

AIRCRAFT & AIRSPACE REGULATIONS

PILOT

- Responsible for safe operation of aircraft in the air and on the ground



FAA

- Establishes airspace - where aircraft may be flown
- Sets aircraft noise standards
- Certifies aircraft and pilots



JOHNSON COUNTY, CITIES OF OLATHE, OVERLAND PARK, GARDNER

- No control over aircraft in flight
- May establish land use plans to promote public health & safety in the vicinity of airports

LAND USE REGULATIONS

JOHNSON COUNTY

- Responsible for maintaining a safe airport
- Coordinates with citizens and developers to promote land use compatibility

STATE OF KANSAS

- Enables local land use planning through adoption of zoning ordinances and a General Plan
- Enables airport commission to act as an airport zoning commission to zone property within one mile of the airport.

UNITED STATES

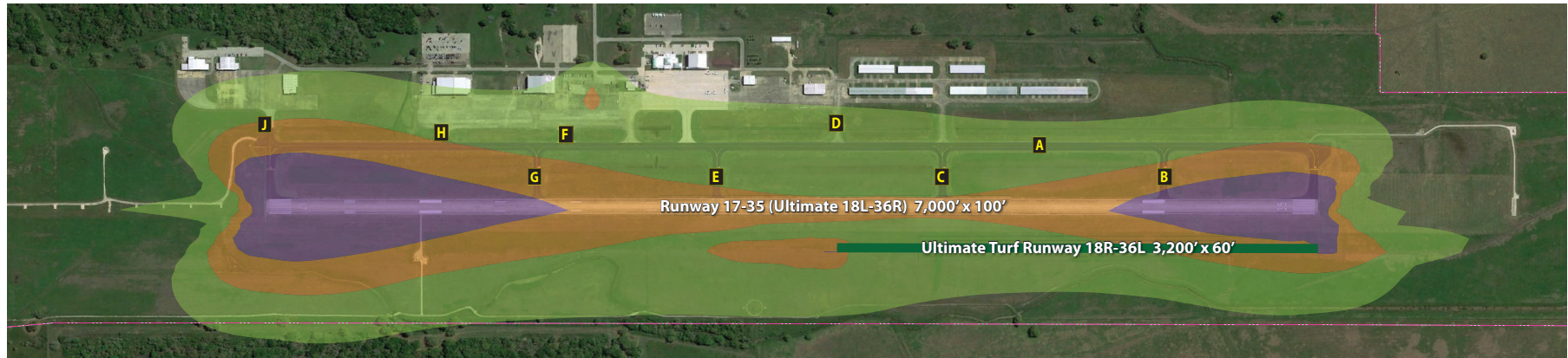
- No land use authority except on airports that were previously owned by the federal government and/or on airports which receive federal funding for airport capital improvements projects.

"Cessna four-one-seven-sierra-tango cleared for takeoff on runway one-two, southeast departure approved"

"Tower, Cessna four-one-seven-sierra-tango holding short of runway one-two for VFR departure south-eastbound."

