LAND DEVELOPMENT IN THE VICINITY OF AIRPORTS CAN BE REGULATED BY FEDERAL, STATE, OR LOCAL MUNICIPALITIES, OR IT MAY BE UNREGULATED. WHEN LAND USE CONTROLS IN THE AIRPORT ENVIRONMENTS ARE IN PLACE, THEY ARE THERE TO PROTECT AIRPORTS FROM CERTAIN LAND USES THAT ARE NOT COMPATIBLE WITH AIRPORT OPERATIONS OR POSSIBLE EXPANSION NEEDS. THE FIRST FORM OF POTENTIAL ENCROACHMENT IS FROM STRUCTURES (EITHER MAN-MADE OR NATURAL) THAT, DUE TO THEIR HEIGHT, MAY CREATE A HAZARD FOR AIRCRAFT. GENERALLY, HEIGHT OBSTRUCTIONS MOST OFTEN OCCUR WITHIN THREE MILES OF AN AIRPORT.

THE SECOND FORM OF POSSIBLE ENCROACHMENT IS INCOMPATIBLE LAND DEVELOPMENT. INCOMPATIBLE LAND USE MAY INCREASE PUBLIC CONCERNS RELATED TO ENVIRONMENTAL AND SAFETY ISSUES OR HEIGHTEN THE PERCEPTION OF AIRCRAFT NOISE OR AIRCRAFT ACCIDENT POTENTIAL. TALL STRUCTURES AND/OR INCOMPATIBLE LAND USE CAN ENDANGER PEOPLE ON-BOARD AIRCRAFT, AS WELL AS PEOPLE ON THE GROUND. LOCAL MUNICIPALITIES THAT FAIL TO TAKE APPROPRIATE ACTIONS TO PROMOTE A SAFE OPERATING ENVIRONMENT FOR AIRPORTS WITHIN THEIR JURISDICTION COULD BE EXPOSED TO LEGAL LIABILITY.

EXAMPLE FAA 14 CFR PART 77 SURFACES

LEE’S SUMMIT MUNICIPAL AIRPORT
COMPATIBLE LAND USE

JURISDICTIONAL BOUNDARIES

SYSTEM PLAN
IDENTIFICATION OF
LOCAL AIRPORT
MUNICIPALITIES

As part of the Kansas City Regional Aviation System Plan, the Mid-America Regional Council (MARC) gathered information on current and future land use in the environs of each study airport. This information for Lee’s Summit Municipal Airport is summarized in this document.

For each airport included in the system plan, a 10-mile area around each airport was identified and all political jurisdictions within this area were mapped. The accompanying map shows those jurisdictions that are within 10 miles of Lee’s Summit Municipal Airport. In addition, research was also performed to identify each jurisdiction that reports they have: 1) adopted a land use plan for areas near the airport and 2) adopted height restriction zoning that follows guidelines in 14 CFR Part 77.

CURRENT STATUS OF ENCROACHMENT PROTECTION

<table>
<thead>
<tr>
<th>Airport</th>
<th>NPIAS Airport</th>
<th>Planning Jurisdiction(s)</th>
<th>Adopted Height Restriction Ordinance</th>
<th>Land use Controls</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lee’s Summit Municipal</td>
<td>Yes</td>
<td>Lee’s Summit, MO</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Unity Village, MO</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Kansas City, MO</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Data Source: USDA, MARC
Date: 30 July 2015
EXISTING LAND USE

The current land use designation for Lee’s Summit Municipal Airport is public/semi-public. Land uses within the vicinity of the airport include: industrial, commercial, agricultural, residential, and public/semi-public land use.

FUTURE LAND USE

Future land uses within the vicinity of the airport are not planned to change from the existing uses. The Runway Protection Zone offers protection for the airport from incompatible land uses off the end of each runway.
A conversation about land use is incomplete without consideration of undeveloped areas and natural resources. The Natural Resources Inventory (NRI) is a tool available in the Kansas City region to help communities evaluate policy, land use and development decisions in a larger context. The NRI is a Geographic Information Systems database of land cover types, soils, topography, hydrography and other resource information for the Kansas City metropolitan area. More information and downloads are available online at www.marc.org/NRI.

The accompanying map describes the types of land cover around Lee's Summit Municipal Airport, both developed and undeveloped. Areas to the north, east, and south of the airport are primarily developed, while areas to the west are undeveloped. As such, the airport presents significant opportunities to protect both natural resources and open space in the airport vicinity.

For a variety of reasons (general low density of development, lack of significant impervious surfaces, and open areas needed to meet safety guidelines), airports contribute to preserving open space. Conservation of open space and natural areas can contribute to airport land use compatibility and the enhancement of the region’s environmental resources.

**PROTECTING AND PROMOTING TRANSPORTATION RESOURCES**

Protecting and promoting the transportation resources in MARC’s nine-county planning area is one of the agency’s primary responsibilities. This includes advocating for compatible land use around general aviation airports.

The responsibility for ensuring height-compatible development rests with all responsible parties, including the airport and all nearby local jurisdictions. If a proposed development near an airport is 200 feet or more above ground level, the FAA must be notified. Part 77 surfaces are complex because they are three-dimensional, and the size of the surface is specific to each runway/airport. FAA’s Central Regional Office (816-329-2605) is the best resource for airports and municipalities to obtain more detailed information on restricting the height of objects in the airport environs. The FAA can help determine if any of Part 77 surface pose a hazard to aircraft, airspace or navigational aids.