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AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) UPDATE FOR THE ENVIRONS OF HALF MOON BAY AIRPORT November 2012

What an ALUCP Is and What It Isn't

The following text is shown in Chapter 2 of the California Airport Land Use Planning Handbook, October 2011, published by the Caltrans Division of Aeronautics:

“2.1 PURPOSE OF AIRPORT LAND USE COMPATIBILITY PLANS

2.1.1 Introduction

Public Utilities Code (PUC) Section 21675 (a) requires preparation of an airport land use compatibility plan (ALUCP) for each public use airport in the state. This requirement applies regardless of whether a county chooses to establish and maintain an airport land use commission (ALUC) or to utilize one or more of the other authorized formation types for airport land use planning.

The ALUCP is designed to encourage compatible land uses in the vicinity surrounding an airport. It provides for the “orderly growth of each public airport and the area surrounding the airport” while safeguarding “the welfare of the inhabitants within the vicinity of the airport and the public in general (PUC Section 21675 (a)).” The ALUCP contains criteria for making consistency determination, including building standards and height and land use restrictions.

ALUCPs are the fundamental tool used by ALUCs in fulfilling their purpose of promoting airport land use compatibility.

2.1.2 Responsibility for ALUCP Preparation

The ALUC (or the body designated to carry out the responsibilities of a commission) is responsible for preparing, adopting, and amending the ALUCP. As a practical matter, responsibility for the preparation is typically assigned to staff and/or consultants working under the direction of the ALUC.

2.2.6 Airport Master Plans and Airport Layout Plans

Planning Requirements

Section 21675(a) requires that each ALUCP “shall include and be based either on a long range master plan or an airport layout plan, as determined by the Division of Aeronautics of the California Department of Transportation, that reflects the anticipated growth of the airport during at least the next 20 years.”

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The Airport Master Plan

An AMP is an airport-sponsored, comprehensive planning study that usually describes the existing conditions as well as interim and long-term development plans for the airport that will enable it to meet future aviation demand. An AMP contains an FAA-approved activity forecast and an ALP.

“An airport master plan is a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand...The elements of a master planning process will vary in complexity and level of detail, depending on the size, function, issues, and problems of the individual airport (FAA 2007, p.1).” The FAA reviews all elements of the AMP to ensure that sound planning techniques have been applied. However, the FAA only approves the following two elements of the AMP: 1) the 20-year forecast of demand and 2) the ALP.

The AMP functions as a long-range, comprehensive study of the airports facilities and property needs. Even though the AMP may be “suggestive” of property outside of its boundaries, this document cannot dictate changes beyond the airport boundary (unless owned by the airport).

Thus an ALUCP and an AMP have fundamentally distinct and separate functions. The ALUCP focuses on the area outside of the airport property that is within its AIA, while the AMP focuses on airport operations and the area under control of the airport. AMPs therefore, cannot be used to achieve both purposes, i.e. AMPs cannot be a substitute for an ALUCP. Simply incorporating an ALUCP chapter into the AMP does not constitute an adequate ALUCP.

The Airport Layout Plan

An ALP is a scaled drawing of existing and proposed airport facilities including airport property lines and the information required to demonstrate conformance with applicable FAA regulations. A current FAA-approved ALP is required for airports identified in the National Plan of Integrated Airport Systems (NPIAS) that receive Federal assistance. ALPs remain current for a five-year period or until major changes are made or are planned to be made at the airport. The ALP is one of the components of the AMP.

All airport development at Federally-obligated airports, i.e. those airports that receive federal funds, must be done in accordance with an FAA-approved ALP. An approved ALP conforms to the FAA airport design standards in effect at the time of approval and it indicates that the FAA finds the proposed development to be safe and efficient (FAA 2005, pg.8).”

Summary

ALUCP: State-mandated land use compatibility plan; applies to a defined area (environs) outside the airport fence

AMP: Airport-sponsored planning study; describes existing, interim, and long-term on-airport development plans

ALP: FAA-approved scaled drawing of existing and proposed on-airport facilities; current for five years