NOISE
ABATEMENT
PROCEDURES

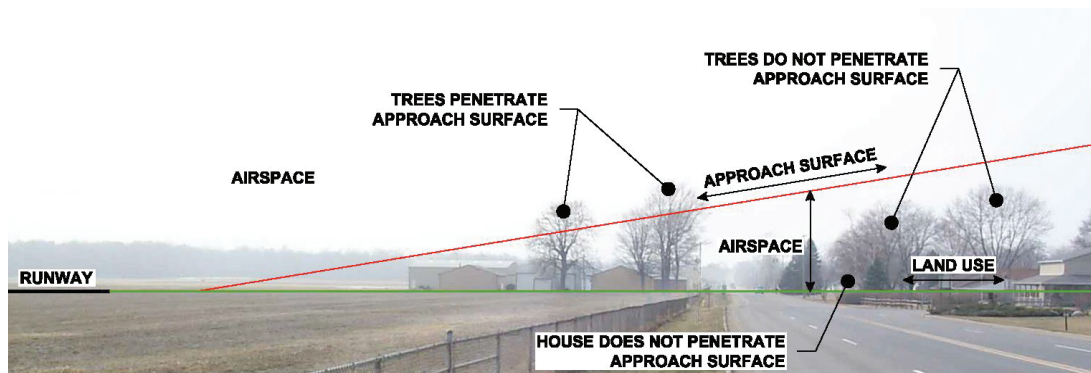
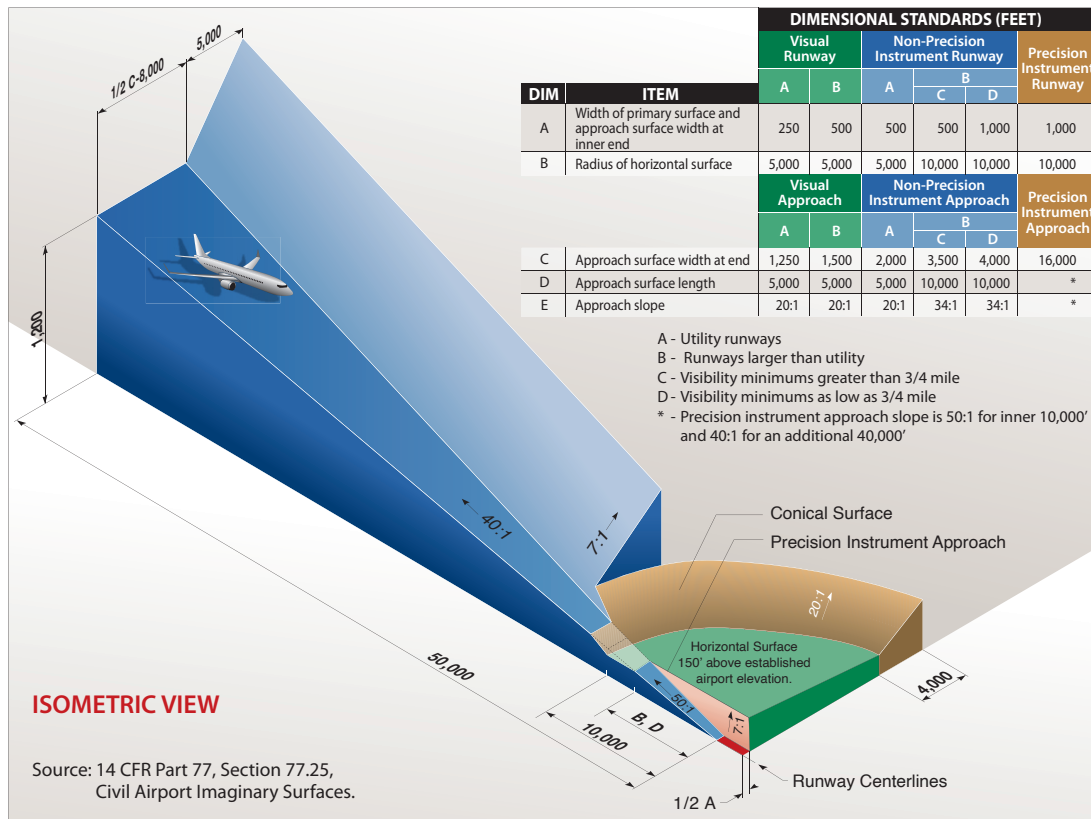
Aircraft Noise



- Contours are developed with FAA's AEDT (Aviation Environmental Design Tool)
- 65 DNL (day-night noise level) is the typical threshold for compatibility
- Operational growth, unless tied to a specific project, will not result in noise impacts.
- Impacts to noise-sensitive land uses are only identified through NEPA documentation for specific projects or through the voluntary Part 150 process.

Airspace

Height of Structures



- Developers must submit FAA Form 7460, FAA does not have the authority to stop off-airport construction.
 - Determined to be a hazard to air navigation;
 - Determined not to be a hazard to air navigation; or
 - Determined not to be a hazard with certain mitigation measures, such as lighting or marking.
- It is critical for local communities to create the height restrictions that prevent and/or mitigate structures that could be obstructions or hazards to air navigation.



