisdiction

The county of Trinity or any other government agency (except state or federal government agencies or Native American tribes) having jurisdiction over land uses within their respective boundaries.

Local Operation (*FAA Web site*)

Any operation performed by an aircraft that (a) operates in the local traffic pattern or within sight of the tower or airport, or (b) is known to be departing for, or arriving from, flight in local practice areas located within a 20-mile radius of the control tower or airport, or (c) executes a simulated instrument approach or low pass at the airport.

Lot

Either :

- The basic development unit for determination of area, width, depth, and other dimensional variations; or
- A parcel of land whose boundaries have been established by some legal instrument, such as a recorded deed or recorded map (such as a plat of subdivision), and is recognized as a separate legal entity for purposes of transfer of title.

Major Land Use Action

Actions related to proposed land uses for which compatibility with airport activity is a particular concern, but for which ALUC review is not always mandatory under state law.

Mediation (*FAA Web site*)

The use of a mediator or co-mediators to facilitate open discussion between disputants and assist them to negotiate a mutually agreeable resolution. Mediation is a method of alternative dispute resolution that provides an initial forum to informally settle disputes prior to regulatory intervention on the part of the FAA.

Mean Sea Level (MSL)

An elevation datum given in feet from mean sea level.

Minimum Lot Acreage

The measure of minimum lot area required to develop a lot as a particular land use based on County of Trinity Code's Zones.

Mitigation (*FAA Web site*)

The avoidance, minimization, reduction, elimination, or compensation for adverse environmental effects of a proposed action.

Mitigation Measure (*FAA Web site*)

An action taken to alleviate adverse impacts.

Multiple Family

A land use categorized by three or more families living independently of one another within the same building

National Environmental Policy Act of 1969 (NEPA) (FAA Order 5050.4B)

The National Environmental Policy Act (NEPA) is the national charter for protecting the environment. It establishes policy, sets goals, and provides means for carrying out the policy. NEPA requires each federal agency to disclose to the interested public a clear, accurate description of potential environmental impacts that proposed federal actions and reasonable alternatives to those actions would cause. Through NEPA, Congress directed federal agencies to integrate environmental factors in their planning and decision making progress. This provides the public with a fair, open opportunity to review and comment on those alternatives and impacts and other importation environmental matters related to a proposed federal action. In approving the federal actions necessary to support an airport development proposal, the approving FAA office must consider environmental effects as fully and as fairly as it does technical, economic, and other nonenvironmental considerations.

National Plan of Integrated Airport Systems (NPIAS) (Iowa Airport Land Use Guidebook)

The National Plan of Integrated Airport System (NPIAS) is the federal plan for developing public-use airports that identifies existing and proposed airports that are significant to national air transportation and estimates the infrastructure development needed to meet the needs of all segments of civil aviation. An updated 5-year national plan is submitted to Congress every two years.

National Transportation Safety Board (NTSB)

The U.S. government agency responsible for investigating transportation accidents and incidents.

Nautical Mile (FAA Web site)

A measure of distance equal to one minute of arc on the earth's surface, which is approximately 6,076 feet.

Navigation Aids (NAVAID) (FAA Web site)

Any facility used by an aircraft for guiding or controlling flight in the air or the landing or take-off of an aircraft.

Navigable Airspace (Iowa Airport Land Use Guidebook)

The airspace above minimum altitude for safe flight, and includes the airspace needed to ensure safety in take-off and landing of aircraft.

New Airports

The site and environs of any new airport that may be proposed anywhere in the county, including incorporated cities, and that requires an Airport Permit from the California Department of Transportation (agricultural airports, personal-use airports, and seaplane landing sites are generally exempt from state permit requirements).

Noise Abatement Procedures (FAA Web site)

Changes in runway usage, flight approach and departure routes and procedures, and vehicle movement, such as ground maneuvers or other air traffic procedures that shift aviation impacts away from noise sensitive areas.

Noise Compatibility Program (NCP) (FAA AC 150/5020.1)

The purpose of such a program is to seek optimal accommodation of both airport operations and community activities within acceptable safety, economic and environmental parameters. That may be

accomplished by reducing existing noncompatible land uses in the vicinity of the airport and preventing the introduction of new noncompatible land uses in the future. To that end, the airport proprietor and other responsible officials should consider a wide range of feasible alternatives of noise control actions and land use patterns.

Noise Exposure Contours (*FAA Web site*)

Lines drawn around a noise source indicating constant energy levels of noise exposure. DNL is the measure used to describe community exposure to noise.

