

**COALINGA AIRPORT  
LAND USE POLICY PLAN**

Fresno County  
Airport Land Use Commission  
November 28, 1994



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# COALINGA AIRPORT LAND USE POLICY PLAN

The New Coalinga Airport has replaced the old municipal airport. Unlike many airports, the New Coalinga Airport is located in an undeveloped area where the only surrounding existing and planned land uses are agriculture and wildlife conservation area. The old airport's previous problems of land use compatibility, safety, and noise have been virtually eliminated by the new airport. Operation of the New Coalinga Airport will be guided by the Airport Master Plan (January 5, 1990, see Figure 1, Airport Layout Plan), which was reviewed and approved by the California Department of Transportation (Caltrans) Division of Aeronautics.

This Airport Land Use Plan (ALUP) will help ensure that the New Coalinga Airport operates in accordance with the Airport Master Plan and the goals, policies, and programs of the City of Coalinga General Plan.

## 1.0 SCOPE OF THE PLAN

### 1.1 Authority and Purpose

The objectives of this Airport Land Use Plan are:

- To safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general by minimizing public exposure to excessive noise and safety hazards;
- To provide for the orderly growth of the New Coalinga Airport by promoting the overall goals and objectives of California airport noise standards and by preventing the creation of new noise and safety problems; and
- To promote the development of land uses near the airport proper which are compatible with airport operations.

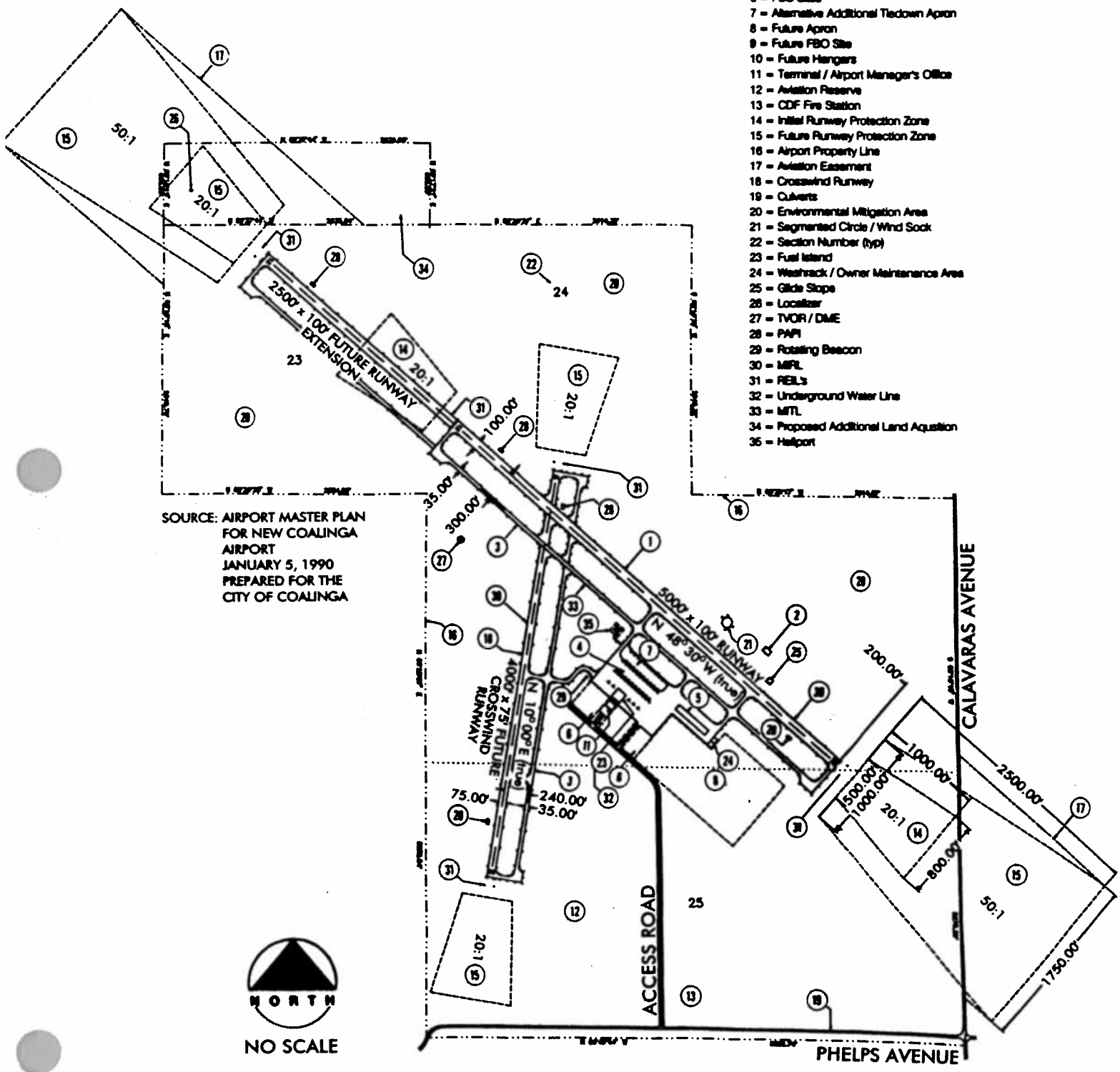
To accomplish these objectives, the Airport Land Use Plan defines land use policies and implementation programs to maintain land use compatibility between the airport and surrounding land uses. The ALUP has been prepared to fulfill the requirements of Section 21675 of the Public Utilities Code, Chapter 4, Article 3.5 (State Aeronautics Act) for airport comprehensive land use plans.