New Century
AirCenter



Johnson County
Executive Airport

IXD & OJC Economic Impact

SUMMARY OF FINDINGS

(prepared by CERl - Johnson County Economic Research Institute)

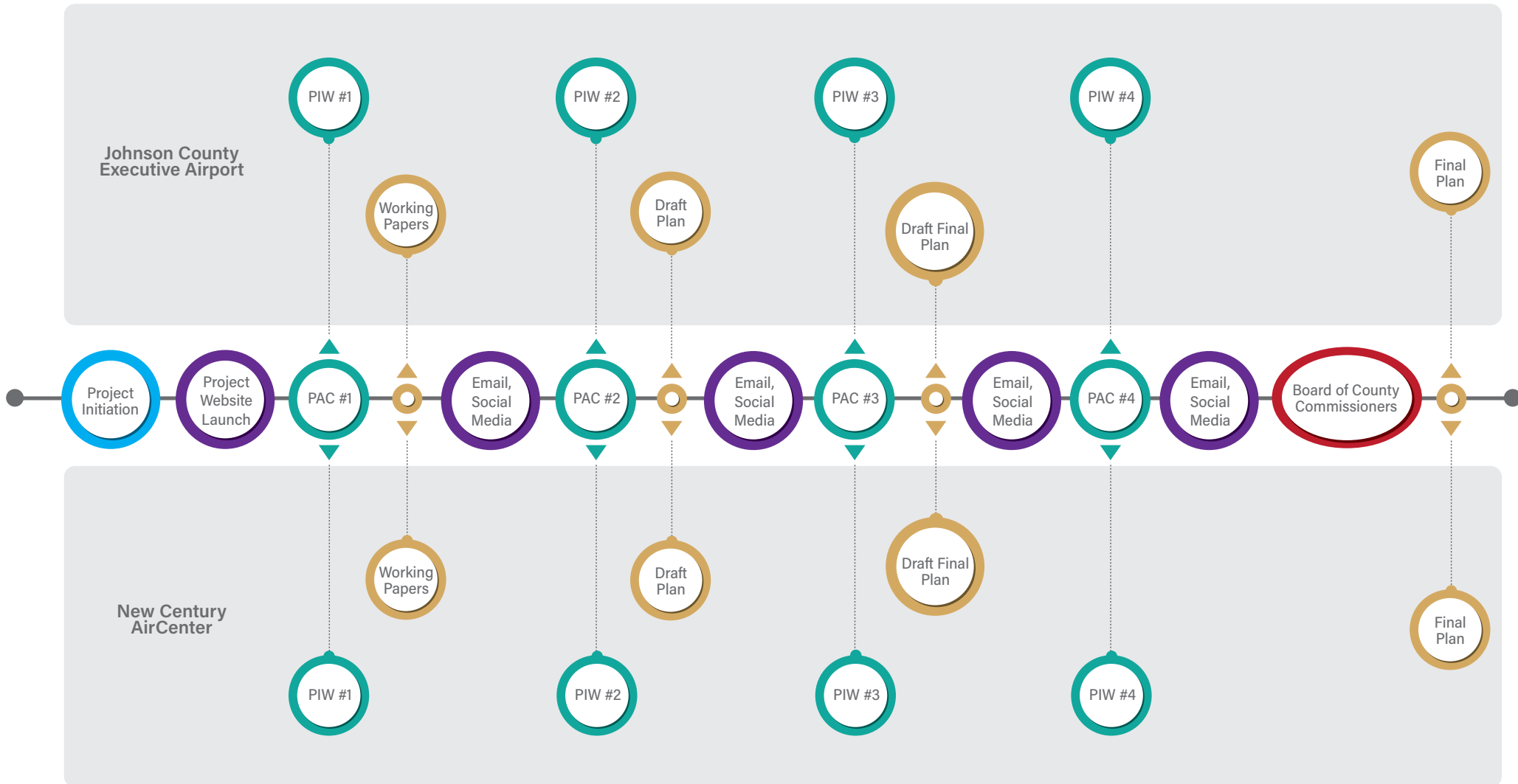
The following summarizes the total impact (direct and induced) to the Johnson County economy during 2020 resulting from each of the businesses activities studied:

