



# Airport Zoning Survey 1

Reponses and Follow-up Questions

May 15, 2014

We all have a stake in **A**  **B**



# About the Survey

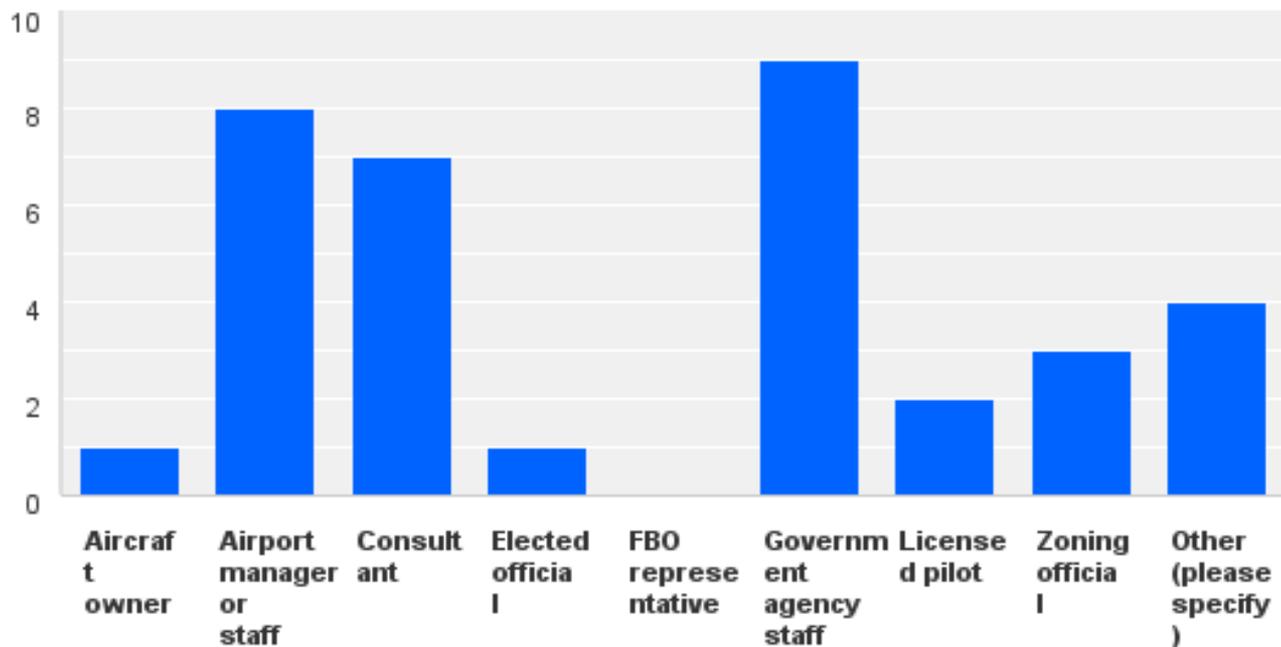
- ▶ Approximately 50% participation (31 of 65)  
(higher % relative to meeting participants)
  - 22 from first email; 9 from second
- ▶ Questions mostly focused on processes
- ▶ Follow-up questions today and in subsequent surveys