The ALUP also is part of the City of Coalinga General Plan. Therefore, the ALUP responds to the State requirements of both a general plan and an airport comprehensive land use plan. Upon adoption, the City of Coalinga General Plan and the ALUP will be consistent with each other, as mandated by The State in Title 7, Division I, Chapter 3,

# FIGURE 1 AIRPORT LAYOUT PLAN

- 1 = Main Runway
- 2 = ANOS
- 3 = Parallel Taxiway
- 4 = Tiedowns
- 5 = Hangars
- 6 = FBO Sites
- 7 = Alternative Additional Tiedown Apron
- 8 = Future Apron
- 9 = Future FBO Site
- 10 = Future Hangars
- 11 = Terminal / Airport Manager's Office
- 12 = Aviation Reserve
- 13 = CDF Fire Station
- 14 = Initial Runway Protection Zone
- 15 = Future Runway Protection Zone
- 16 = Airport Property Line
- 17 = Aviation Easement
- 18 = Crosswind Runway
- 19 = Culverts
- 20 = Environmental Mitigation Area
- 21 = Segmented Circle / Wind Sock
- 22 = Section Number (typ)
- 23 = Fuel Island
- 24 = Washrack / Owner Maintenance Area
- 25 = Glide Slope
- 26 = Localizer
- 27 = TVOR / DME
- 28 = PAPI
- 29 = Rotating Beacon
- 30 = MIFL
- 31 = REILs
- 32 = Underground Water Line
- 33 = MITL
- 34 = Proposed Additional Land Acquisition
- 35 = Helipad

SOURCE: AIRPORT MASTER PLAN  
FOR NEW COALINGA  
AIRPORT  
JANUARY 5, 1990  
PREPARED FOR THE  
CITY OF COALINGA



Section 65302.3(a) of the State Planning, Zoning, and Development Law. The section states, "The general plan...shall be consistent with the [airport land use] plan adopted or amended pursuant to Section 21676 of the Public Utilities Code."

When approved by the Fresno County Airport Land Use Commission (ALUC), the Coalinga Airport Land Use Plan will be implemented by the City of Coalinga as part of its General Plan.

## **1.2 Geographic Coverage and Jurisdictions Affected**

The Airport Environs for the New Coalinga Airport encompass the Approach and Clear Zone Plan (ACZP) as identified in the Airport Master Plan for the New Coalinga Airport. The Airport Environs, which include the ultimate airport property and clear zone, are located within Township 20 South, Range 15 East, Sections 23, 24, 25, 30, and 31 MDB&M (Mount Diablo Base & Meridian). Sections 23, 24, 25, and 31 are entirely within the City of Coalinga Area of Interest. The ultimate acreage of the airport will be approximately 1,125 acres; the 20-year buildout will total about 960 acres.

A small portion of the ultimate clear zone extends into Township 20 South, Range 16 East, Section 30, which is east of Calaveras Avenue; the affected land is an agricultural field.

Figure 4 depicts the Approach and Clear Zone Plan (ACZP) for the New Coalinga Airport, as illustrated in the Airport Master Plan.

## **2.0 THE NEW COALINGA AIRPORT**

### **2.1 Relationship to the Airport Master Plan**

The Airport Master Plan for the New Coalinga Airport was adopted by the Coalinga City Council on January 18, 1990. The California Department of Transportation (Caltrans), Division of Aeronautics, recommended adoption and implementation of the plan on November 13, 1989.

### **2.2 Airport Operations at the New Coalinga Airport**

The New Coalinga Airport is a general aviation airport with one runway and approximately 35 based aircraft. These aircraft total about 17,500 annual operations (i.e., an average of 500 operations per based aircraft). The predominant aircraft type at the New Coalinga Airport is the single-engine piston aircraft, comprising over 80 percent of the based aircraft. The remaining based aircraft are multi-engine aircraft and helicopters.

By the year 2000, the number of based aircraft is forecast at 40 (20,00 annual operations). By the year 2010, 50 based aircraft are expected to total 25,000 annual operations. The ultimate buildout (50 years) of the New Coalinga Airport is planned for 100 based aircraft and 50,000 annual operations.