(San Diego) Continuous lines of equal noise level usually drawn around a noise source, such as an airport or highway. The lines are generally drawn in 5-decibel increments so that they resemble elevation contours in topographic maps.

Noise Exposure Map (NEM) (*FAA Land Use Compatibility and Airports*)

The NEM is a scaled map of the airport, its noise contours and surrounding land uses. The NEM depicts the levels of noise exposure around the airport, both for the existing conditions and forecasts for the 5-year planning period. The area of noise exposure is designated using the DNL (Day-Night Average Sound Level) noise metric.

Noise Impact (*Iowa Airport Land Use Guidebook*)

A condition that exists when the noise levels that occur in an area exceed a level identified as appropriate for the activities in that area.

Noise Sensitive Area (*FAA AC 91-36D*)

Defined as an area where noise interferes with normal activities associated with the area's use. Examples of noise-sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas with wilderness characteristics), wildlife refuges, and cultural and historical sites where a quiet setting is a generally recognized feature or attribute.

Noise-Sensitive Land Uses

Land uses for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. The most common types of noise sensitive land uses include, but are not limited to, the following: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space.

Nonconforming Use

(*Case law*) The California Supreme Court has defined a nonconforming use this way:

A legal nonconforming use is one that existed lawfully before a zoning restriction became effective and that is not in conformity with the ordinance when it continues thereafter. [Citations omitted] The use of the land, not its ownership, at the time the use becomes nonconforming determines the right to continue the use. Transfer of title does not affect the right to continue a lawful nonconforming use which runs with the land [Citations omitted]... *Hansen Brothers Enterprises v. Board of Supervisors*, 12 Cal. 4th 533, 540 fn.1 (1996) ("Hansen").

(*FAA Web site*) Any pre-existing structure, tree, or use of land that is inconsistent with the provisions of the local land use or airport master plans.

(San Diego) A land use, parcel or building that does not comply with ALUCP

(Santa Barbara) An existing land use that does not conform to subsequently adopted or amended zoning or other land use development standards.

(Land Use Lingo) A use (or structure) that lawfully existed prior to the adoption or amendment of an ordinance but that fails to conform to the standards of the current zoning ordinance.

(Los Angeles) In general, a land use, parcel, or building that does not comply with a current land use plan or zoning ordinance, but which was legally permitted at the time the plan or ordinance was adopted. For the purposes of the individual compatibility plans for airports in Trinity County, a nonconforming land use is one that exists (see definition of *existing land use*) as of the adoption date of the plan for a particular airport, but which does not conform with the compatibility criteria set forth therein.

Nonconforming Structure

Any building that does not meet the zoning ordinance limitations on building size or location on a lot for its use and district.

Notice

An announcement containing information pertaining to a future event typically required for certain planning and zoning activities, such as a public hearing.

Obligated Airport (*FAA PPM 5190.10*)

A public use airport that is developed or improved with federal assistance under the various federal grant programs, surplus property transfers, and other federal government deeds of conveyance.

Obstacle Free Zone (OFZ) (*FAA 150/5300-13*)

The OFZ is the airspace below 150 feet (45 m) above the established airport elevation and along the runway and extended runway centerline that is required to be clear of all objects, except for the frangible visual NAVAID's that need to be located in the OFZ because of their function, in order to provide clearance protection for the aircraft landing or taking off from the runway, and for missed approaches.

Obstruction (*FAA AC 150/5190-4A*)

Any structure, growth, or other object, including a mobile object, which exceeds a limiting height, specific to its geographic location relative to the runway/airport.

(SD) Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used therein, the height of which exceed the standards established in Subpart C of Federal Aviation Regulations Part 77, *Objects Affecting Navigable Airspace*.

Off Airport Property (*FAA Web site*)

Property that is beyond the boundary of land owned by the airport sponsor.

Official Map (*FAA Web site*)

A legally adopted map that conclusively shows the locations and width of proposed streets, public facilities, public areas, and drainage rights-of-way.

On Airport Property (*FAA Web site*)

Property that is within the boundary of land owned by the airport sponsor.

Open Space

Areas of land not covered by structures, driveways, or parking lots.

Ordinance

A statute enacted by a governmental body.

Overlay Zone (*FAA Web site*)

A mapped zone that imposes a set of requirements in addition to those of the underlying zoning district.
(Racine County, WI) A zoning technique that allows for superimposing certain additional requirements upon a basic use zoning district without disturbing the requirements of the basic use district. In the instance of conflicting requirements, the stricter of the conflicting requirement shall apply.