# Question 1 – Roles/Background

**Q1 What role(s) do you have in the aviation community? You may select more than one.**

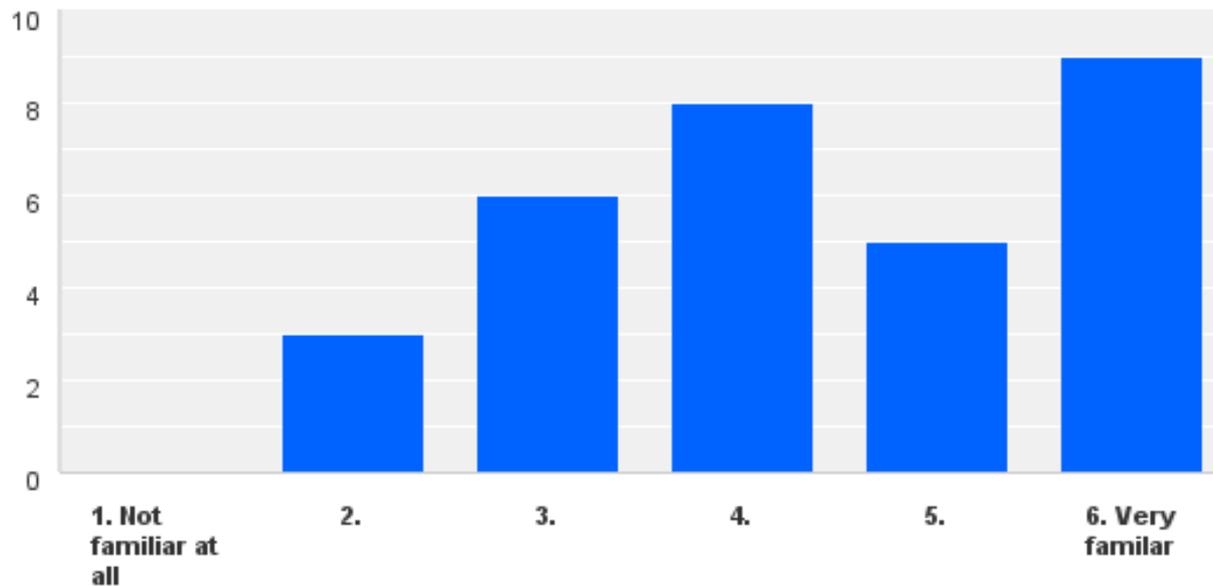
Answered: 31 Skipped: 0



# Question 2 – Familiarity

**Q2 How would you rate your familiarity with Minnesota airport zoning processes and standards?**

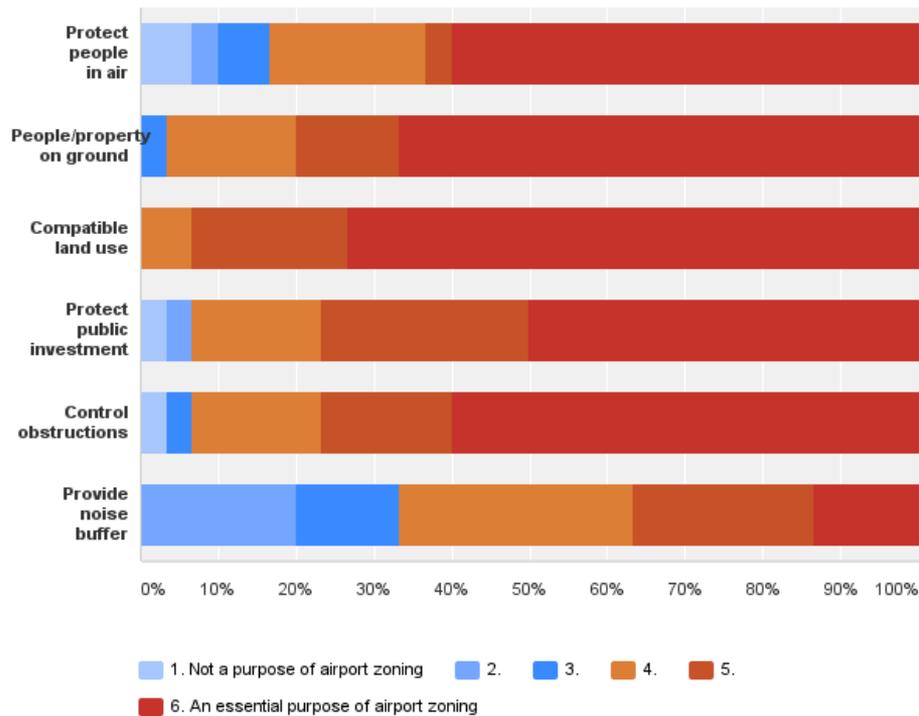
Answered: 31 Skipped: 0



# Question 3 – Purposes

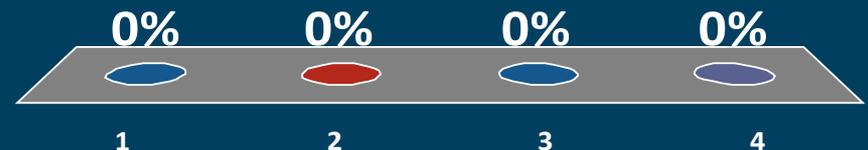
**Q3 Please indicate the importance of each of the following reasons for airport zoning.**