## **2.3 Noise Zones**

### **Noise Contours**

The existing and forecast 65 CNEL contour for the New Coalinga Airport is completely within the airport property and undeveloped future aviation easement (see Figure 2, Noise Impact). Existing and planned land uses within the Airport Environs are public facilities and, for the undeveloped future aviation easement, agriculture and wildlife conservation area. No residences currently are located within the 65 CNEL.

Should any residential structures (associated with agriculture) be proposed in the future within the 65 CNEL, the City's decision making will be guided by the following goal and policies:

**GOAL 1:** Utilize all feasible air operations and airport facility modifications to minimize and, where possible, reduce the numbers of residents impacted by noise from the New Coalinga Airport.

**Policy 1.1:** No structure shall be constructed within the initial clear zone, ultimate clear zone, or approach safety zone of the New Coalinga Airport.

**Policy 1.2:** Any existing habitable structure within the airport property shall be insulated for noise in accordance with the California Noise Insulation Standards (Code of Regulations, Title 24, Part II, Appendix, Chapter 35), part of which states, "Interior noise levels attributable to exterior sources shall not exceed 45 Db in any habitable room."

**Policy 1.3:** The New Coalinga Airport shall operate in accordance with the California Airport Noise Standards (Code of Regulations, Title 21, Sections 5000 et seq.).

### **Land Use Compatibility Guidelines for Noise Impact**

Land uses vary widely by their sensitivity to aircraft noise. Figure 3 shows compatibility guidelines for a range of land uses. For example, the figure illustrates that crop agriculture

is "normally acceptable" up to 70 CNEL, livestock uses are "normally acceptable" up to 70 CNEL, and single-family residential uses are "normally acceptable" up to 60 CNEL. Retail and industrial uses are "normally acceptable" up to 65 CNEL.

For residential uses, interior environments usually can be made acceptable if a noise analysis is undertaken and insulation features incorporated into project design. However, the outdoor environment may not be pleasant. The Caltrans Airport Land Use Planning Handbook suggests that a minimum noise reduction of 25 decibels be incorporated into residential construction and adds, "Communities should consider precluding new housing from this area, particularly if the population is oriented to outdoor activities."

The following goal and policy will help ensure minimal noise impacts from the New Coalinga Airport:

**GOAL 2:** Protect residents and workers from the adverse effects of aircraft noise.

**Policy 2.1:** Compatibility guidelines for noise sensitive land uses shall be shown as in Figure 3.

## 2.4 Air Safety Zones

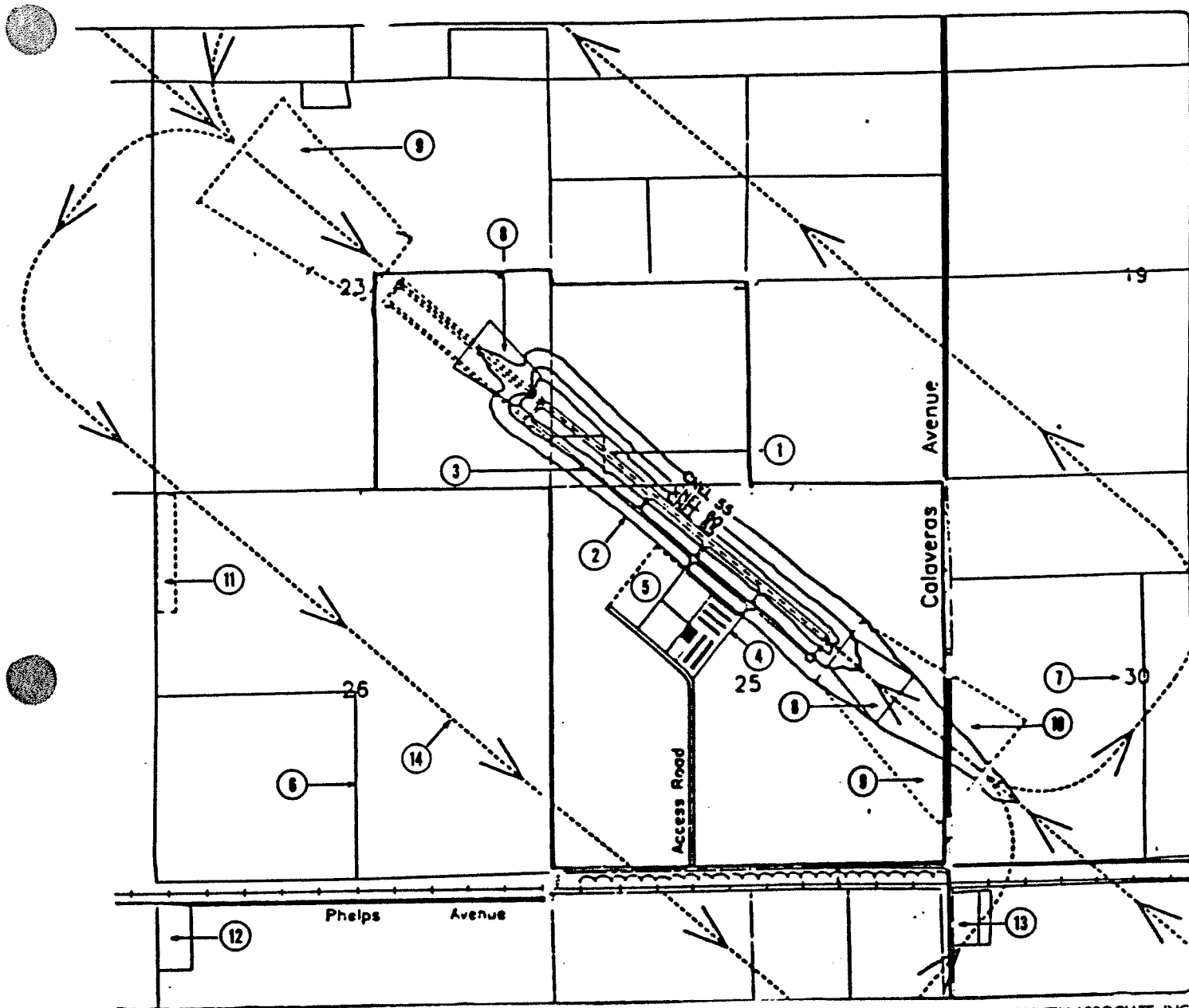
Aircraft accidents do not occur frequently, and the likelihood of an accident cannot be precisely measured. As a result, it is not possible to quantify exposure to accident potential in the way that noise contours are developed. Data gathered by the National Transportation Safety Board (NTSB) indicate that most fatal aircraft accidents occur on aircraft property. Fewer accidents occur in the surrounding area, with an approximately equal number taking place within one mile and between one and five miles from the airport boundary.

