



Land Use Compatibility *Quick Reference Guide*

What are Compatible Land Uses?

Compatible land uses are those that can coexist with a nearby airport without constraining the safe and efficient operation of the airport or exposing nearby populations to unacceptable levels of noise or hazards.¹

Why is Airport Land Use Compatibility Important?

When community development begins to encroach, an airport's ability to perform optimally and develop to accommodate growth is at risk. Airports should work with their local planning and zoning authorities to discuss concerns related to the compatibility of land uses near the airport.

Whose Responsibility is it to Achieve and Maintain Land Use Compatibility?

Airport land use compatibility is a shared responsibility between federal, state, and local entities. Federal and state agencies provide guidance and support of compatibility efforts while the local governing authorities are responsible for implementation and enforcement.

What Factors Should be Considered When Assessing the Compatibility of a Proposed Use?

- Likelihood to attract wildlife
- Structure height
- Noise sensitivity
- Creation of visual obstructions
- Population density

¹ ACRP Report 27: Enhancing Airport Land Use Compatibility, Volume 1, 2010



What are the State Requirements Related to Land Use Compatibility?

- Indiana Code § 8-21-10 “Regulation of Tall Structures” (2021) regulates the location and height of structures and the use of land near public-use airports. This is to provide for the safety, welfare, and protection of people and property in the air and on the ground. Tall structure permits are required to be submitted. The permit process includes submitting FAA Form 7460-1 to initiate the airspace evaluation as well as providing a 60 day written notice prior to construction to any public-use airports/heliports within five nautical miles of the proposed structure, and to INDOT Office of Aviation. An airspace “Determination of No Hazard” must be issued by the FAA prior to construction.
- Indiana Code § 8-21-10 also states that a permit must be filed for construction of a building that will be used as a residence, school, church, childcare facility, medical facility, retirement home, or nursing home that is within the noise sensitive area of a public-use airport (1,500 feet on either side of the runway centerline and extended centerline for a distance of one nautical mile from the boundaries of any public-use airport). INDOT Form 101 must be filed with INDOT Office of Aviation.
- An airport notification template for tall structure and noise sensitive permits is provided here: www.aviation.indot.in.gov

How Can Land Use Compatibility be Achieved at Airports?

Many tools and techniques can be implemented to enhance the compatibility of future land use in close proximity to an airport; there is no one-size-fits-all solution. These techniques will vary based on the characteristics of the airport and the surrounding community. Some examples include zoning revisions, zoning overlays, revised building codes, aviation easements, land acquisition, noise mitigation measures, deed restrictions, and community education.

Where Can I Learn More?

- **Indiana Code § 8-21-10** (2021)
- **Draft AC 150/5190-4B**, Airport Land Use Compatibility Planning
- **ACRP Report 27**: Enhancing Airport Land Use Compatibility, Volume 1: Land Use Fundamentals and Implementation Resources and Volume 2: Land Use Survey and Case Study Summaries



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