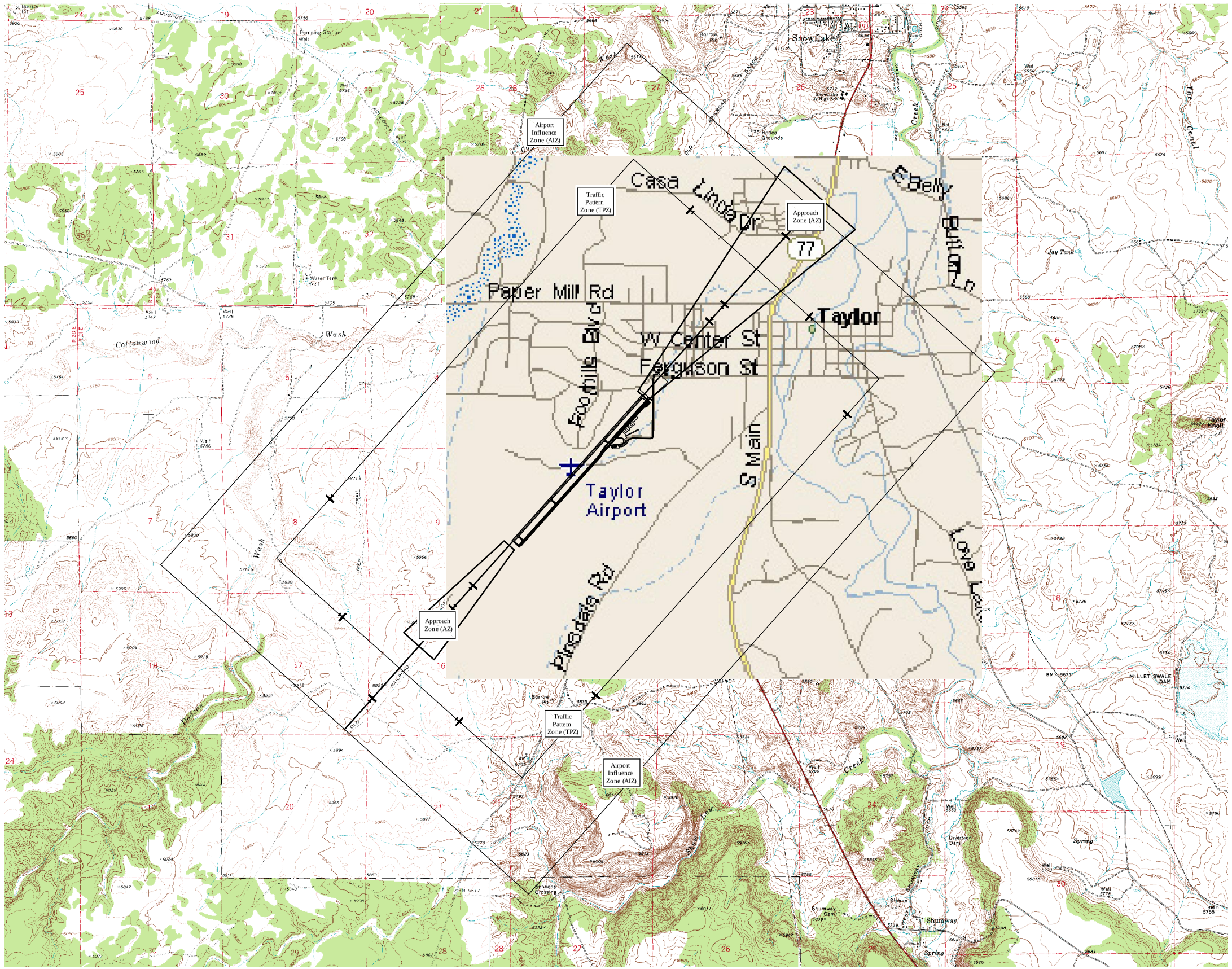

LAND USE COMPATIBILITY GUIDELINES

Land Use Category	Airport Influence Zone (AIZ)	Traffic Pattern Zone (TPZ)	Approach Zone (AZ)
Residential			
single-family, nursing homes, mobile homes, multi-family, apartments, condominiums	+	o (3)	- (1,3)
transient lodging, hotel, motel	+	o (3)	- (1,3)
Public			
schools, libraries, hospitals	+	o (3)	- (3)
churches, auditoriums, concert halls	+	o (3)	- (3)
transportation, parking, cemeteries	++	++	++
Commercial and Industrial			
offices, retail trade,	++	+	o (3)
service commercial, wholesale trade, warehousing, light industrial,	++	+	o (3)
general manufacturing, utilities, extractive industry	++	++	o (3)
Agricultural and Recreational			
cropland	++	++	++
livestock breeding	++	++	++
parks, playgrounds, zoos, golf courses, riding stables, water recreation	++	++	++
outdoor spectator sports	++	+	- (3)
amphitheaters	o	- (4)	- -
open space	++	++	++

NOTE: DEVELOPMENT PROJECTS WHICH ARE WILDLIFE ATTRACTANT, INCLUDING SEWERAGE PONDS AND LANDFILLS, WITHIN 10,000 FEET OF THE AIRPORT ARE UNACCEPTABLE. (REF.: FAA AC 150/5200-33)

(1) If allowed, avigation easements and disclosure must be required as a condition of development.
(2) Any structures associated with uses allowed in the RPZ must be located outside the RPZ.
(3) If no reasonable alternative exists, use should be located as far from extended centerline as possible.
(4) If no reasonable alternative exists, use should be located as far from extended runway centerline and traffic patterns as possible.
(5) Transportation facilities in the RPZ (i.e. roads, railroads, waterways) must be configured to comply with Part 77 requirements.

CRITERIA

Land Use Availability	Interpretation/Comments
++ Clearly Acceptable	The activities associated with the specified land use will experience little or no impact due to airport operations. Disclosure of airport proximity should be required as a condition of development.