Answered: 30 Skipped: 1



# Which of the following reasons for land use restrictions in airport zoning is most important to you?

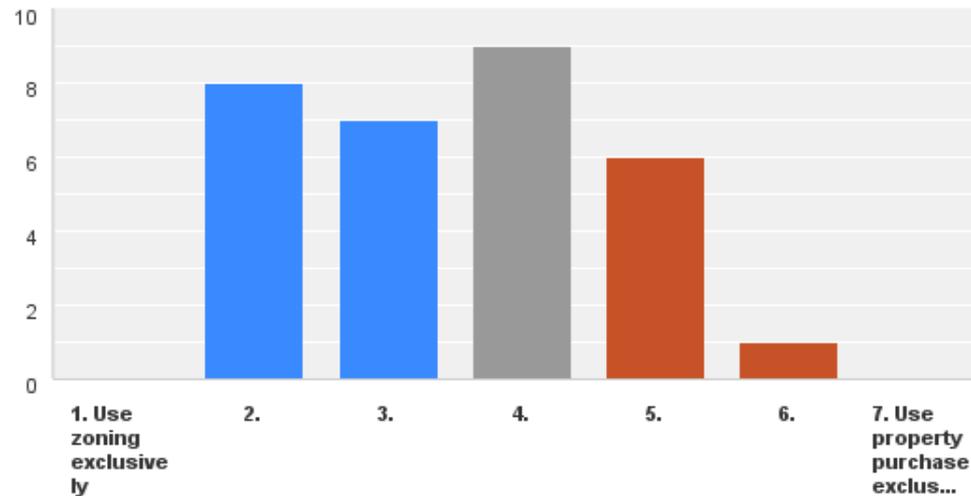
1. Protect people and property on the ground in the event of a crash
2. Protect pilots and passengers in the event of a crash
3. Protect people on the ground from noise and other disturbances that are not crash-related



# Question 4 – Zoning vs. Purchase

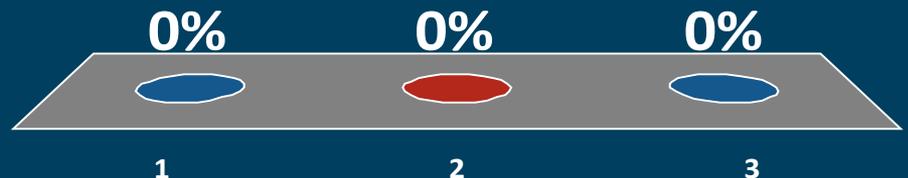
**Q4 Two primary mechanisms can be used to accomplish airport safety beyond an airport's borders: zoning or property purchase. In your opinion, what is the appropriate balance between these two options?**

Answered: 31 Skipped: 0



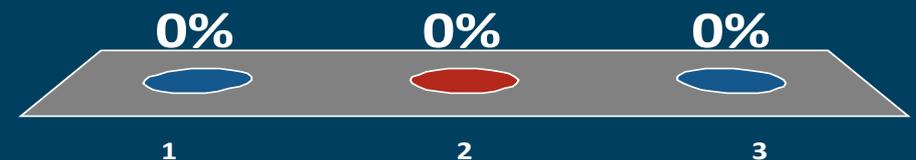
If money were no object and Safety Zone A remained its current size, do you think airport owners should acquire all building rights within Safety Zone A?

1. Yes
2. No
3. Don't know



If money were no object and Safety Zone A were significantly smaller than its current size yet still larger than the federally defined Runway Protection Zone (RPZ), do you think airport owners should acquire all building rights within Safety Zone A?

