FRESNO COUNTY

Airport Land Use COMPATIBILITY PLAN

Fresno Council of Governments

FRESNO COUNTY
AIRPORT LAND USE COMPATIBILITY PLAN

FRESNO COUNTY, CALIFORNIA

Prepared For

Fresno County
Airport Land Use Commission

Prepared by:

Coffman Associates, Inc.

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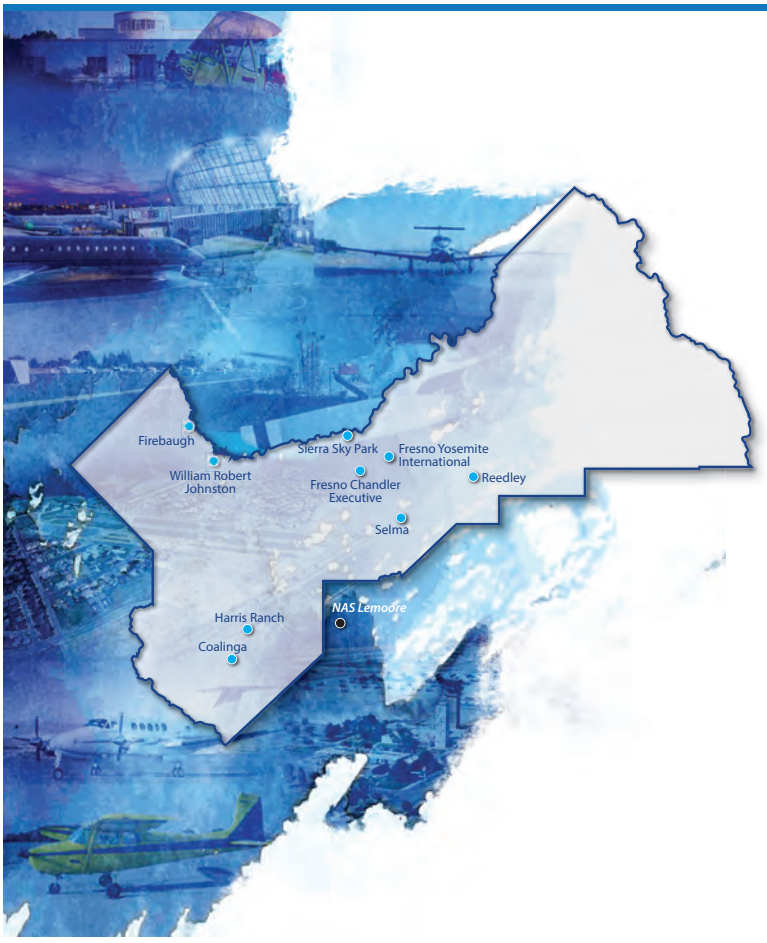
Fresno Council
of Governments



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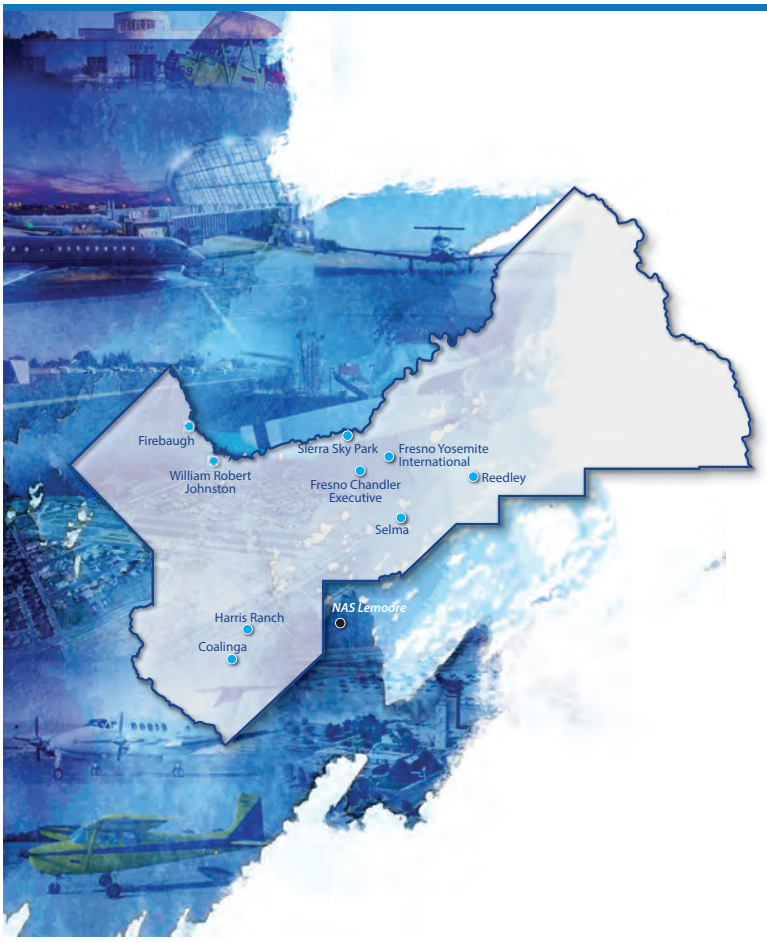
Fresno Council of Governments

