

### LAND USE COMPATIBILITY GUIDELINES

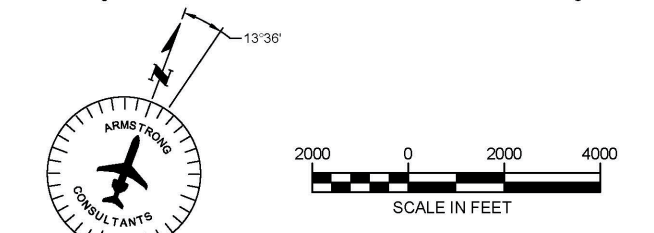
Land Use Category	ZONE D Airport Influence (AIZ)	ZONE C Traffic Pattern (TPZ)	ZONE B Approach (AZ)	ZONE A Runway Protection (RPZ)
<b>Residential</b> single-family, nursing homes, mobile homes, multi-family, apartments, condominiums transient lodging, hotel, motel	+	o (3)	-(1,3)	--
<b>Public</b> schools,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

NOTE: DEVELOPMENT PROJECTS WHICH ARE WILDLIFE ATTRACTANT, INCLUDING SEWERAGE PONDS AND LANDFILLS, WITHIN 10,000 FEET OF THE AIRPORT ARE UNACCEPTABLE. (REF.: FAA AC 150/5200-33)

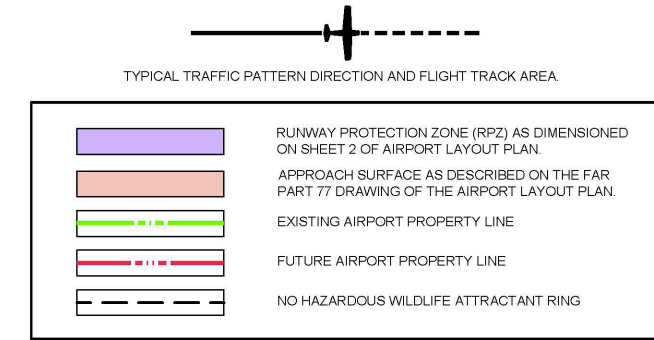
(1) If allowed, aviation easements and disclosure must be required as a condition of development.  
 (2) Any structures associated with uses allowed in the RPZ must be located outside the RPZ.  
 (3) If no reasonable alternative exists, use should be located as far from extended centerline as possible.  
 (4) If no reasonable alternative exists, use should be located as far from extended runway centerline and traffic patterns as possible.  
 (5) Transportation facilities in the RPZ (i.e. roads, railroads, waterways) must be configured to comply with Part 77 requirements.

### CRITERIA

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



MAGNETIC NORTH SOURCE:  
 NOAA GEOPHYSICAL DATA CENTER  
 MAGNETIC DECLINATION 13°36' EAST  
 RATE OF CHANGE 7.2' WEST PER YEAR  
 OBTAINED: 09/02/14



#### ORDINANCES IN EFFECT

**Regulation 4.16 AIP - Airport Industrial Park Zone District**  
 This zone district is established to provide for light industrial and light manufacturing uses in conjunction with an airport and that are complemented by administrative establishments in a planned development complex. Permitted uses include:  
 accessory building and uses, public and private airport, airport related uses, assembly plant, compounding, crematory, family child care (only in conjunction with providing service to employees of the industrial park), distribution center (wholesale only), fabrication, industrial repairs, manufacturing, processing, public utilities (distribution elements only), recreational buildings and membership clubs designed primarily to serve employees of other principal permitted uses in the industrial park, restaurant within the airport complex, retail sales and services operated in conjunction with a use specifically allowed, towers and antennas (non-commercial) that are less than 100 feet in height, and trade and training school.

#### NOTICE OF PROPOSED CONSTRUCTION

An FAA Form 7460-1, "Notice of Proposed Construction or Alteration" must be submitted for any construction or alteration (including hangars and other on-airport and off-airport structures, towers, etc.) within 20,000 horizontal feet of the airport greater in height than an imaginary surface extending outward and upward from the runway at a slope of 100 to 1 or greater in height than 200 feet above ground level.

#### LEGEND

CHURCH	HOSPITAL
SCHOOL	PARK

#### NOTES

No land fills within 5 miles of the airport.  
 No Section 4(F) land affected by the airport.

No.	Project No.	Date	Revision / Description	File	Drawn	Chkd.	Apprvd.
0	138140	04/2015	ORIGINAL ISSUE		LKB	JMR	JEP

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