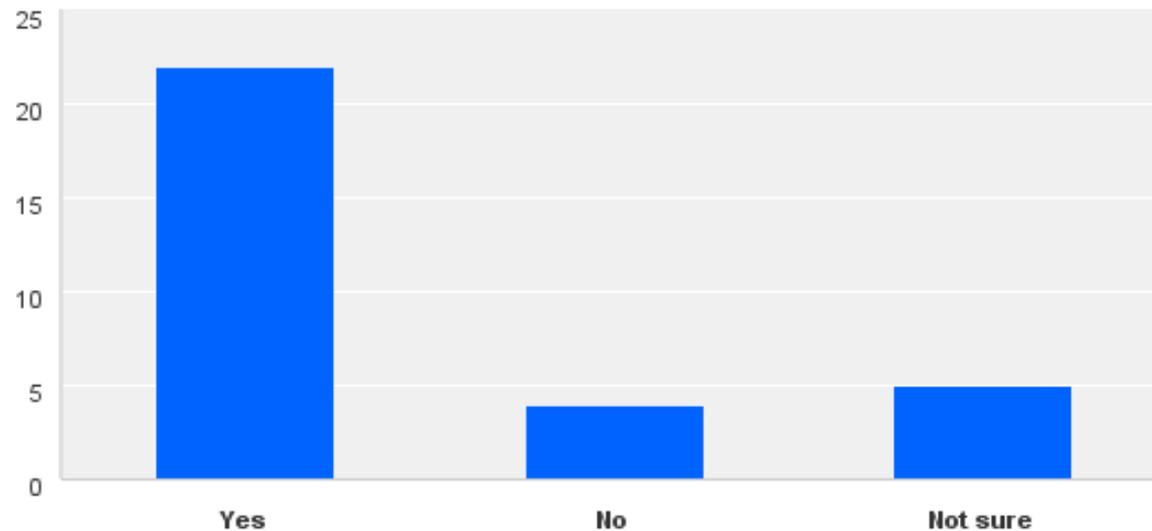
1. Yes
2. No
3. Don't know



# Question 5 – Zoning Requirement for Funding

**Q5 Current law requires that an airport be zoned, or be in the process of zoning, to be eligible for state and federal grant funds. In your opinion, should this requirement exist?**

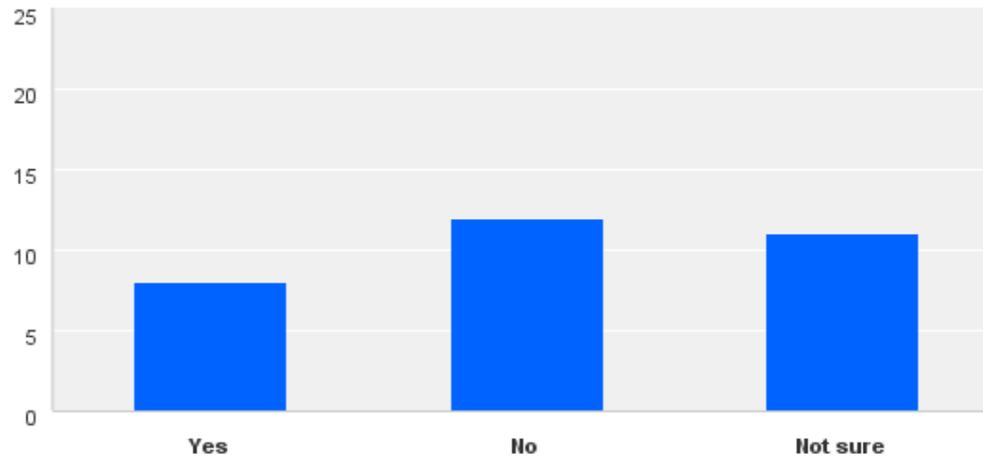
Answered: 31 Skipped: 0



# Question 6 – Timeline for Zoning

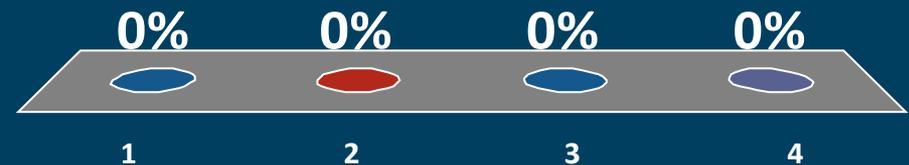
**Q6 Current law requires that the zoning process must be completed with "due diligence" in order to qualify for state and federal grant funds. Should the law identify a definite time limit within which the zoning process must be completed in order to qualify for state and federal grant funds?**