Chapter One

PURPOSE AND SCOPE



Chapter One

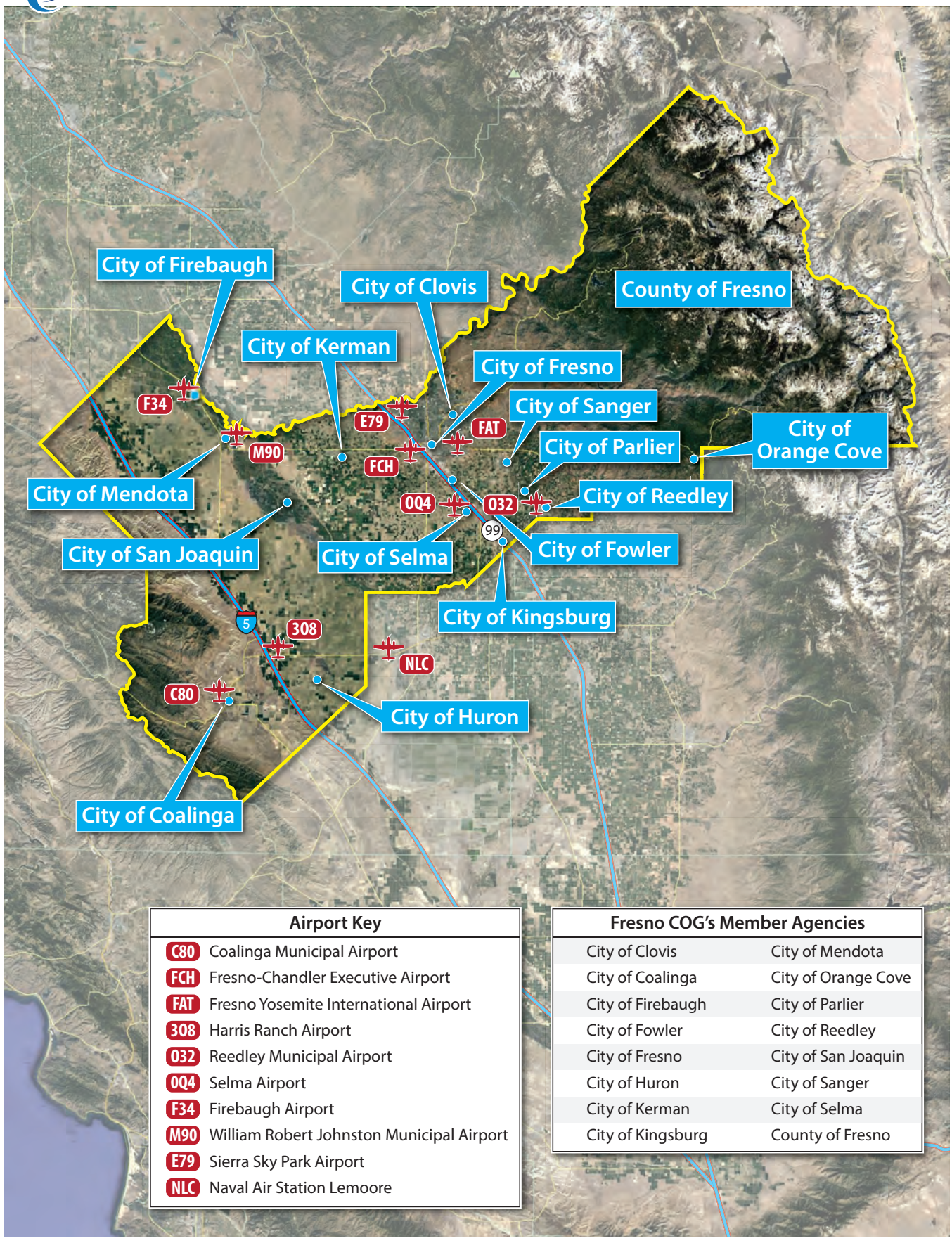
PURPOSE AND SCOPE

1.1 INTRODUCTION

This document represents an update of the state-mandated airport land use compatibility plan (ALUCP) for the environs of the nine public use airports in Fresno County. Additionally, this plan incorporates the recommendations from the Air Installations Compatible Use Zones (AICUZ) Report for Naval Air Station (NAS), Lemoore, California that apply within Fresno County. The Fresno County public use airports include Coalinga Municipal, Firebaugh, Fresno Chandler Executive, Fresno Yosemite International, Harris Ranch, Reedley Municipal, Selma, Sierra Sky Park, and William Robert Johnston Municipal. **Exhibit 1A** depicts the location of the public use airports and the portion of NAS Lemoore in Fresno County. This ALUCP was prepared by the Fresno County Airport Land Use Commission (ALUC) for Fresno County, under the authority of the *California State Aeronautics Act*, California Public Utilities Code Section 21001 et seq.

This ALUCP replaces the following list of compatibility plans for the Fresno County ALUC:

- *Coalinga Airport Land Use Policy Plan*, November 1994
- *Fresno County Airports Land Use Policy Plan* (Firebaugh, William Robert Johnston Municipal, Reedley Municipal, and Selma), January 1983
- *Fresno Chandler Downtown Airport Land Use Policy Plan*, Revised October 2014
- *Fresno Yosemite International Airport Compatibility Land Use Plan*, Revised June 2012
- *Harris Ranch Airport Land Use Policy Plan*, October 1995
- *Reedley Municipal Airport Land Use Compatibility Plan*, November 2007