Overflight

Any distinctly visible and/or audible passage of an aircraft in flight, not necessarily directly overhead.

Overflight Easement (*Merced County ALUCP*)

An easement which describes the right to overfly the property above a specified surface and includes the right to subject the property to noise, vibrations, fumes, and emissions. An overflight easement is used primarily as a form of buyer notification.

Overflight Notification (*San Diego County ALUCP*)

A buyer awareness tool that ensures prospective buyers of properties near an airport, particularly residential property, are informed about the airport’s potential impact on the property. An *overflight notification* is recorded in the chain of title of the property and indicates that a property may be subject to some of the annoyances or inconveniences associated with proximity to an airport and aircraft operations (for example: noise, vibration, overflights or odors).

Unlike an *avigation easement*, an *overflight notification* does not convey property rights from the property owner to the airport and does not restrict the height of objects. It simply documents the existence of certain conditions which may affect the property. The Airport Land Use Commission will require the recording of an Overflight Notification as a condition of project approval within portions of the airport influence area where overflights are known to occur.

Overflight Zone (*Merced County ALUCP*)

The area(s) where aircraft maneuver to enter or leave the traffic pattern, typically defined by the FAR Part 77 horizontal surface.

Overlay Zone *See Combining District.*

Part 77 (*FAA FAR Sec. 77.31*) 14 CFR Part 77

Objects Affecting Navigable Airspace, establishes standards for determining obstructions in navigable airspace; defines the requirements for notice to the FAA Administrator of certain proposed construction or alteration; provides for aeronautical studies of obstructions to air navigation to determine their effect on the safe and efficient use of airspace; provides for public hearings on the hazardous effect of proposed construction or alteration on air navigation; and provides for establishing antenna farm areas.

Performance Standards (*FAA Web site and Planning and Urban Design Standards*)

Minimum acceptable levels of performance, imposed by zoning that must be met by each land use. These standards set limits on externalities such as noise, odor, smoke, dust, noxious gases, vibration, heat and glare. They may be used to control physical, traffic, and fiscal impacts of development.

Person

An individual, firm, partnership, corporation, company, association, joint stock association, or body politic, and includes a trustee, receiver, assignee, administrator, executor, guardian, or other representative.

Planning Commission

A group of appointed residents who give guidance to the land use, zoning, and planning process in the community. They formulate and adopt the comprehensive plan and make recommendations on, among others, zoning ordinances, condominiums, and vacating of street and alley right-of-ways requests.

Precision Instrument Runway *(FAA AC 150/5190-4A)*

A runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS) or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated on an approved airport layout plan or any other planning document.

Primary Surface *(FAA AC 150/5190-4A)*

A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; for military runways or when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The width of the primary surface is set forth in FAR Part 77. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

Primary Runway *(FAA AC 150/5325-4B General Definition)*

The runway used for the majority of airport operations. Large, high-activity airports may operate two or more parallel primary runways.

Principal Structure

The building or structure, including all parts connected, where the primary use of the lot is conducted.

Proponent *(Iowa Airport Land Use Guidebook)*

Any person who proposes to erect or construct any object or structure that exceeds certain minimum altitudes that may be a potential hazard to air navigation and who may be responsible for lighting and marking such object or structure.

Project; Permit; Land Use Action; Development Proposal; Project/Plan

Terms similar in meaning and all referring to the types of land use matters, either publicly or privately sponsored, that are subject to the provisions of ALUCPs.

Public Agency

A county, city, school district, or other governmental body.

Public Assembly Use

A structure or outdoor facility where concentrations of people gather for purposes such as deliberation, education, shopping, business, entertainment, amusement, sporting events, or similar activities, but excluding air shows. "Public assembly use" does not include places where people congregate for relatively short periods of time, such as parking lots and bus stops, or uses approved by the FAA in an adopted airport master plan.

Public Use Airport *(FAA AC 150/5190-6)*

Means either a publicly owned airport or a privately owned airport open for public use.

Public, Civic and Institutional Uses

A use category that includes uses of a public, quasi-public, nonprofit, or charitable nature generally providing a local service to the people of the community. Generally, these uses provide the service on-site or have employees at the site on a regular basis. The service is ongoing, not just for special events. This use category includes the following use types:

- a) Community centers or facilities that have membership provisions or are open to the general public to join at any time (for instance, any senior citizen could join a senior center).
- b) Public assembly uses, such as private lodges, museums, libraries, clubs or halls, educational institutions, and religious assembly uses are also included in this category.
- c) Facilities for the provision of public services, including governmental offices and public safety and emergency response services, such as police, fire and ambulance services. Such facilities often need to be located in or near the area the service is provided.