Answered: 31 Skipped: 0



# Which would you prefer?

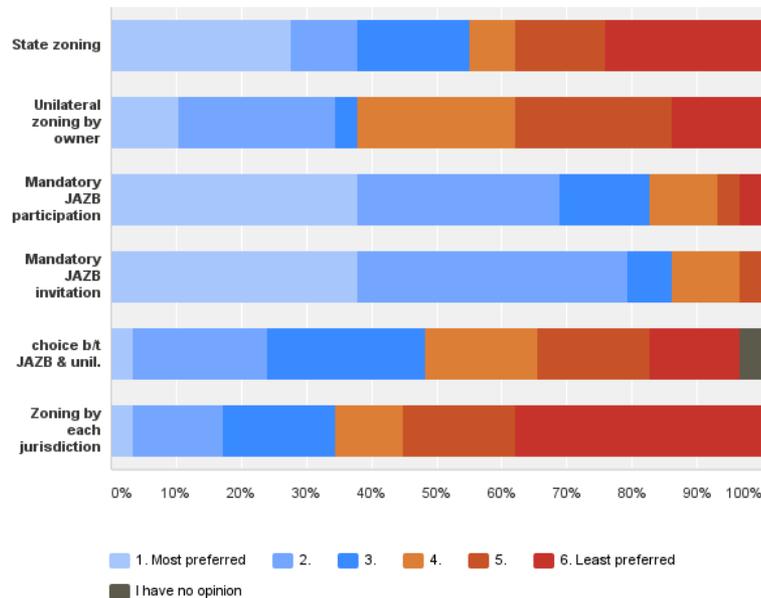
1. Fixed two-year time limit to complete zoning
2. Two-year time limit with option for one-year extension
3. No time limit at all
4. Establishing a statewide board to determine on a case-by-case basis whether each airport is acting with due diligence to adopt an ordinance



# Question 7 – Governance

**Q7 Airport hazard areas usually cross jurisdictional lines. Please rank the following options for addressing the multi-jurisdictional nature of airport zoning. This is not a forced rank, so you are free to give two options the same score if you feel equally about them.**

