

San Diego International Airport Airport Land Use Compatibility Plan Update

FREQUENTLY ASKED QUESTIONS

What is an Airport Land Use Compatibility Plan (ALUCP)?

An ALUCP is a policy document similar to a general plan or community plan that establishes standards for the compatibility of newly proposed land uses and substantial expansion or reconstruction of existing land uses in the airport vicinity. Otherwise, it has no effect on existing residences or businesses.

ALUCPs address four compatibility factors: noise, safety, airspace protection and overflight.

What is the purpose of an ALUCP?

The purpose of an ALUCP is to:

- Provide guidance on appropriate land uses surrounding airports to protect the health, safety, and welfare of people and property within the airport vicinity, and
- Protect the public investment in the airport by limiting encroachment of new incompatible land uses which might restrict airport operations.

What is the difference between an ALUCP and an airport master plan?

An ALUCP focuses on the land *surrounding* an airport, while an airport master plan focuses on property *within* the airport boundary. An ALUCP has no effect upon on-airport development or airport operations.

Why does the ALUCP for the San Diego International Airport (SDIA) need to be updated?

The current ALUCP for SDIA, which was adopted by the San Diego County Regional Airport Authority in 2014, needs to be updated to reflect the new Airport Layout Plan and airport activity forecasts, in accordance with the Caltrans Division of Aeronautics California Airport Land Use Planning Handbook.

What is different about the new Airport Layout Plan?

The Airport Layout Plan is a map of the airport depicting existing and planned airport facilities and Federal Aviation Administration (FAA) prescribed safety areas around the runway/taxiway system. The biggest difference in the latest Airport Layout Plan from the previous version, as it relates to the ALUCP, is the change in the runway protection zones (RPZs) off each runway end. The revised RPZs, which reflect updated FAA guidance, extend further off airport property than the previous RPZs.

What progress has been made in updating the SDIA ALUCP?

In 2023, the San Diego County Regional Airport Authority began identifying what needed to be updated in the SDIA ALUCP. The draft updated SDIA ALUCP was made available for public review in Summer 2024.

What are the policy changes proposed in the draft updated ALUCP?

Land use compatibility policies and standards are provided in Chapters 1 through 5 of the draft updated ALUCP. Several technical appendices in the draft updated ALUCP review the policies and standards of the 2014 ALUCP and discuss whether they need to be updated. A series of tables list the 2014 ALUCP policies, noting whether they should be continued or modified. Please refer to these tables for more specific information:

- Appendix G, Noise Compatibility Map and Policy Review, [Table G-7, 2014 ALUCP Noise Policies and Considerations for Update](#), page G-22
- Appendix H, Safety Zone Boundaries and Policy Review, [Table H-4, 2014 Airport Land Use Compatibility Plan - Safety Policies and Considerations for Update](#), page H-24
- Appendix I, Airspace Protection Analysis and Policy Review, [Table I-1, 2014 ALUCP Airspace Protection Policies and Considerations for Update](#), page I-57
- Appendix J, Potential Hazards to Flight - Policy Considerations, [Table J-2, 2014 Airport Land Use Compatibility Plan - Standards for Potential Hazards to Flight and Considerations for Update](#), page J-17
- Appendix K, Overflight Area Boundary and Policy Review, [Table K-1, 2014 Airport Land Use Compatibility Plan - Overflight Policies and Considerations for Update](#), page K-28

What is an “airport influence area?”

An airport influence area is an area surrounding an airport that is subject to the effects of aircraft activity, such as noise and aircraft overflights. The [SDIA Airport Influence Area](#) is based on the combined boundaries of the safety zones, the 60 decibel (dB) CNEL noise contour, the airspace protection area, and the overflight notification area. The SDIA ALUCP applies within the Airport Influence Area.

What is “CNEL?”

CNEL, Community Noise Equivalent Level, is a cumulative noise metric that represents the total, time-weighted noise exposure over a 24-hour period. Evening noise (from 7:00pm to 10:00pm) is assigned an extra 4.8 decibels. Nighttime noise (10:00pm to 7:00am) is assigned an extra 10 decibels. The extra weights are assigned because noise is more disturbing to most people in the evening and at night than during the day.

Why are the noise contours in the updated SDIA ALUCP different than the noise contours in the 2014 ALUCP?

The [noise contours](#) in the updated SDIA ALUCP are based on the updated Airport activity forecasts for the year 2050 prepared for the Airport Development Plan. (The Final Environmental Impact Report for that Plan was published in January 2020.) The noise contours in the 2014 ALUCP were based on an older forecast of Airport activity in 2030.

More aircraft takeoffs and landings are forecast for 2050 than for 2030. The 2050 forecast also includes a higher share of nighttime and evening operations and a higher share of large aircraft than the 2030 forecast.

Why are the boundaries of Safety Zone 1 proposed to be changed?

Based on guidance from the Caltrans Division of Aeronautics, the boundaries of [Safety Zone 1](#) must correspond to the RPZs in the FAA-approved Airport Layout Plan. As discussed above, the updated Airport Layout Plan for SDIA includes RPZs that differ from those in the Airport Layout Plan upon which the 2014 ALUCP was based.

How will the proposed updated SDIA ALUCP affect my property?