### Definition of Zones

The State Airport Land Use Planning Handbook allows jurisdictions considerable flexibility in determining air safety zones. Many airport land use plans utilize the federal imaginary surfaces to define air safety zones. Federal Aviation Regulations (FARs) are issued by the Federal Aviation Administration (FAA) to regulate air commerce and are issued as separate "Parts." FAR Part 77 ("Objects Affecting Navigable Airspace") establishes standards for determining obstructions in navigable airspace and is intended to insure that development in the airport vicinity does not compromise air safety.

The FAA clear zones are trapezoidal areas at each runway end, where safety concerns are greatest due to the potential for crashes on takeoffs and landings. Within a given airport, the clear zones may not be of uniform length or width, varying by the type of aircraft using

**EXHIBIT 'B'**  
**FIGURE 2**  
**NOISE IMPACT**



SOURCE: BROWN-BUNTIN ASSOCIATE, INC.

**LEGEND AND GENERAL NOTES**

- 1. = 5,000 x 100' RUNWAY (7,500' x 100' ULTIMATE)
- 2. = NOISE CONTOURS (55,60, AND 65 CNEL)
- 3. = PARALLEL TAXIWAY
- 4. = FBO/BASING AREA (INITIAL)
- 5. = FBO/BASING AREA (ULTIMATE)
- 6. = PRIVATE PROPERTY LINES (TYPICAL)
- 7. = SECTION NUMBER (TYPICAL)
- 8. = INITIAL CLEAR ZONE
- 9. = ULTIMATE CLEAR ZONE
- 10. = AVIGATION EASEMENT
- 11. = RESIDENCES/FARM BUILDINGS
- 12. = RESIDENCE
- 13. = CEMETERY
- 14. = TRAFFIC PATTERN

- = LAND ACQUISITION
- = FLIGHT TRACK
- = ABANDONED RR
- = TREES



## FIGURE 3 NOISE COMPATIBILITY GUIDELINES

*This figure illustrates the acceptability of various land uses in areas exposed to various levels of environmental noise.*

Land Use Category	Community Noise Equivalent Level (CNEL) or Day-Night Level (Ldn), dB						
	55	60	65	70	75	80	85
Residential- Low-Density Single-Family, Duplex, Mobile Homes			///	///	///	///	///
Residential- Multiple Family			///	///	///	///	///
Transient Lodging - Motels, Hotels			///	///	///	///	///
Schools, Libraries, Churches, Hospitals, Nursing Homes			///	///	///	///	///
Auditoriums, Concert Halls, Amphitheaters	///	///	///	///	///	///	///
Sports Arenas, Outdoor Spectator Sports	///	///	///	///	///	///	///
Playgrounds, Neighborhood Parks					///	///	///
Golf Courses, Riding Stables, Water Recreation, Cemeteries					///	///	///
Office Buildings, Business, Commercial and Professional			///	///	///	///	///
Industrial, Manufacturing, Utilities, Agriculture				///	///	///	///

Nature of the noise environment where the CNEL or Ldn level is:

**Below 55 dB**  
Relatively quiet suburban or urban areas, no arterial streets within 1 block, no freeways within 1/4 mile.