Real Estate Disclosure

A Real Estate Disclosure is required by state law as a condition of the sale of residential property if the property is located in the vicinity of an airport and within its airport influence area. (See Bus. & Prof. Code, §11010; Civ. Code, §§1102.6, 1103.4, 1353.) The disclosure notifies the prospective purchaser of potential annoyances or inconveniences associated with airport operations prior to completing the purchase.

Residential and Accommodation Uses

A use category that includes the following use types:

- a) Residential uses that provide living accommodations, including sleeping, eating, cooking and sanitary facilities, to one or more persons, and where tenancies typically last longer than thirty (30) days.
- b) Accommodation uses characterized by visitor-serving facilities that provide temporary lodging in guest rooms or guest units, for compensation, and with an average length of stay of less than 30 days. Accessory uses may include pools and other recreational facilities for the exclusive use of guests, limited storage, restaurants, bars, meeting facilities, and offices.

Reconstruction / Restoration / Remodel (*San Diego County ALUCP*)

The rebuilding of an existing nonconforming structure that has been fully or partially destroyed as a result of a calamity, (not planned reconstruction or redevelopment), as defined by the local agency.

Redevelopment

(Citizen Planner Online) Any proposed expansion, addition, or major façade change to an existing building, structure, or use.

(San Diego) Development of a new use (not necessarily a new type of use) to replace an existing use at a density or intensity that may vary from the existing use. Redevelopment projects are subject to the provisions of this Compatibility Plan to the same extent as other forms of proposed development.

(El Dorado) Development that is different than the existing or planned use for a site. For instance, redevelopment occurs when housing is built on a site that was previously in a commercial use.

Reliever Airport (*FAA FAR Sec. 152.3*)

A general aviation airport designated by the Administrator as having the primary function of relieving congestion at an air carrier airport by diverting from that airport general aviation traffic.

Review Area

The area around an airport defined by the *airport influence area* boundary adopted by an airport land use commission within which certain land use proposals are to be referred to the ALUC for review. The *airport influence area* may contain multiple review areas with different requirements as to actions to be submitted to the ALUC.

Runway

Any existing or planned paved surface or turf covered area of the airport which is specifically designated and used or planned to be used for the landing and/or taking off of aircraft.

Runway Protection Zone (RPZ)

(FAA AC 150/5300-13) A trapezoid-shaped area centered about the extended runway centerline that is used to enhance the protection of people and property on the ground. It begins 200 feet beyond the end of the runway or area usable for takeoff or landing. The RPZ dimensions are functions of the design aircraft, type of operation, and visibility minimums.

(FAA Airport Design AC) An area off the end of a civilian airport runway used to enhance the protection of people and property on the ground.

Runway Safety Area (FAA AC 150/5300-13)

A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an overshoot, or excursion from the runway.

Sensitive Land Uses (San Diego County ALUCP)

Land uses for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by aircraft operations and require special protection from hazards, such as potential aircraft accidents, because of, for example, the low effective mobility of occupancies or the presence of hazardous materials. The most common types of sensitive land uses include, but are not limited to: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, outdoor assembly uses, libraries, museums, places of worship, and child-care facilities.

Slope

An incline from the horizontal expressed in an arithmetic ratio of horizontal magnitude to vertical magnitude. *For example:* Slope = 3:1, which is the same as 3 feet horizontal to 1 foot vertical.

Small Airplane (Airport Design AC)

An airplane of 12,500 pounds or less maximum certificated takeoff weight.

Sound Attenuation (FAA FAR Part 150)

Acoustical phenomenon whereby a reduction of sound energy is experienced between the noise source and the receiver. This energy loss can be attributed to atmospheric conditions, terrain, vegetation, constructed features (e.g., sound insulation) and natural features.

Sound Exposure Level (SEL) (FAA FAR Sec. 150.7)

The level, in decibels, of the time integral of squared A-weighted sounds pressure during a specified period or event, with reference to the square of the standard reference sound pressure of 20 micropascals and a duration of one second.

Special Exceptions *(FAA Web site)*

Land uses that are not specifically permitted as a matter of right, but can be permitted in accordance with performance standards and other local criteria. Also known as "conditional uses."

Statute Mile *(FAA Web site)*

A measure of distance equal to 5,280 feet.

Statutory Law

Law enacted by the state government.