- *Sierra Sky Park Land Use Policy Plan*, Revised October 1995



Airport Key	
C80	Coalinga Municipal Airport
FCH	Fresno-Chandler Executive Airport
FAT	Fresno Yosemite International Airport
308	Harris Ranch Airport
032	Reedley Municipal Airport
OQ4	Selma Airport
F34	Firebaugh Airport
M90	William Robert Johnston Municipal Airport
E79	Sierra Sky Park Airport
NLC	Naval Air Station Lemoore

Fresno COG's Member Agencies	
City of Clovis	City of Mendota
City of Coalinga	City of Orange Cove
City of Firebaugh	City of Parlier
City of Fowler	City of Reedley
City of Fresno	City of San Joaquin
City of Huron	City of Sanger
City of Kerman	City of Selma
City of Kingsburg	County of Fresno

This ALUCP has also been prepared with reference to, and is consistent with, the guidance provided by the California Department of Transportation, Division of Aeronautics (Division) in the 2011 version of the *California Airport Land Use Planning Handbook* (Handbook) pursuant to California Public Utility Code (PUC) Sections 21674.5 and 21674.7.

Similar to the previously listed airport compatibility plans, this ALUCP is intended to protect and promote the safety and welfare of residents, businesses, and airport users near the public use airports and NAS Lemoore in Fresno County, while supporting the continued operation of these facilities. Specifically, the plan seeks to: ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents; protect the public from the adverse effects of airport noise; and ensure that no structures or activities encroach upon, or adversely affect, the use of navigable airspace.