Answered: 29 Skipped: 2



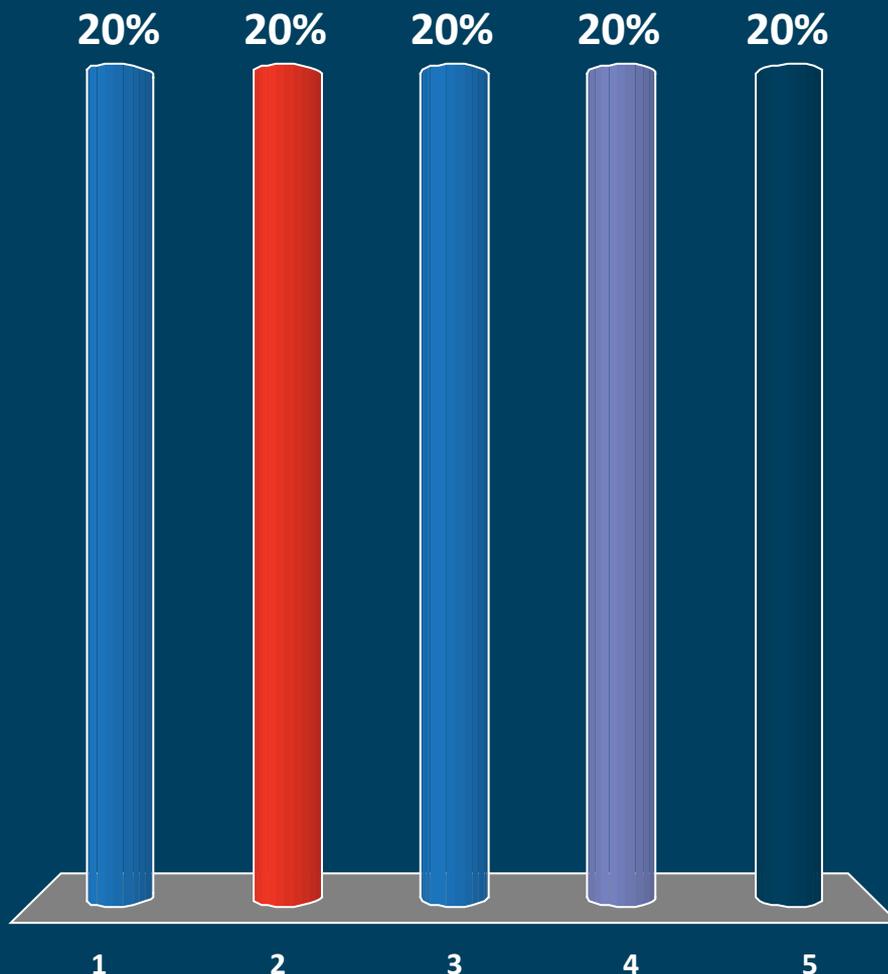
# Which governance approach would you most prefer to be used statewide?

1. State zoning
2. Unilateral zoning by a single jurisdiction
3. Mandatory JAZB participation
4. Mandatory JAZB invitation
5. Option to zone unilaterally or invite JAZB participation
6. Each jurisdiction zones w/in its boundaries



# Who should enforce an adopted ordinance?

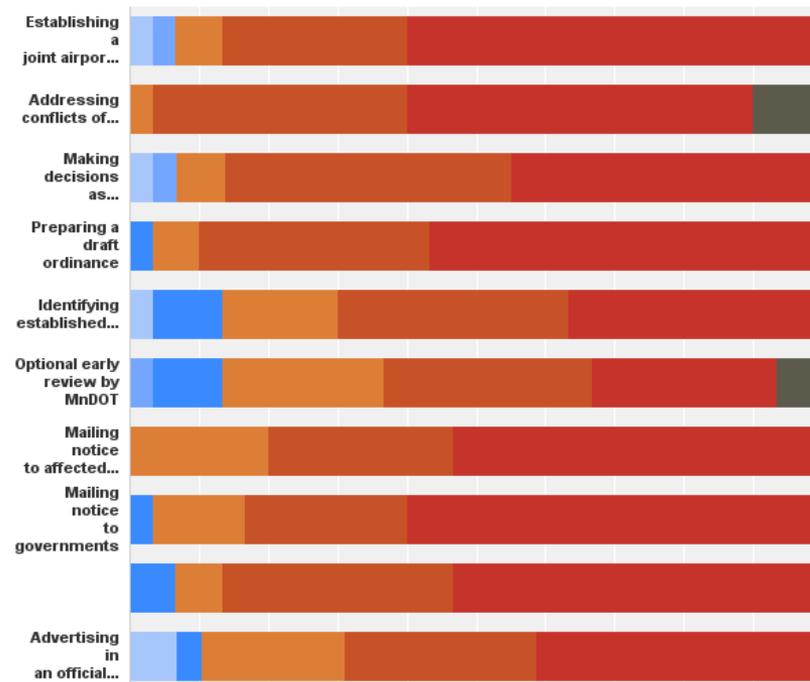
1. Airport owner
2. Local zoning authorities w/in their own boundaries, but **ONLY IF** they participated in the JAZB
3. Local zoning authorities w/in their own boundaries regardless of participation in the JAZB