Impacts Deriving From:	Industry Output	Household Earnings	Jobs
Aviation-Related Services	\$75,789,648	\$11,486,678	232
Governmental Agencies	\$28,551,590	\$7,841,349	211
Business Park Tenants	\$1,162,655,018	\$201,809,552	4,480
Visitor Spending	\$22,989,553	\$5,076,567	201
Total Annual Economic Impact	\$1,289,985,808	\$226,214,146	5,124

Land Use Compatibility Concerns

- Airport-compatible land uses are defined as those uses that can coexist with a nearby airport without constraining the safe and efficient operation of the airport, or exposing people living or working nearby to unacceptable levels of noise or hazards.
- AC Discusses:
 - Aircraft Noise
 - Airspace
 - Wildlife & Bird Attractants
 - Runway Protection Zones
 - Local Regulation of Concentrations of People (Development Density)

Study Process



What it is/What it isn't

The Comprehensive Compatibility Plan Can be Used to:

- Protect the public from airport noise
- Ensure land use development is not concentrated in areas of high aircraft accident risk
- Ensure no structures or activities adversely affect navigable airspace

The Comprehensive Compatibility Cannot be Used to:

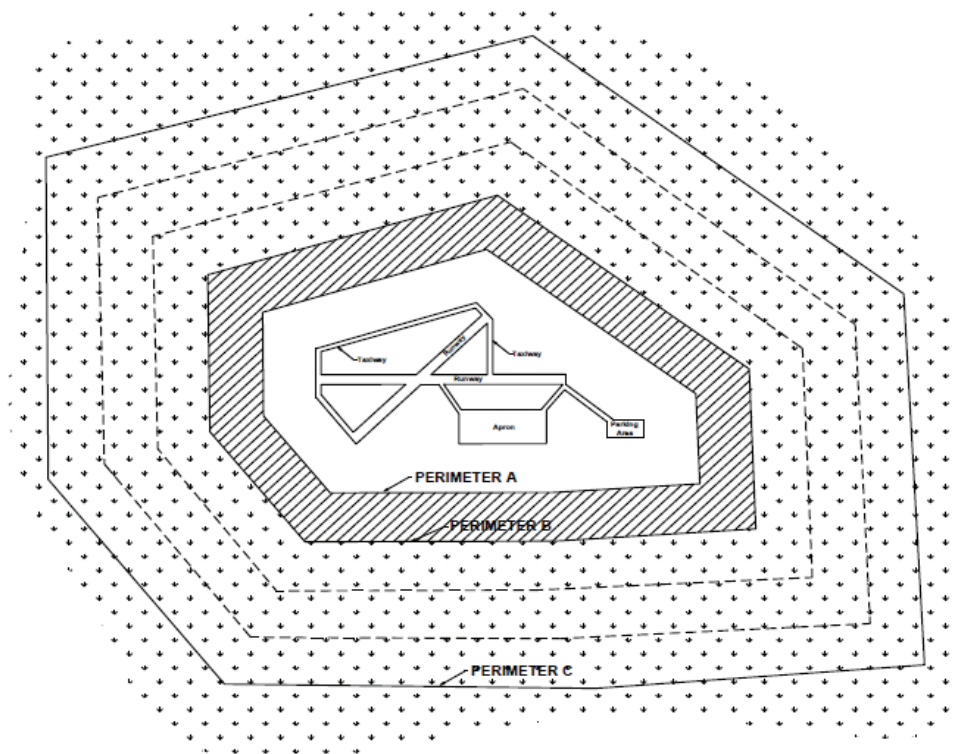
- Control aircraft operations
- Specify land uses on parcels near an airport
- Remove existing incompatible land uses
- Authorize the airport to expand





Wildlife & Bird Attractants

Figure 2-7. Wildlife Hazard Separation Distances



- For airports serving piston-powered aircraft, hazardous wildlife attractants must be 5,000 feet from the nearest air operations area.
- For airports serving turbine-powered aircraft, hazardous wildlife attractants must be 10,000 feet from the nearest air operations area.
- 5-mile range to protect approach, departure and circling airspace.