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Impact of a General Aviation Airport on Surrounding Land Use Patterns: Richard Lloyd Jones Jr. Airport

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Abstract

The purpose of this case study was to examine the impact of a general aviation airport on nearby land-use patterns. In particular, it sought to determine the ways in which land use changes with increasing distance from the airport and the extent to which runway orientation influences surrounding land use. Two hypotheses were set forth to address the influence of distance and another two to address the influence of runway orientation on directionality. For each pair of hypotheses, the first one considered the amount of residential and other noise-sensitive land uses, while the second considered population density as an indirect indicator of residential land. A geographic information system was used to create land-use maps, and to analyze both the range and directionality of the airport's influence. The airport selected for this case study was Richard Lloyd Jones Jr. Airport, the busiest airport in Oklahoma. It is situated in the Tulsa metropolitan area. Findings and Conclusions: Six major research findings resulted from this case study. Of particular note, the results suggest that for this airport the range of the airport's influence extends 2,000 feet beyond the airport boundary. Other significant findings were the lack of a simple gradation of land uses according to distance, the preponderance of agricultural and residential land uses, the close association of industrial land uses with the airport, the fairly even distribution of commercial land uses with distance, and the uncertain results regarding the role of runway orientation on the directionality of nearby land-use patterns.

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Airport information including flight arrivals, flight departures, instrument approach procedures, weather, location, runways, diagrams, sectional charts, nav aids, radio communication frequencies, FBO and fuel prices, hotels, car rentals, sunrise and sunset times, aerial photos, terminal maps, and destination travel guides. Local: We use cookies to offer you a better browsing experience, personalize content, and generally make your interaction with our brand more rewarding. If you continue to use this site, you consent to our use of cookies. Read about how we use cookies here. Close. MENU. Richard Lloyd Jones Jr. Airport, a/k/a Jones–Riverside Airport (IATA: RVS, ICAO: KRVS, FAA LID: RVS) is a city-owned, public-use airport located five nautical miles (6 mi, 9 km) south of the central business district of Tulsa, a city in Tulsa County, Oklahoma, United States. It is included in the National Plan of Integrated Airport Systems for 2011–2015, which categorized it as a general aviation facility and reliever airport for Tulsa International Airport. RVS / KRVS are the airport codes for Richard Lloyd Jones Jr. Airport. → Click here to find more. Airport Diagram. Aviation Fans. You Might Also Like. FAQs for Richard Lloyd Jones Jr. Airport. What is the airport code for Richard Lloyd Jones Jr. Airport? What is the ICAO code for Richard Lloyd Jones Jr. Airport? Airport Code KRVS. What is the airport code for Richard Lloyd Jones Jr. Airport? What is the IATA code for Richard Lloyd Jones Jr. Airport? Airport Code RVS. Richard Lloyd Jones Jr. Airport Code. Tulsa Airport Code.