1.2 PURPOSE OF THE ALUCP

1.2.1 Purpose

Airports play a vital role in the transportation system and economy of cities and counties throughout the nation. The public use airports in Fresno County provide services, such as business travel, tourism, emergency response, fire suppression, law enforcement, and agriculture support. NAS Lemoore plays a vital role in our country's military preparedness and security by providing a home to the Pacific Strike Fighter Wing and supporting facilities. In recognition of the important role airports play and proper land use compatibility planning within the State of California, the California State Legislature enacted laws that mandate the creation of Airport Land Use Commissions (ALUCs). Adopted in 1967 to assist local agency land use compatibility efforts, the laws are intended to protect:

"… public health, safety, and welfare by encouraging orderly expansion of airports and the adoption of land use measures that minimizes exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

To achieve this goal, the ALUC has two primary functions:

- To prepare and adopt an airport land use compatibility plan (ALUCP) with a 20-year planning horizon for each airport within its jurisdiction

- Review local agency land use actions and airport plans for consistency with the land use compatibility policies and criteria in the ALUCP

The Fresno County ALUCP is the key to implementation of the land use compatibility policies and criteria related to proposed development in the vicinity of public use airports and portions of NAS Lemoore in the county. It also establishes the planning boundaries around each of these airport facilities that define safety areas, noise contours, and height/airspace protection for policy implementation and areas within which notification is required as part of real estate transactions.

1.3 RESPONSIBILITIES AND REQUIREMENTS

Airport land use compatibility involves two overarching concepts: a community's need for safe and efficient air transportation and orderly compatible land use development within the airport environs. These two concepts need to be balanced to achieve a favorable result for the airport, the residents and businesses in the airport's vicinity.

Airport land use compatibility planning can be a complicated matter when considering the various levels of government and documentation involved. The sections below briefly discuss the specific responsibilities of each governmental entity with respect to aviation and land use as necessary. It is important to note that some levels of government are limited in the actions they may take with respect to airport land use compatibility and care is taken to describe these limitations where appropriate.

1.3.1 Federal Government

The federal government, primarily through the Federal Aviation Administration (FAA), has the authority and responsibility to control aircraft operations associated with airport noise impacts through the following methods:

- **Implement and Enforce Aircraft Operational Procedures**. These include pilot responsibilities, compliance with Air Traffic Control instructions, flight restrictions and monitoring careless and reckless operation of aircraft. Where and how aircraft are operated while not on the ground at an airport is under the complete jurisdiction of the FAA.

- **Manage the Air Traffic Control System**. The FAA is responsible for the control of navigable airspace and reviews any proposed alterations in flight procedures for noise abatement based on safety of flight operations, safe and efficient use of navigable airspace, management and control of the national airspace and air traffic control systems, effects on security and national defense and compliance with applicable laws and regulations.

- **Certification of Aircraft**. The FAA requires the reduction of aircraft noise through certification, modification of engines, or aircraft replacement as defined in Code of Federal Regulations Title 14 (14 CFR) Part 36.

- **Pilot Licensing**. Individuals licensed as pilots are trained under strict guidelines concentrating on safe and courteous aircraft operating procedures, many of which are designed to lessen the effects of aircraft noise.

- **FAA Airport Compliance and Grant Assurances:** FAA Order 5190.6B, *FAA Airport Compliance Manual,* defines the airport sponsor's role with regard to land use planning and implementation actions "to reduce the effect of noise on residents of the surrounding area. Such actions include optimal site location, improvements in airport design, noise abatement ground procedures, land

acquisition, and restrictions on airport use that do not unjustly discriminate against any user, impede the federal interest in safety and management of the air navigation system, or unreasonably interfere with interstate or foreign commerce." Additionally, upon receipt of FAA grant funding, the airport sponsor agrees to take appropriate action, including the adoption of zoning laws, to the extent reasonable to restrict the use of land next to or near the airport to uses that are compatible with normal airport operations in accordance with FAA Grant Assurance 21, Compatible Land Use.

