

Chapter 17

AIRPORT OVERLAY ZONE (AOZ)

16-17-050 Additional Evaluation Guidelines.

Satisfaction of the mandatory requirement to comply with FAR Part 77 airspace criteria in no way either directly or indirectly assures compatibility of the proposed criteria in certain other areas of potential conflict (principally, noise and safety). And, the nature and magnitude of such conflict will vary based upon the following three principal factors: 1) What is the nature of the proposed development? 2) At what physical distance from the airport is it located? 3) Under which particular sub-boundary(s) of the AOZ is it located (e.g., Approach Surface, Horizontal Surface, etc.). Prior to conditional approval being granted for any off-airport development within the AOZ, the relationship of these factors to the noise and safety factors will be carefully evaluated.

1. **Noise Factor** This factor is essentially “people related,” and becomes significantly and progressively more important as larger numbers of people in a “living environment” (homes, churches, schools, etc.) are impacted. Aircraft noise is generally much less a nuisance factor to people in working environment, particularly where that environment is industrial in nature. The noise “footprint” to be expected is partly a function of pure physical distance from the airport, but is most significantly a function of the particular AOZ subdivision below which or near, with the Approach Surface (and nearby areas) experiencing the most frequent and loud noise signatures, because in these areas the airplanes on takeoff are low, and are, of necessity, operating engines at full power.
2. **Safety Factor**: It is well documented statistical fact that well over half of all general aviation accidents that occur, occur on or within 1 mile of an airport. The off-airport aircraft accident pattern is further concentrated in-and-near the approach and departure flight paths. Consequently, the areas of most critical concern for safety of persons on the ground near the airport underlie the Approach Surfaces and near vicinities, and it is therefore important to critically review proposed developments in these areas that would involve large numbers of and/or dense constructions of people. (e.g., homes, churches, schools, and similar).