

AIRPORT COMPATIBILITY PLANNING COMMITTEE

PURPOSE

The Airport Compatibility Planning Committee is committed to promoting compatible land uses around airports by discussing best practices, sharing information, and obtaining individual stakeholders' viewpoints to better assist state and local governments on airport land-use compatibility issues.

BACKGROUND

Airport land-use compatibility is critical in providing needed aviation facilities and safety and efficiency of air traffic operations, as well as in protecting the quality of life of the surrounding communities.

The compatibility of land uses around an airport is associated, largely, with aircraft operational needs and with noise impacts from the operation of the airport. Although the Federal government does not control land use, the FAA does provide guidance to assist state and local governments responsible for planning and controlling land uses.

The Federal Aviation Administration (FAA) formed the Land-Use Planning Initiative (LUPI) in 1999 to seek to develop processes by which the agency can better influence land-use planning and zoning around airports. As one of the LUPI recommendations, in December 2002, FAA conducted an Airport Land-Use Compatibility Planning Forum to bring together Federal government agencies and other organizations involved in airport compatibility planning issues to share information and collaborate on our efforts. At that meeting, each organization exchanged information on their agencies' activities in this area. One of the outcomes of this forum was the recommendation to form a committee to discuss these issues on a regular basis.

OBJECTIVES

The Airport Compatibility Planning Committee will provide an opportunity for interaction among Federal government agencies, planning organizations, airports, state and local governments, and public interest groups involved with airport compatibility planning issues. The committee will pursue the goal of improving airport land-use compatibility by:

- Identifying issues, as perceived by individual stakeholders;
- Analyzing the causes and constraints including legal, institutional, and fiscal;
- Discussing strategies for addressing the issues.

The committee will discuss specific task assignments at the meetings.

ORGANIZATION

The Assistant Administrator for Aviation Policy, Planning, and Environment and the Associate Administrator for Airports are the co-sponsors of the committee. The co-sponsors will invite members to the committee and appoint the Chair of the committee. The co-sponsors will also be responsible for providing administrative support for the committee.

The committee will consist of employees of the FAA, other governmental agencies, and non-government organizations that have experience and involvement in the airport land-use compatibility area. Each organization will provide a representative to participate on the committee.

Once appointed, the Chair:

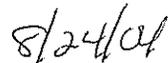
- a. Determines, in coordination with the other members of the committee, the date and place of the meetings.
- b. Arranges notification to all committee members of the meetings.
- c. Develops an agenda for each meeting and conducts the meeting.

The committee will hold the meetings biannually in Washington, DC. The committee is not required to keep minutes but may elect to do so. Unless otherwise decided by the co-sponsors, all committee meetings will be closed. Interested people wishing to attend a meeting who are not members must request and receive approval before the meeting from the co-sponsors.

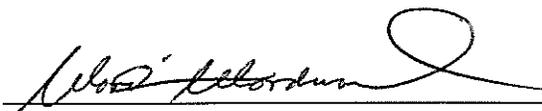
Non-Federal government representatives serve without government compensation and bear all costs related to their participation on the committee.



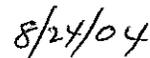
Sharon L. Pinkerton
Assistant Administrator for Aviation Policy,
Planning, and Environment, AEP-1



Date



Woodie Woodward
Associate Administrator for Airports, ARP-1



Date