

## Clear Zones (CZ) and Accident Potential Zones (APZ)

### Checklist for Responsible Entity

General requirements	Legislation	Regulation
Promote compatible land uses around civil airports and military airfields	Section 2 of the Housing Act of 1949 as amended, 42 U.S.C 1331, affirmed by Section 2 of the Housing and Urban Development Act of 1969, P.L. No 90-448; Section 7(d) of the Dept. HUD Act of 1965, 42 U.S.C. 3535 (d).	24 CFR Part 51 Subpart D 32 CFR Part 256

**1. Is the Project located within 2,500 feet for a civil airport or within 15,000 feet for a military airfield of the end of a runway?**

No: STOP here. The project is not within a Clear Zone (also known as Runway Protection Zone) or Accident Potential Zone. Record your determination as listed below.

Maintain in your ERR a radius map with the project area marked that identifies airports and lists the distance between the CA and/or APZ and the project area. The regulations only apply to military and civil primary and commercial service airports. The Federal Aviation Administration updates the list of applicable airports annually: [http://www.faa.gov/airports\\_airtraffic/airports/planning\\_capacity/passenger\\_allcargo\\_stats/passenger](http://www.faa.gov/airports_airtraffic/airports/planning_capacity/passenger_allcargo_stats/passenger)

Yes: PROCEED to #2

**2. Is the Project in the CZ or APZ?**

Contact the airport operator and obtain written documentation of the Clear Zone (also known as Runway Protection Zone) and for military airfields, the Accident Potential Zone, and a determination of whether your project is in the APZ or CZ. Include the documentation in the ERR.

No: STOP here. Record your determination that the project is not in a CZ or APZ.

Yes: PROCEED TO #3

**3. For Civil and Military Airports, is the activity for new construction, major rehabilitation\*, or any other activity which significantly prolongs the physical or economic life of existing facilities? For Accident Potential Zones at Military Airfields, does the project change the use of a facility so that it becomes one which is no longer acceptable in accordance with Department of Defense standards (Please see 32 CFR Part 256 for *Land Use Compatibility Guidelines for Accident Potential Zones*), significantly increases the density or number of people at the site, or introduces explosive, flammable or toxic materials to the area?**

No: STOP here. The project is not subject to the regulations. Record your determination.

Yes: PROCEED to #4

**4. Will the project frequently be used or occupied by people?**

Yes: The project cannot be assisted with HUD funds. STOP HERE.

No: Obtain written assurance from the airport operator to the effect that there are no plans to purchase the land involved with the project as a portion of a Runway Clear Zone or Clear Zone acquisition program. Maintain copies of all of the documents you have used to make your determination

\* Rehabilitation is major when the estimated cost of the work is 75% or more of the total estimated cost of replacement after rehab (Please see 24 CFR 58.35(a) for complete definition of major rehabilitation thresholds.)

**DISCLAIMER:** This document is intended as a tool to help TN CDBG grantees complete environmental requirements. This document is subject to change. This is not a policy statement. Legislation and Regulations take precedence over any information found in this document.

\_\_\_\_\_  
Preparer signature and title

\_\_\_\_\_  
Date