Streamlined Permit Review Process

While the development permit review process can involve many steps that take a long time, a streamlined process speeds the time from permit application to decision by consolidating steps or requiring the review agency to respond in a relatively short period of time.

Structure

An object anchored, constructed, attached, erected, gathered, located, placed, piled, or installed by man, either on the ground or in or over a body of water, either moveable or immovable, and either temporary or permanent. The term "structure" includes, but is not limited to, antennae, buildings, cranes, fences, overhead transmission lines, patios and decks, man-made ponds, signs and sign structures, smokestacks, towers, utility poles, wires, and anything attached to any of the foregoing either temporarily or permanently.

Substantially Alter or Altered

An addition to the footprint of a building or structure, or an addition to the existing maximum height of a building or structure, or a change in use of land, building, or structure.

Takings

Government actions that violate the Fifth Amendment to the U.S. Constitution, which reads in part, "nor shall private property be taken for public use, without just compensation." Such actions include regulations that have the effect of "taking" property. The Supreme Court has established four clear rules that identify situations that amount to a taking and one clear rule that defines situations that do not. The court has found "takings" in the following circumstances:

- Where a landowner has been denied "all economically viable use" of the land;
- Where a regulation forced a landowner to allow someone else to enter onto the property;
- Where the regulation imposes burdens or costs on a landowner that do not bear a "reasonable relationship" to the impacts of the project on the community; and
- Where government can equally accomplish a valid public purpose through regulation or through a requirement of dedicating property, government should use the less intrusive regulation, for example, prohibiting development in a floodplain property.

The Supreme Court has also said that where a regulation is intended merely to prevent a nuisance, it should not be considered a taking. (Wisconsin Department of Natural Resources, 2001)

Taxiway Safety Area (TSA) *(FAA AC 150/5300-13)*

A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.

Threshold (*AIM*)

The beginning of that portion of the runway usable for landing (also see *Displaced Threshold*).

Touch-and-Go (*AIM*)

An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway.

Traffic Pattern (*AIM*)

The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach.

Transitional Zone or Transitional Airspace Zone

An airspace obstruction zone including all land that lies directly under an imaginary surface extending upward and outward at right angles to the runway centerline and centerline extended at a slope of 7:1 from the sides of the primary surfaces and from the sides of the approach surfaces until they intersect the horizontal surface or the conical surface. Transitional surfaces for those portions of the precision instrument approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the precision instrument approach surface and at right angles to the extended precision instrument runway centerline.

Transportation, Parking & Utility Uses

A use category that includes the following use types:

- a) Mass transit, which means a coordinated system of one or more transit modes providing regular transportation to the general public including, but not limited to, bus or rapid transit but not including charter bus, school bus, or sightseeing transportation.
- b) Public utility uses engaged in providing railroad, airline, bus, electric, rural electric, telephone, telegraph, communications, gas, gas pipeline carrier, water, sewerage, pipeline, street transportation, sleeping car, express, or private car line facilities and services.
- c) Transportation and parking service uses including a variety of facilities generally open to the public, related to the movement of passengers and goods, whether by private auto or public transportation.

Tree

Any object of natural growth.

Turbojet Aircraft (*FAA AC 20-147 General Definition*)

Aircraft operated by jet engines incorporating a turbine-driven air compressor to take in and compress the air for the combustion of fuel, the gases of combustion (or the heated air) are used both to rotate the turbine and to create a thrust-producing jet. For the purposes of the ALUCP, Turbojets include turbofan jet engines.

Turboprop Aircraft (*FAA Web site*)

Aircraft in which the main propulsive force is supplied by a gas turbine-driven conventional propeller. Additional propulsive force may be supplied from the discharged turbine exhaust gas.

Utility Runway (*Iowa Airport Land Use Guidebook*)

A utility runway constructed for and intended to be used by propeller driven aircraft of 12,500 pounds gross weight or less.

Variance

(*FAA Web site*) An authorization for the construction or maintenance of a building or structure, or for the establishment or maintenance of a use of land that is prohibited by a zoning ordinance. A lawful exception from specific zoning ordinance standards and regulations predicated on the practical difficulties and/or unnecessary hardships on the petitioner being required to comply with those regulations and standards from which an exemption or exception is sought.

(Minnesota Land Use Compatibility Manual) Any modification or variation of an airport zoning ordinance's provisions where it is determined that, by reason of exceptional circumstances, the strict enforcement of the ordinance provision(s) would cause "practical difficulty or unnecessary hardship."