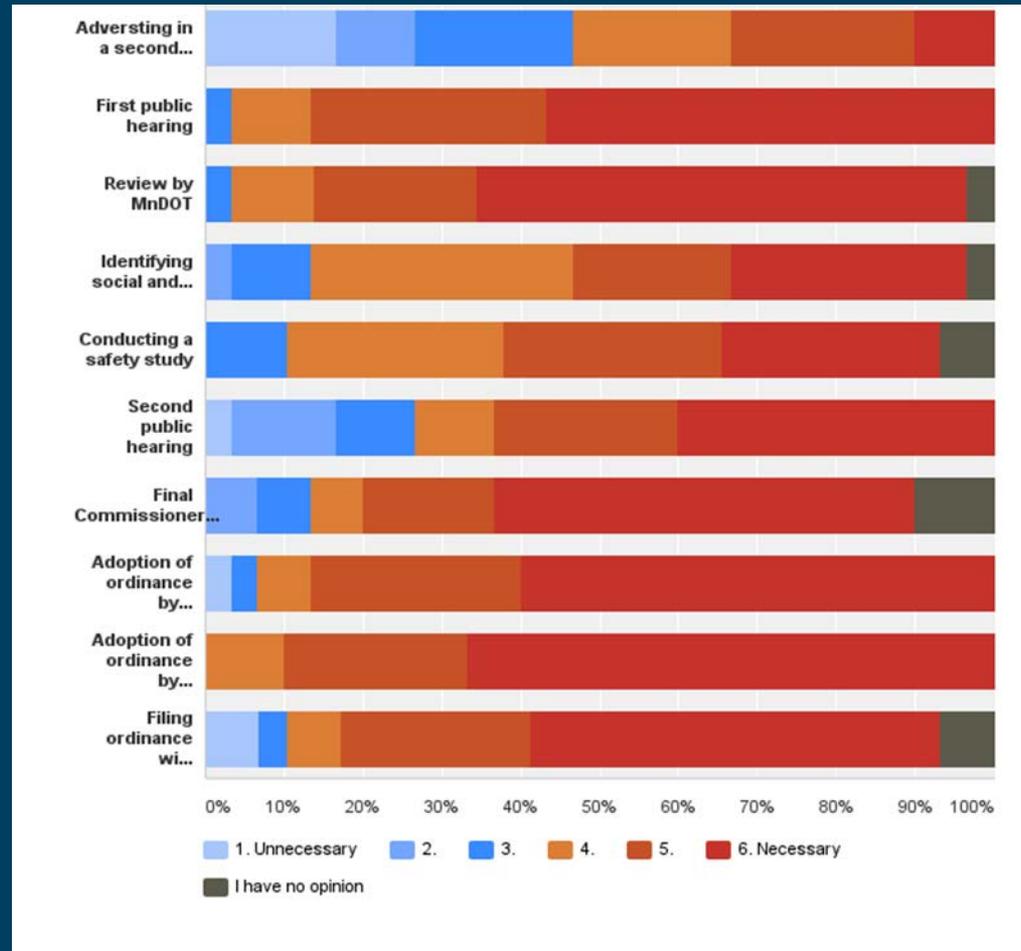
# Question 8 – Process Steps

**Q8** The process to adopt an airport zoning ordinance involves many steps. These steps are summarized below in roughly chronological order. Note that not all steps apply in each case. Please indicate your perception of each of the steps listed below.