**55-65 dB**  
Most somewhat noisy urban areas, near but not directly adjacent to high volumes of traffic.

**65-75 dB**  
Very noisy urban areas near arterials, freeways or airports.

**75+ dB**  
Extremely noisy urban areas adjacent to freeways or under airport traffic patterns. Hearing damage with constant exposure outdoors.

 Normally Acceptable

Specified land use is satisfactory, based on the assumption that any buildings are of normal conventional construction, without any special noise insulation requirements

 Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

 Normally Unacceptable

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.

 Clearly Unacceptable

New construction or development should generally not be undertaken.

The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) are measures of the 24-hour noise environment. They represent the constant A-weighted noise level that would be measured if all the sound energy received over the day were averaged. In order to account for the greater sensitivity of people to noise at night, the CNEL weighting includes a 5-decibel penalty on noise between 7:00 p.m. and 10:00 p.m. and a 10-decibel penalty on noise between 10:00 p.m. and 7:00 a.m. of the next day. The Ldn includes only the 10-decibel weighting for late-night noise events. For practical purposes, the two measures are equivalent for typical urban noise environments.

Source: Cotton/Beland/Associates, adapted from City of Los Angeles EIR Manual for Private Projects, U.S. Department of Housing and Urban Development and State of California Guidelines and U.S. EPA, Report on Levels of Environmental Noise Requisite to Protect the Public Health and Welfare with an Adequate Margin of Safety, 1974.

the runway and whether the runway is equipped with an instrument landing system (ILS). Where early turn procedures on departure result in sharp turns before an aircraft reaches the end of the runway, a secondary clear zone aligned with this curved departure route often is designated.

The Part 77 approach surface is an FAA imaginary surface that extends beyond the clear zone, sloping upward from the runway at an angle determined by the mix of aircraft and airport weather capability. The approach surface is defined in order to give aircraft an unobstructed flight path to the runway. The imaginary shadow that this imaginary surface casts on the ground defines the approach safety zone. Though less hazardous than clear zones, approach safety zones still contain potential for accidents.

Figure 4 depicts the Approach and Clear Zone Plan (ACZP) for the New Coalinga Airport as illustrated in the Airport Master Plan.

Initial airport development assumed visual clear zones, but the 20-year buildout under the Airport Master Plan including the ACZP, allows for a precision instrument approach and the appropriate clear zone.

The City of Coalinga owns the clear zones and approach safety zones for The New Coalinga Airport, except for the portion of the ultimate clear zone extending into an agricultural field. For this portion of land, an aviation easement eventually will be required from the property owner.

All future development in the clear zones and approach safety zones will be in accordance with FAR Part 77, the Coalinga General Plan, and applicable land use regulations.