+ Normally Acceptable	The specified land use is acceptable in this zone or area. Impact may be perceived by some residents. Disclosure of airport proximity should be required as a condition of development. Dedication of avigation easements may also be advisable.
o Marginally Acceptable	An impact will be perceived as a result of allowing the specified use in this zone or area. Disclosure of airport proximity and avigation easements should be required as a condition of development.
- Normally Unacceptable	Specified use should be allowed only if no reasonable altemative exists. Disclosure of airport proximity and avigation easements must be required as a condition of development.
- - Clearly Unacceptable	Specified use must not be allowed. Potential safety or overflight nuisance impacts are likely in this area.

NOTICE OF PROPOSED CONSTRUCTION

An FAA Form 7460-1, Notice of Proposed Construction or Alteration must be submitted for any construction or alteration (including hangars and other on-airport and off-airport structures, towers, etc) over 200 feet in height, or within 20,000 horizontal feet of the airport greater in height than an imaginary surface extending outward and upward from the runway at a slope of 100 to 1.

NOTE: DEVELOPMENT PROJECTS WHICH ARE WILDLIFE ATTRACTANTS, INCLUDING SEWAGE TREATMENT PONDS AND WETLAND MITIGATION BANKS WITHIN 10,000 FEET OF THE RUNWAY OR NEW LANDFILLS WITHIN 6 MILES OF THE AIRPORT ARE UNACCEPTABLE. (REFERENCE FAA ADVISORY CIRCULAR 150/5200-33)

TYPICAL TRAFFIC PATTERN DIRECTION AND FLIGHTTRACKAREA

2000 0 2000 4000

SCALE IN FEET

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TAYLOR MUNICIPAL AIRPORT
TAYLOR, ARIZONA

AIRPORT LAYOUT PLANS

No.	Revision	Date	By

THE COMMENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OF THE FAA AND ADO ANNOUNCES DOES NOT IN ANY WAY COMMITTER A COMMITMENT ON THE PART OF THE FAA TO FUND ANY PROJECT SHOWN ON THE ALP. THE DEVELOPMENT DIRECTED THEREIN DOES NOT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

Project No: 045690
Date: 2.01.05
File Name: 5690507

Drawn: RF
Checked: REH
Approved: DAC

OFF AIRPORT LAND USE

Sheet: 7 of: 9