Answered: 30 Skipped: 1

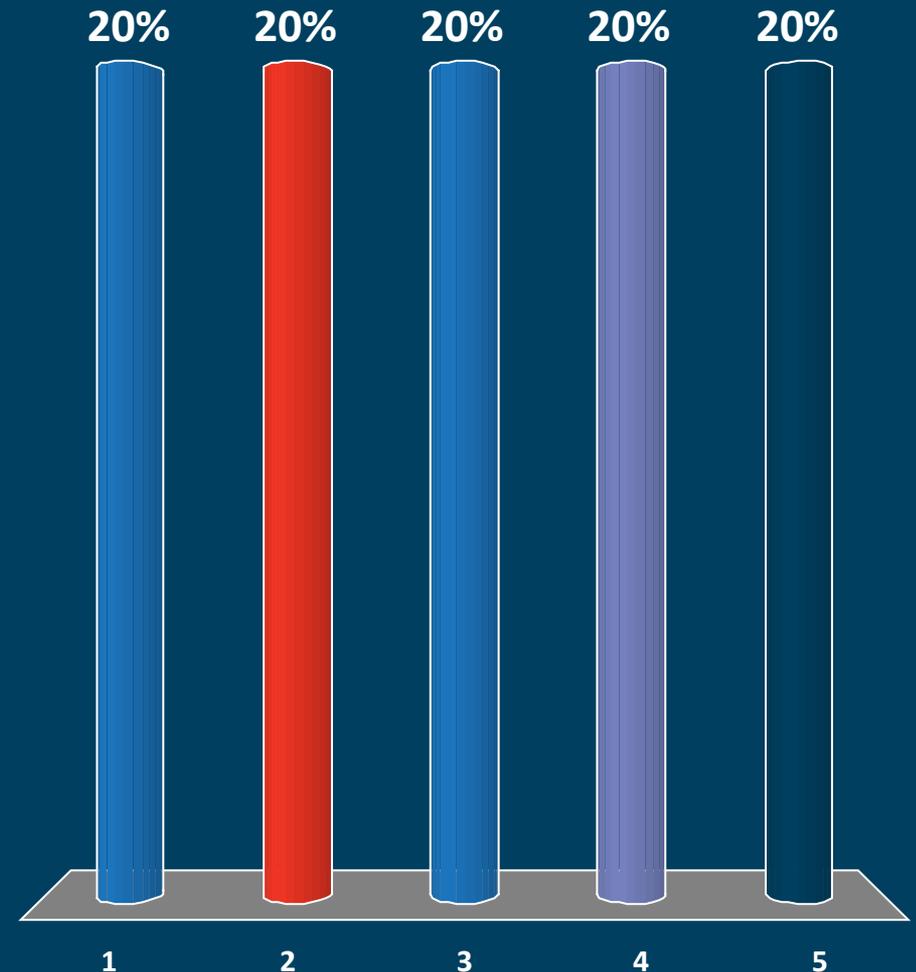


# Question 8, cont'd



# Which process requirements would you most like to see revised in some way?

1. Identifying established residential neighborhoods
2. Advertising
3. Adoption of ordinance by JAZB
4. MnDOT review
5. Local adoption of ordinance after MnDOT approval



# Question 9 – Misc. Thoughts

- ▶ I believe the state zoning requirements should mirror the FAA standards.
- ▶ State mandated zoning regulations that exceed the FAA's standards is unnecessary and unwarranted. Local units of government and/or JAZB organizations should solely have the option of exceeding FAA standards.
- ▶ There needs to be a flexible system to allow economic development to occur. The "one size fits all" policy does not presently work. OR, simply allow the FAA zoning regulations to suffice.
- ▶ Zoning is so important. Flexibility and adopting an ordinance, even if it doesn't meet the exact standards, is what is important.
- ▶ Ordinances need to be developed so they can be consistently enforced beyond the airport sponsor's jurisdiction. Requiring each ordinance to have an accompanying module utilizing Geographic Information Systems (GIS) developed by the State and/or a Consultant would allow for uniform enforcement and review of proposed development.
- ▶ The actual zoning process has the right steps. The areas where I have struggled include: the dimensions used to define the safety zones, the potential new restrictions placed on people's property (based on runway extensions) who have lived next to the airport for many years, and enforcing the zoning ordinance in jurisdictions outside of actual airport property.
- ▶ Zoning is equally important to an airport environment as it is to a city, county or state. Proper zoning ensures compatible and orderly land use, It also contributes to a safe operating environment for the airport, its passengers and those adjacent to an airport.
- ▶ The size of the zones needs to be reviewed based on new safety data and the increase in the use of technology.
- ▶ Studies show that accidents happen in a very small area in and around runways. Given that, I think the current zoning d[imens]ions for Zones A and B are too big and unnecessary; especially in light of new advances to aircraft and NAVAIDS. I strongly support a different shape and smaller Zones A and B with similar building restriction as are in use today.

