

# PROJECTS WITHIN THE AIRPORT INFLUENCE AREAS

The following is a summary of the major issues that should be considered when reviewing proposed projects within the boundaries of the Airport Influence Areas. This is not a substitute for reading the applicable adopted 2004 Airport Land Use Compatibility Plans and City regulations and land use plans.

## Airport Influence Areas

Serves as the boundaries for the [Airport Land Use Compatibility Plan](#) policies and criteria.

The [Airport Influence Areas](#) (AIA) for Brown Field, Montgomery Field, MCAS Miramar, and San Diego International Airport are contained in a map layer on PTS. (See attachment 1 for the AIA maps and list of community plan areas affected.)

The AIA services as the plan boundaries for the Airport Land Use Compatibility Plans (ALUCP)

The AIA exceeds the [Airport Environs Overlay Zone](#).

## Airspace Protection

Purpose is to prevent airspace hazards or obstructions.

### ***Brown Field, Montgomery Field, MCAS Miramar***

#### **Title 14 of the Code of Federal Regulations CFR [Part 77](#)**

The Part 77 contains imaginary surfaces in the air that the Federal Aviation Administration (FAA) uses to prevent airspace hazards and obstructions. Federal regulations require that project applicants submit proposed structures that may pose hazard or obstruction to the FAA for an aeronautical study. The FAA will determine if the project is considered an airspace obstruction or hazard. The Part 77 surfaces can exceed the AIA boundaries.

#### Determining which Projects should be Submitted

Use the following to determine when development projects that propose the construction or alternation of any structures are required to submitted to the FAA for an aeronautical study:

Greater than 200 ft above ground level regardless of the location (Citywide).

Within 20,000 feet of an airport and would exceed a 100:1 horizontal slope (100 feet horizontally for each 1 foot vertically) from the nearest runway of that airport. (Note: 20,000 feet can exceed the AIA boundaries)

Within 5,000 feet of a heliport and would exceed a 25:1 horizontal slope (25 feet horizontally for each 1 foot vertically) from the nearest landing and takeoff area of that heliport.

See Attachment 2 for maps showing the 20,000 distance from each airport runway.

See Attachment 3 for an explanation of how to calculate the 100:1 slope.

The [Advisory Circular 70/7460-2K](#), Proposed Construction or Alteration of Objects That May Affect the Navigable Airspace, provides a summary of Part 77 with diagrams.

#### Projects Required to be Submitted

If required to be submitted to the FAA for an aeronautical study, the [Obstruction Evaluation / Airport Airspace Analysis](#) website contains FAA Form 7460-1, Notice of Proposed Construction or Alteration that the project applicant will need to complete and submit to the FAA electronically. FAA performs aeronautical studies based on information provided by project applicants. The FAA will notify the project applicant with the determination and the determination can be accessed from the website.

In addition, if the proposed project is required to be submitted to the FAA, the airport operator and Airport Land Use Commission (ALUC) should be notified (See Attachment 3 for contact information).

Prior to approval, the project applicant should provide the City with the official FAA determination letter, which should be included in the project file.

Any use determined to be a Hazard by the FAA would be inconsistent with the ALUCP.

### ***San Diego International Airport***

#### **Airport Approach Overlay Zone (AAOZ)**

The Airport Approach Overlay Zone provides supplemental regulations for the property surrounding the approach path for San Diego International Airport (SDIA), Lindbergh Field. (See Attachment 4.)

Exempt - Development of structures that will not exceed 30 feet in height, except if located between Interstate 5, Ivy Street, Nutmeg Street, and Lindbergh Field.

Exempt - Development of structures that will not exceed 40 feet in height for developments located in the approach path surface east of Interstate 5 (See Attachment 5).

If not exempt, have the project applicant send the proposed project to the FAA for [Obstruction Evaluation / Airport Airspace Analysis](#) and Airport Authority for their review as the airport operator. Refer to the previous section addressing submitting projects to the FAA.

#### **Approach Path Buffer**

Note that the Approach Path surface east of the runway 9-27 (Bankers Hill/Uptown area) has a 50 ft buffer below the FAA Part 77 Surfaces (See Attachment 5). In the Approach Path, the FAA may determine that a project is below the Part 77 surfaces, but the AAOZ may still prohibit the proposed structure height. The AAOZ is a map layer in PTS.

# Noise

Purpose is to limit noise sensitive uses in high noise environments.

## Land Use Compatibility Matrix

The [Airport Land Use Compatibility Plan](#) for each airport contains a noise land use compatibility matrix for determining if a proposed land use is compatible or conditionally compatible with noise attenuation.

## Noise Contours

### *Brown Field, Montgomery Field, MCAS Miramar*

Use the [Airport Environs Overlay Zone](#) (AEOZ) noise contours in PTS except for SDIA.

### *San Diego International Airport*

Use the Airport 1990 noise contours @ Lindbergh in PTS. The SDIA adopted ALUCP uses 1990 noise contours. The AEOZ for SDIA uses the 1999 noise contours.

See Attachment 1 for maps showing the AIA with the adopted ALUCP noise contours.

# Safety

Purpose is to minimize the number of people exposed to aircraft crash hazards.

## *Brown Field and Montgomery Field*

### Runway Protection Zones

The [Airport Land Use Compatibility Plan](#) for each airport identifies the Flight Activity Zones (also referred to as the Runway Protection Zones) and the acceptable uses in the zones (See Attachment 6 for map of the Runway Protection Zones)

## *MCAS Miramar*

### Accident Potential Zones

The [Airport Land Use Compatibility Plan](#) identifies the Accident Potential Zones (APZ) I and II (See Attachment 7 for a map of the Accident Potential Zones).

Acceptable uses in each APZ

Persons per acre limitations in APZ I for specific uses.

Lot coverage limitations in each APZ.

## *San Diego International Airport*

### Runway Protection Zones

The [Airport Land Use Compatibility Plan](#) identifies the Runway Protection Zones (RPZ) and the acceptable uses in the zones.

## Infill and Density Limitations

Limitations of the use or storage of large quantities of flammable or explosive substances on a site located in the AAOZ Approach Path.

Density limitations for projects within the AAOZ Approach Path exist in the RPZ and Downtown, limits projects to 110% of the average intensity of existing uses within a ¼ mile radius of the project site. (See Attachment 5, Approach Path)

As an alternative for projects located in Downtown that are in the Approach Path, Floor Area Ratio (FAR) of 2.0 and a 36 foot height limit can be used.

The [Airport Land Use Compatibility Plan](#) identifies incompatible land uses in the Approach Path.

The [Airport Land Use Compatibility Plan](#) for SDIA addresses the noise attenuation requirements for habitable room remodels and additions.

## Overflight:

Purpose is to grant certain property rights to the airport operator such as operation of aircraft over the property.

## Avigation Easements

The [Airport Land Use Compatibility Plan](#) for each airport identifies the requirements for avigation easements:

### ***Brown Field and Montgomery Field***

City of San Diego accepts avigation easements.

### ***San Diego International Airport***

Airport Authority accepts [avigation easements](#).

### ***MCAS Miramar***

Marine Corps does not accept avigation easements.

## Questions

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### Attachments:

1. AIA with noise contours Maps
2. FAA Noticing Area Maps
3. Explanation of the 100:1 slope
4. Airport Approach Overlay Zone
5. SDIA Approach Path Map
6. Runway Protection Zone Maps
7. MCAS Miramar Accident Potential Zone Map