

### **Zone 1: Runway Protection Zone**

#### *Risk Factors / Runway Proximity*

- Very high risk
- Runway protection zone as defined by FAA criteria
- For military airports, clear zones as defined by AICUZ criteria

#### *Basic Compatibility Qualities*

- Airport ownership of property encouraged
  - Prohibit all new structures
  - Prohibit residential land uses
  - Avoid nonresidential uses except if very low intensity in character and confined to the sides and outer end of the area
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### **Zone 2: Inner Approach/Departure Zone**

#### *Risk Factors / Runway Proximity*

- Substantial risk: RPZs together with inner safety zones encompass 30% to 50% of near-airport aircraft accident sites (air carrier and general aviation)
- Zone extends beyond and, if RPZ is narrow, along sides of RPZ
- Encompasses areas overflown at low altitudes — typically only 200 to 400 feet above runway elevation

#### *Basic Compatibility Qualities*

- Prohibit residential uses except on large, agricultural parcels
  - Limit nonresidential uses to activities which attract few people (uses such as shopping centers, most eating establishments, theaters, meeting halls, multi-story office buildings, and labor-intensive manufacturing plants unacceptable)
  - Prohibit children's schools, day care centers, hospitals, nursing homes
  - Prohibit hazardous uses (e.g. aboveground bulk fuel storage)
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### **Zone 3: Inner Turning Zone**

#### *Risk Factors / Runway Proximity*

- Zone primarily applicable to general aviation airports
- Encompasses locations where aircraft are typically turning from the base to final approach legs of the standard traffic pattern and are descending from traffic pattern altitude
- Zone also includes the area where departing aircraft normally complete the transition from takeoff power and flap settings to a climb mode and have begun to turn to their en route heading

#### *Basic Compatibility Qualities*

- Limit residential uses to very low densities (if not deemed unacceptable because of noise)
- Avoid nonresidential uses having moderate or higher usage intensities (e.g., major shopping centers, fast food restaurants, theaters, meeting halls, buildings with more than three aboveground habitable floors are generally unacceptable)
- Prohibit children's schools, large day care centers, hospitals, nursing homes
- Avoid hazardous uses (e.g. aboveground bulk fuel storage)

#### **Zone 4: Outer Approach/Departure Zone**

##### *Risk Factors / Runway Proximity*

- Situated along extended runway centerline beyond Zone 3
- Approaching aircraft usually at less than traffic pattern altitude
- Particularly applicable for busy general aviation runways (because of elongated traffic pattern), runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common
- Zone can be reduced in size or eliminated for runways with very-low activity levels

##### *Basic Compatibility Qualities*

- In undeveloped areas, limit residential uses to very low densities (if not deemed unacceptable because of noise); if alternative uses are impractical, allow higher densities as infill in urban areas
- Limit nonresidential uses as in Zone 3
- Prohibit children's schools, large day care centers, hospitals, nursing homes

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#### **Zone 5: Sideline Zone**

##### *Risk Factors / Runway Proximity*

- Encompasses close-in area lateral to runways
- Area not normally overflowed; primary risk is with aircraft (especially twins) losing directional control on takeoff
- Area is on airport property at most airports

##### *Basic Compatibility Qualities*

- Avoid residential uses unless airport related (noise usually also a factor)
- Allow all common aviation-related activities provided that height-limit criteria are met
- Limit other nonresidential uses similarly to Zone 3, but with slightly higher usage intensities
- Prohibit children's schools, large day care centers, hospitals, nursing homes

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#### **Zone 6: Traffic Pattern Zone**

##### *Risk Factors / Runway Proximity*

- Generally low likelihood of accident occurrence at most airports; risk concern primarily is with uses for which potential consequences are severe
- Zone includes all other portions of regular traffic patterns and pattern entry routes

##### *Basic Compatibility Qualities*

- Allow residential uses
- Allow most nonresidential uses; prohibit outdoor stadiums and similar uses with very high intensities
- Avoid children's schools, large day care centers, hospitals, nursing homes

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#### **Definitions**

As used in this table, the following meanings are intended:

- *Allow*: Use is acceptable
- *Limit*: Use is acceptable only if density/intensity restrictions are met
- *Avoid*: Use generally should not be permitted unless no feasible alternative is available
- *Prohibit*: Use should not be permitted under any circumstances
- *Children's Schools*: Through grade 12
- *Large Day Care Centers*: Commercial facilities as defined in accordance with state law; for the purposes here, family day care homes and noncommercial facilities ancillary to a place of business are generally allowed.
- *Aboveground Bulk Storage of Fuel*: Tank size greater than 6,000 gallons (this suggested criterion is based on Uniform Fire Code criteria which are more stringent for larger tank sizes)