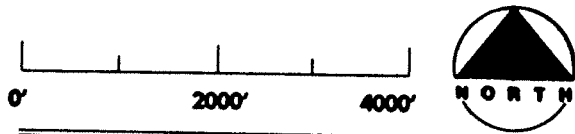
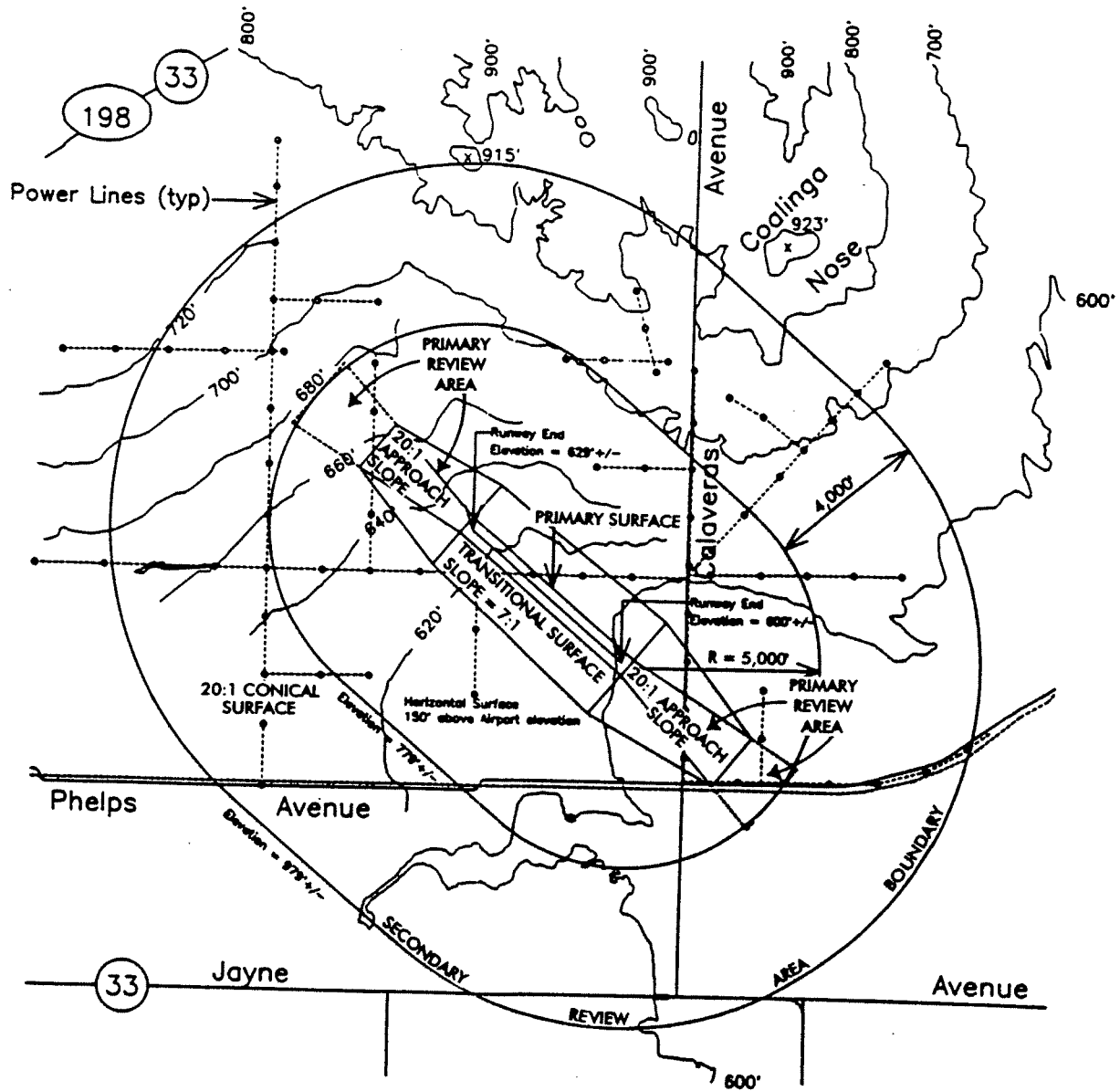
#### **Land Use Compatibility Guidelines for Air Safety**

A clear zone must be "clear" - devoid of structures. Most often clear zones are owned in fee by the airport operator and are within the airport boundary. The approach safety zones should not contain tall buildings, land uses that have a potential for explosion, or which generate electric interference, dust, or smoke, or which attract birds. Limitations should be imposed on site coverage to give disabled aircraft the opportunity to avoid occupied structures. Uses that gather large concentrations of people should be avoided to curtail casualties in case of accident. Figure 5 shows land use compatibility guidelines for areas within clear zones and approach safety zones.

Defining air safety zones and implementing land use guidelines minimize the risk within the zone, but crashes may still occur outside the air safety zones. Typically, the air safety zones are based on normal flight paths. When aircraft become disabled, however, they are

EXHIBIT 'C'

FIGURE 4  
 APPROACH AND CLEAR ZONE PLAN  
 FAR PART 77 IMAGINARY SURFACES



likely to deviate the normal flight path, either because the pilot is taking the most direct route to the runway or because the aircraft is out of control. There is no way of predicting the path of a disabled aircraft. Even with the implementation of the air safety land use guidelines, the possibility of an aircraft accident outside the air safety zone will always remain.

The following goal and policies will minimize the potential for casualties and property damage in the event of an aircraft accident at the New Coalinga Airport:

**GOAL 3:** Protect all people within air safety zones from excessive exposure to aircraft accident potential.

**Policy 3.1:** Implement the airport land use compatibility guidelines for air safety as illustrated in Figure 5.

**Policy 3.2:** Permit only undeveloped land, wildlife conservation area or agricultural uses, as defined in the Coalinga General Plan and Fresno County General Plan, in the air safety zones.

**Policy 3.3:** Continue to consult with the FAA regarding the height of structures within the Part 77 approach surfaces of the Airport Environs.

## 2.5 Airport Environs Land Use Plan

This section of the ALUP designates the proposed general distribution location and extent of land uses in the Airport Environs. All airport-related uses are located on airport property. The Airport Environs include, and are designated for, public facilities, except for the undeveloped future aviation easement, which is designated for agriculture and wildlife conservation area. Figure 1 illustrates land use policy in the Airport Environs.

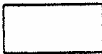



The map meets the State Planning, Zoning, and Development Law requirement [Section 65302(a)] concerning the designation of "the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land."