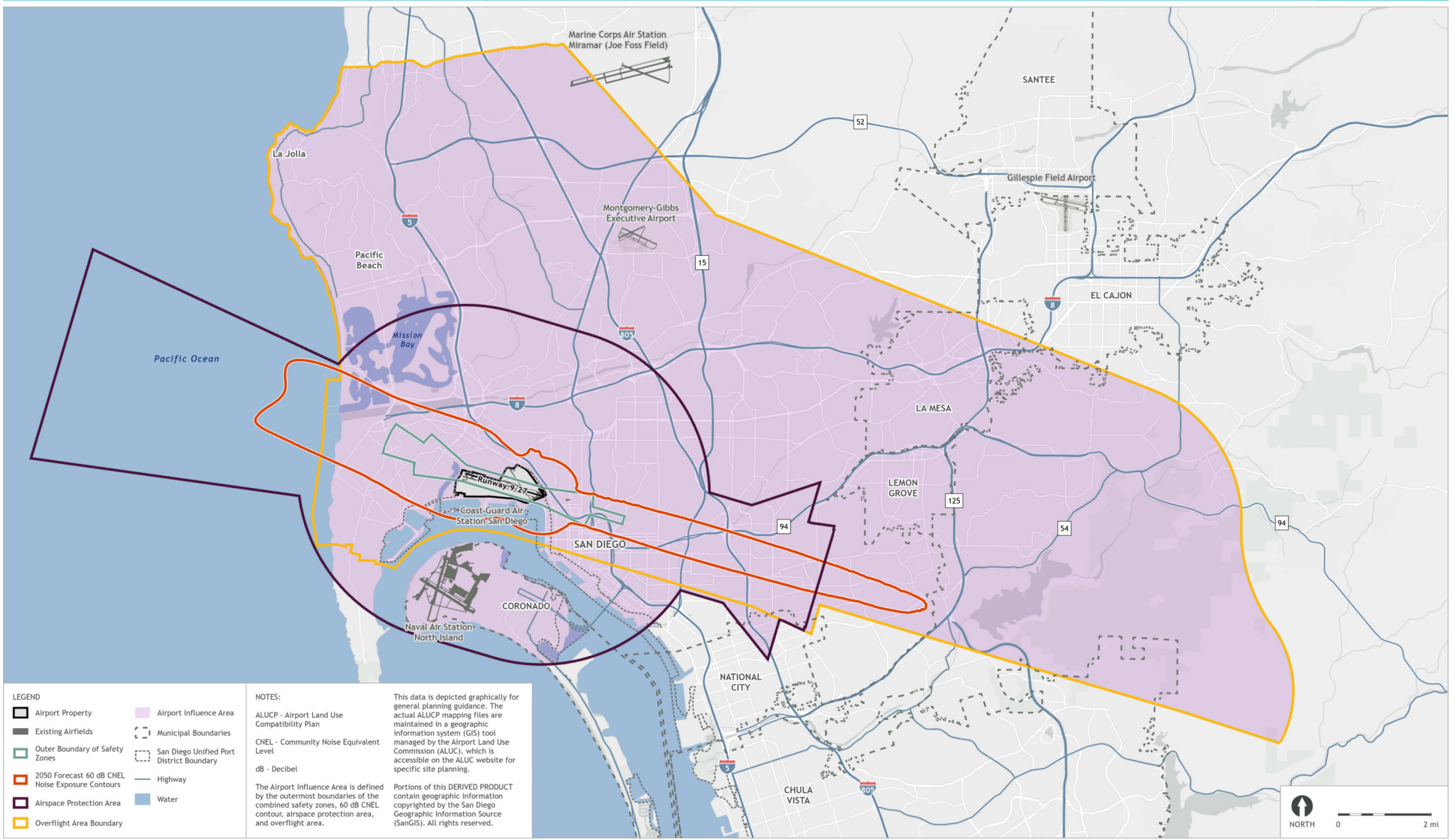
The proposed updated ALUCP has no effect on property where no reconstruction, building expansion, or changes in land use are proposed. Proposals for reconstruction, building expansion, or changes in land use are subject to the standards of the ALUCP. To understand how development or redevelopment of your property may be affected by the proposed updated ALUCP, please email the San Diego County Regional Airport Authority at ALUCPcomments@san.org. Please provide the street address and, if available, the assessor's parcel number(s) (APNs). The Authority can explain any differences between the 2014 ALUCP and the proposed updated ALUCP that apply to a property.

How can I be involved and kept informed during the SDIA ALUCP update process?

Visit san.org/SDIA_ALUCP for the latest information and to sign up to receive email updates including meeting notices.

Where can I find more information?

For more information on the SDIA ALUCP update, please visit san.org/SDIA_ALUCP. Additional information on airport land use compatibility is available at san.org/Airport-Projects/Land-Use-Compatibility. For questions, email ALUCPcomments@san.org.



LEGEND

- Airport Property
- Existing Airfields
- Outer Boundary of Safety Zones
- 2050 Forecast 60 dB CNEL Noise Exposure Contours
- Airspace Protection Area
- Overflight Area Boundary
- Airport Influence Area
- Municipal Boundaries
- San Diego Unified Port District Boundary
- Highway
- Water

NOTES:

ALUCP - Airport Land Use Compatibility Plan

CNEL - Community Noise Equivalent Level

dB - Decibel

The Airport Influence Area is defined by the outermost boundaries of the combined safety zones, 60 dB CNEL contour, airspace protection area, and overflight area.

This data is depicted graphically for general planning guidance. The actual ALUCP mapping files are maintained in a geographic information system (GIS) tool managed by the Airport Land Use Commission (ALUC), which is accessible on the ALUC website for specific site planning.

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