- **Noise Compatibility Studies**. 14 CFR Part 150 establishes procedures and criteria for the evaluation of airport noise-related impacts. Although the FAA may provide guidance for airport land use compatibility, it has no jurisdiction over local planning decisions.

1.3.2 State of California

Aviation

With respect to aviation, the California Department of Transportation, Division of Aeronautics, is directed by the *State Aeronautics Act* to engage in activities that protect the public interest in aeronautics and aeronautical progress. In cooperation with, and in support of, the FAA, the Division serves as the advisor to Caltrans, ALUCs, and airport sponsors for ways to better include safe aviation into the fabric of California communities and multimodal transportation planning.

Land Use

The State of California grants the authority of land use regulation to local governments. This regulation is accomplished through the use of general plans and zoning ordinances. The state has also established airport noise standards, noise insulation standards and requirements for the establishment of an ALUC. State staff may also coordinate with local agencies to encourage environmental mitigation measures intended to discourage the encroachment of incompatible land uses near airport facilities. As with the federal government, local planning decisions are at the discretion of the local jurisdiction and the state may not interfere with these decisions.

Real Estate Disclosure

California State law also requires sellers of real property to disclose any facts materially affecting the value and desirability of the property. Such disclosure is required when the property is either within two miles of an airport or if it is within an Airport Influence Area (AIA). The law defines the AIA as the area where airport-related factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission. As outlined in PUC 21675(c), the AIA is usually the planning area designated by an airport land use commission for each airport.

Noise Insulation Standards

The California Noise Insulation Standards are found in California Building Code Title 24, Chapter 12, Section 1207. These standards establish uniform minimum noise insulation performance standards to protect persons within new buildings from the effects of noise. These minimum noise insulation performance standards require that the Community Noise Equivalent Level (CNEL) shall not exceed 45 decibels (dB) in any habitable room, with all doors and windows closed.

1.3.3 City and County Governments

Cities and counties may be engaged in the national aviation system by owning and operating an airport. As airport proprietors, cities and counties have limited power to control what types of civil aircraft use the airport, or to impose curfews or other use restrictions if the airport has received federal funds. This power is limited by the rules of 14 CFR Part 161, which states that airport proprietors may not take actions that (1) impose an undue burden on interstate or foreign commerce, (2) unjustly discriminate between different categories of airport users, or (3) involve unilateral action in matters pre-empted by the federal government.

Within the limits of the law and financial feasibility, airport proprietors may mitigate noise or acquire land or partial interests in land, such as air rights, easements, and development rights, to assure the use of property for purposes which are compatible with airport operations.

Cities and counties bear responsibility for the orderly development of areas surrounding the airports within their respective jurisdiction. To achieve this goal, each jurisdiction is charged with making sure all applicable planning documents and building codes are consistent with the ALUCP or go through the overrule process as outlined in Government Code, Section 65302.3. Local jurisdictions that include territory within the AIA boundary are also obligated to bring local plans into consistency with the ALUCP and submit land use actions, such as general plan or specific plan amendments, revisions to ordinances or regulations, airport plans, and individual development projects to the ALUC for a determination of consistency under Public Utility Code (PUC) Section 21676.

1.3.3.1 *Airport Land Use Commission*

At the county level of government exists a unique intersection of airport and land use compatibility planning with the administration of the Airport Land Use Commission. As previously discussed, the establishment of an airport land use commission is required for any county with an airport that is operated for the benefit of the public. The role of the commission is to *"formulate a comprehensive plan that will provide for the orderly growth at each public use airport and the area surrounding the airport within the jurisdiction of the commission"* (State of California, Public Utilities Code Section 21675).

In Fresno County, membership of the ALUC is comprised of seven commissioners. Two members are appointed by a City Selection Committee to represent Fresno County cities. The Fresno County Board of Supervisors appoints two members to represent the County on the ALUC. Two aviation experts are appointed by a selection committee comprised of the airport managers of public use airports within Fresno County. The final member of the ALUC is appointed by the other six members of the ALUC to represent the general public. A 2008 memorandum of understanding between the County of Fresno and Fresno Council of Governments[1] (COG) was established to transfer staffing and administrative support from the Fresno County Department of Public Works and Planning to the Fresno COG. This memorandum can be found in **Appendix M**.