The surrounding County land is designated for agriculture and wildlife conservation area, uses that prohibit any urban development which could potentially conflict with airport operations. The Federal Aviation Administration (FAA) and the U.S. Fish and Wildlife

**FIGURE 5  
LAND USE COMPATIBILITY GUIDELINES**

Land Use Categories		Air Safety Zone	
Category	Use	Clear Zone	Approach Safety Zone
Residential	Single-Family	[Incompatible Use Pattern]	[Compatible with Restrictions Pattern]
	Multi-Family	[Incompatible Use Pattern]	[Incompatible Use Pattern]
Commercial	Hotel / Motel Transient Lodging	[Incompatible Use Pattern]	[Incompatible Use Pattern]
	Restaurant / Bar	[Incompatible Use Pattern]	[Compatible with Restrictions Pattern]
	Office / Retail	[Incompatible Use Pattern]	[Compatible with Restrictions Pattern]
	Service Station	[Incompatible Use Pattern]	[Incompatible Use Pattern]
Industrial	Manufacturing	[Incompatible Use Pattern]	[Compatible with Restrictions Pattern]
	Business Park	[Incompatible Use Pattern]	[Compatible with Restrictions Pattern]
Institutional	Schools	[Incompatible Use Pattern]	[Incompatible Use Pattern]
	Auditoriums	[Incompatible Use Pattern]	[Incompatible Use Pattern]
Open Space	Parks	[Incompatible Use Pattern]	[Normally Compatible Pattern]
	Golf Course	[Compatible Use Pattern]	[Normally Compatible Pattern]
Agriculture	Agriculture	[Compatible Use Pattern]	[Compatible with Restrictions Pattern]

*Source: Caltrans, CBA Inc. Adapted from  
Airport Land Use Planning Handbook.*

-  **NORMALLY COMPATIBLE**  
Specified land use is satisfactory.
-  **COMPATIBLE WITH RESTRICTIONS**  
Density limited to 3 du per acre or floor area ratio of 0.25.  
No flammables, uses which attract birds, overhead power lines,  
electrical interference, smoke, high intensity lighting, or concentration of people.
-  **COMPATIBLE USE**  
No structures.
-  **INCOMPATIBLE USE**

Service have developed a formal agreement which accepts the City of Coalinga's mitigation plan and the Pleasant Valley Habitat Conservation Plan as acceptable means for ensuring that airport or urban development does not encroach on lands adjacent to the airport.

## **2.6 General Nuisance/Avigation Easement Policy**

### **Avigation Easement**

1. Except when overriding circumstances exist, a condition for approval of any residential subdivision or zoning change within an airport's review areas shall be the dedication of an avigation easement to the airport owner or the local jurisdiction in which the proposed subdivision is located (City of Coalinga if area is incorporated; Fresno County, if area is unincorporated). The avigation easement shall contain the following property rights:
  - a. Right-of-flight at any altitude above acquired easement surfaces.
  - b. Right to cause noise, vibrations, fumes, dust, and fuel particle emissions.
  - c. Right-of-entry to remove, mark, or light any structures or growths above easement surfaces.
  - d. Right to prohibit creation of electrical interference, unusual light sources, and other hazards to aircraft flight.

The easement surfaces acquired shall be based on Part 77 of the Federal Aviation Regulations except that no easement surface less than 35 feet above ground shall be acquired.

2. As a further condition for approval of a residential subdivision or zoning change within an airport's high noise or high risk area, local jurisdiction shall, except where overriding circumstances exist, require the property owners to agree to the following:
  - a. That it is understood by the owners and owners' successors in interest that the real property in question lies close to an operating airport and that the operation of the airport and the landing and take-off of aircraft may generate high noise levels.
  - b. That the owners shall not initiate or support any action in any court or before any governmental agency if the purpose of the action is to interfere with,

restrict, or reduce the operation of the airport or the use of an airport by any aircraft.

- c. That the owners shall not protest or object to the operation of the airport or the landing or take-off of aircraft before any court or agency of government.
3. The above easement, agreement, conditions, and restrictions shall be recorded in the office of the Fresno County Clerk/Recorder, shall run with the land and shall be binding upon the owners and subsequent owners of the property.

### **Buyer Notification**

The Commission encourages local governments to establish a "buyer notification statement" as a requirement for the transfer of title of any property located within an airport's high noise or high risk area. This statement should indicate that the buyer is aware of the proximity of an airport, the characteristics of the airport's current and projected activity, and the likelihood of aircraft overflights of the affected property.

### **2.7 Policy Regarding Scope of Commission Review**

1. For the purposes of referral to the Airport Land Use Commission, a "proposed project" is defined as the adoption of and the amendment to general and specific plans, zoning ordinances, building regulations, and airport master plans. Projects shall be referred to the Commission prior to any action taken by local advisory and governing bodies.

In the case of projects involving the adoption or amendment of an Airport Master Plan, or to the Conditional Use Permit or Site Plan Review for the airport facilities, the project shall be submitted to the Commission for review and comment at the earliest possible point in the application processing and before it is submitted to the Commission for a determination of consistency.

