V. State and Local Noise Compatibility Programs

Introduction and Expectations

In the United States, all of the states, and most of the districts and territories, have provisions for comprehensive urban planning and zoning which should be sufficient to support a compatible land use planning effort for an airport. Some states have developed quite comprehensive planning and zoning measures, and various preemptive measures such as noise disclosure requirements, to prevent or significantly reduce noise exposure from airports.

This section includes examples of state and local efforts to address land use planning around airports. It contains the Washington State Airport Land Use Compatibility Program which received an award from NASAO for the most innovative state program in 1998. Also included are real estate disclosure laws from California and Hawaii, Loudoun County, Virginia's county zoning ordinance which established an airport impact overlay district, and a sample avigation easement from Raleigh-Durham International Airport's ordinance to use as examples.

Also, a NASAO survey of states and FAA regions entitled, *Cooperative Partnership between the FAA and the State Agencies for Reducing Community Concerns related to Aircraft Noise* is provided, which demonstrates methods that states and the FAA regions have used to reduce community concerns over aircraft noise. A bibliography of air transportation compatible land use plans and model zoning ordinances taken from the Puget Sound Regional Council's web site is included for information on airport zoning ordinances, compatible land use planning handbooks and guidelines, and other planning resources.

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E. Loudoun County, VA, County Zoning Ordinance establishing an Airport Impact Overlay District
F. NASAO/FAA Survey, *Cooperative Partnership between the FAA and the State Agencies for Reducing Community Concerns related to Aircraft Noise,* February 2000
G. Bibliography of Compatible Land Use Plans/Model Zoning Ordinances