(Land-Use Lingo: A glossary of land-use terms, Wisconsin Department of Natural Resources, 2001) A relaxation of dimensional or use standards by a local zoning board in compliance with statutory criteria.

Vested Right (*FindLaw*)

The Avco Rule: Under California law, a landowner has a vested right to complete construction of a project in accordance with the terms of a building permit if the owner has performed substantial work and incurred substantial liabilities in good faith reliance upon a permit validly issued by the government. The common law "Avco Rule", based on the California Supreme Court's decision in *Avco Community Developers, Inc. v. South Coast Regional Commission*, sets the standard in California for "vesting" development projects.

In *Avco*, the property owner obtained tentative and final subdivision map approvals, and was in the process of constructing storm drains, improvements of utilities, and similar facilities for the subdivision tract. However, no building permits had been issued for vertical unit construction. Although *Avco* spent nearly \$2,000,000 on construction costs, the California Supreme Court held that the commencement of infrastructure improvements did not rise to the level of "substantial improvements and costs" necessary to vest the project.

In contrast, where building permits have been issued, an owner has a vested right to complete construction after issuance of a building permit, even in circumstances where such a permit has lapsed due to delay caused by an economic downturn.

In *Pardee Construction Company v. California Coastal Commission*, the Court of Appeal held that "where [a] construction company allowed building permits to expire as a result of [a] decision to delay construction due to economic downturn, and where [a] construction company made no change in [the] condominium project, [a] construction company did not lose its vested rights as [a] result of lapse of building permits."

In response to the harsh "Avco Rule," California initiated several legislative reforms. For example, a development agreement approved under California's development agreement statute (Government Code Section 65864, et seq.) provides the developer with the "vested right" to proceed with a project-often for a period of 10 years or more-in accordance with "existing policies, rules and regulations, and subject to conditions of approval" in effect when the development agreement became effective. Additionally, under California's Subdivision Map Act, an approved "Vesting Tentative Map" provides the subdivider with the "vested right" to proceed with the development of the project in accordance with the local ordinances, policies and standards in effect when the map application was "deemed complete."

Visual Approach (*FAA Web site*)

An approach to an airport conducted with visual reference to the terrain.

Visual Flight Rules (VFR)

Rules that govern the procedures for conducting flight under visual conditions. VFR applies when meteorological conditions are equal to or greater than the specified minimum – generally, a 1,000-foot ceiling and 3-statute-mile visibility.

Visual Runway

(FAA AC 150/5300-13) A runway without an existing or planned straight-in instrument approach procedure.

(FAA Airport Design AC) A runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA-approved airport layout plan.

Visual Flight Rules (VFR) (FAA FAR Sec. 170.3)

Rules that govern the procedures for conducting flight under visual conditions. The term “VFR” is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, “VFR” is used by pilots and controllers to indicate the type of flight plan.

Weighted Sound Level (also referred to as DBA) (FAA AC 20-133)

A single event sound level which has been filtered or weighted to discriminate against the low and high frequency extremes to approximate the auditory sensitivity of the human ear.

Wetland (Iowa Airport Land Use Guidebook)

Land on which water covers the soil or is present either at or near the surface of the soil or within the root zone, all year or for varying periods of time during the year, including during the growing season. (FAA AC 150/5200-33A) Wetlands provide a variety of functions and can be regulated by local, state, and federal laws. Normally, wetlands are attractive to many types of wildlife, including many, which rank high on the list of hazardous wildlife species

Wildlife Attractants

Any human-made structure, land-use practice, or human-made or natural geographic feature that can attract or sustain hazardous wildlife within the landing or departure airspace or the airport’s air operations area. These attractants include, but are not limited to, architectural features, landscaping, waste disposal sites, wastewater treatment facilities, agricultural or aquaculture activities, surface mining, or wetlands.

Wildlife Hazards

Species of wildlife (birds, mammals, reptiles), including feral animals and domesticated animals not under the control, that are associated with aircraft strike problems, are capable of causing structural damage to airport facilities, or act as attractants to other wildlife that pose a strike hazard.

Zoning (FAA AC 150/5020-1)

An exercise of the police powers of the state, as delegated to local governments, designating the uses permitted on each parcel of land within the zoning jurisdiction.

(SD) A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established, as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within districts. A zoning ordinance consists of two parts: the text and a map.

Zoning Ordinance (*FAA AC 150/5190-4A general definition*)

Primarily a legal document that allows a local government effective and legal regulation of uses of property while protecting and promoting the public interest.