2. Evaluation of projects shall primarily be based on the land use compatibility policies set forth above. Where an overlap occurs among noise, airspace protection, safety, and general nuisance zones, all policies applicable to the particular location shall be considered.
3. All proposed projects involving land lying within the geographic boundaries of the Approach Safety Zone and Clear Zone for the new Coalinga Airport shall be referred to the Fresno County Airport Land Use Commission for review and evaluation as to their consistency with this plan.

4. Within the Conical Surface of the airport, only those projects involving a structure or other object the height which of would exceed that permitted under the adopted land use zoning need be referred to the Commission for review.
5. The Review Area boundaries for the new Coalinga Airport are as depicted on the policy plan map.
6. The Commission may, at its own discretion, request information and review any project occurring within the airport's Secondary Review Area (Conical Surface) for factors other than excessive height. Such projects, however, need not be routinely submitted to the Commission for review.
7. A copy of any Notice of Construction or Alteration submitted to the Federal Aviation Administration in accordance with FAR Part 77, Subpart B, shall concurrently be submitted to the Airport Land Use Commission for review regardless of where in the County the object involved is proposed to be located.

## **2.8 Airspace Protection**

1. No structure, tree, or other object shall be permitted to exceed the height limits established by Part 77, Subpart C, of the Federal Aviation Regulations (FAR) (see Figure 4). This criterion applies unless, in the case of a proposed object or growing tree, one or more of the following apply:
  - a. The object would be substantially shielded by existing permanent structures or terrain in a manner such that it clearly would not affect the safety of air navigation.
  - b. The Federal Aviation Administration has conducted an aeronautical study and either determined that the object would not result in a hazard to air navigation or has made recommendations for the object's proper marking and lighting as an obstruction.
  - c. The object is otherwise exempted from the requirements of FAR Part 77.
2. In the case of an existing object that exceeds the prescribed height limits at the time the Plan is adopted or amended, marking and lighting may still be required.
3. No object shall be permitted to be erected which because of height or other factors would result in an increase in the minimum ceiling or visibility criteria for an existing or proposed instrument approach procedure.

4. An object which would be located within a horizontal or conical zone as defined in FAR Part 77 and would be 35 feet or less in height above the ground (i.e., is within the height limits prescribed by most zoning districts codified within Fresno County) shall be considered conditionally acceptable even if it exceeds the prescribed FAR Part 77 height limit due to its geographic location. Marking and lighting may be conditions for acceptability.
5. The FAR Part 77 surfaces depicted herein shall be used in conjunction with the above airspace policies to determine whether the height of an object is acceptable.

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AIRPORT LAND USE COMMISSION  
FRESNO COUNTY  
RESOLUTION NO. 88

WHEREAS, Section 21675 of the California Public Utilities Code requires the Airport Land Use Commission to formulate a comprehensive land use policy plan that will provide for the orderly growth of each public use airport in Fresno County and the areas surrounding such airports and that will safeguard the general welfare of the inhabitants within the vicinity of the airports and the public in general; and

WHEREAS, said plans are to anticipate growth of the airports for at least the next twenty years and may specify the use of land, height restrictions of objects, and soundproofing standards within the planning areas; and

WHEREAS, the City of Coalinga has prepared such a plan for its new airport and has submitted that plan to the Commission for adoption; and

WHEREAS, an Environmental Impact Report (SCH 89-050102) has been prepared and certified for the new airport land use policy plan proposed by the City of Coalinga; and

WHEREAS, on October 24, 1994 the Commission conducted a workshop to review the proposed new Coalinga Airport Land Use Policy Plan; and

WHEREAS, thereafter the Commission duly and regularly fixed November 28, 1994, for public hearings on the above proposal, and public hearings were held thereon in the manner prescribed by law; and

WHEREAS, on the aforementioned date, the Commission heard and received all oral and written evidence and objections which were made, presented, or filed, and all persons present were given an opportunity to hear and be heard; and

WHEREAS, on the aforementioned date the Commission reviewed and considered the certified Environmental Impact Report.


NOW, THEREFORE, BE IT RESOLVED that this Commission adopts the Land Use Policy Plan for the new Coalinga Airport as shown in Exhibit "A", attached hereto and made a part hereof.

ADOPTED, the 28th day of November, 1994 upon motion by Commissioner Feasel, second by Commissioner Lucido, and by the following vote:

Ayes: Commissioners Feasel, Lucido, Oken, Wilson

Noes: None

Absent: Commissioners Clark, Padilla, Levy



\_\_\_\_\_  
Chuck Wilson, Chairman  
Airport Land Use Commission

#### CERTIFICATE

I, Richard D. Welton, Secretary of the Fresno County Airport Land Use Commission, California, do hereby certify that the foregoing is a full, true, and correct copy of the original Resolution adopted at the regular meeting of the County Airport Land Use Commission held on the 28th day of November, 1994, now of record in my office. IN WITNESS THEREOF, I have set my hand this \_\_\_\_ day of \_\_\_\_\_, 1994.

\_\_\_\_\_  
RICHARD D. WELTON, Secretary  
Airport Land Use Commission