

Section 2. Recommendations

3. *Integrate municipal and airport planning.*

Airports should be made a part of community master plans completely integrated with transportation requirements for passenger, express, freight and postal services. Particular attention should be paid to limited access highways and other transportation facilities to educe time to the airport from sources of air transportation business.

4. *Incorporate cleared runway extension areas into airports.*

The dominant runways of new airport projects should be protected by cleared extensions at each end *at least* one-half mile in length and 1,000 feet wide. This area should be completely free from housing or any other form of obstruction. Such extensions should be considered an integral part of the airport.

5. *Establish effective zoning laws.*

A fan-shaped zone, beyond the half-mile cleared extension described in Recommendation 4, at least two miles long and 6,000 feet wide at its outer limits should be established at new airports by zoning law, air easement or land purchase at each end of dominant runways. In this area, the height of buildings and also the use of the land should be controlled to eliminate the erection of places of public assembly, churches, hospitals, schools, etc., and to restrict residences to the more distant locations within the zone.

“Where it is not economically feasible to purchase...tracts of land so that absolute control of their use could be maintained, reliance must be placed on zoning laws to protect both the aircraft using the airport from obstructions to flight and the people on the ground from hazard and noise.

It is recommended that the responsibility for zoning be left with the States and their political subdivisions, at least for the present, and until they have had a full opportunity to cope with the problem under adequate Federal guidance.

Local zoning authorities should employ their powers to prohibit further developments which will interfere with appropriate use of existing airports. Here also availability of Federal funds should be dependent upon such local actions.”