1.4 SCOPE OF THE ALUCP

1.4.1 ALUCP Assumptions

The updated ALUCP is based on three key planning assumptions for each of the public use airports: (1) the Airport Layout Plan (ALP)/approved airport diagrams; (2) the aviation activity forecasts; and (3) the future noise exposure contours. These three key planning assumptions are provided by the individual airports or prepared in coordination with individual airports as part of the ALUCP update. State law requires that ALUCs base their ALUCPs on up-to-date airport master plans or ALPs (Pub. Util. Code §21675(a)). Additionally, as discussed in the Handbook, Caltrans, "will accept a signed ALP drawing in lieu of an FAA-approved ALP as the basis of an ALUCP update, provided the drawing is prepared consistent with the California Code of Regulations, Title 21, Section 3534."

1.4.2 Geographic Scope

The geographic scope for this ALUCP is demarcated by an airport influence area (AIA) boundary for each airport within this plan. The AIA is "the area in which current and projected future airport-related noise, safety, airspace protection, or overflight factors/layers may significantly affect land use or necessitate restrictions on uses by an airport land use commission." The AIA boundary was established using the outer boundary of the 14 CFR Part 77 Conical Surface for the following airports: Firebaugh Airport, Fresno-Chandler Executive Airport, Harris Ranch Airport, Reedley Municipal Airport, Selma Airport, Sierra Sky Park Airport, and William Robert Johnston Municipal Airport. 14 CFR Part 77 defines a series of airspace boundaries around an airport to determine if there are obstructions to air navigation. The Conical Surface is the outer boundary of the 14 CFR Part 77 airspace boundaries and generally represents the traffic pattern for an airport. The AIA boundaries for each airport are depicted on the following exhibits:

- Coalinga Municipal Airport (C80) — Appendix A, Exhibit A1
- Firebaugh Airport (F34) — Appendix B, Exhibit B1
- Fresno-Chandler Executive Airport (FCH) — Appendix C, Exhibit C1

[1] Formerly known as the Council of Fresno County Governments

- Fresno Yosemite International Airport (FAT) Appendix D, Exhibit D1
- Harris Ranch Airport (3O8) Appendix E, Exhibit E1
- Reedley Municipal Airport (O32) Appendix F, Exhibit F1
- Selma Airport (0Q4) Appendix G, Exhibit G1
- Sierra Sky Park Airport (E79) Appendix H, Exhibit H1
- William Robert Johnston Municipal Airport (M90) Appendix J, Exhibit J1
- Naval Air Station Lemoore (NLC) Appendix K, Exhibit K1

For Coalinga Municipal Airport and Fresno Yosemite International Airport, the AIA includes the Conical Surface, Outer Approach Transitional Surface and the Precision Approach Surface. The Outer Approach Transitional Surface and Precision Approach Surface are used at airports with runways with a Precision Instrument Approach. The AIA boundary for Naval Air Station Lemoore is based upon the outer boundary of the Imaginary Surfaces for Class B Fixed Wing Runways and noise exposure contours as described in the November 2010 Air Installations Compatible Use Zones (AICUZ) report prepared by the United States Navy.

1.4.3 Limitations of the ALUCP

The ALUC has no authority over airport operations (Pub. Util. Code, Section 21674[e]). Therefore, nothing in this ALUCP shall be interpreted as regulating or conveying any recommendations concerning aircraft operations to/from/at the airport (See Section 2.3.2).

The ALUCP is not a specific development plan. This ALUCP does not designate specific land uses for any particular parcel or parcels of land. In addition, the land use compatibility policies and criteria contained within this document are intended to promote compatible land development in the vicinity of airports contained with this ALUCP. They are not intended to remove existing incompatible uses. ***None of the compatibility criteria contained herein are retroactive to existing land uses***.

Incompatible development that currently exists is recognized as existing nonconforming land use by the ALUC. Although this nonconforming land use is recognized, neither this ALUCP nor the ALUC finds these uses to be consistent with this ALUCP.

In addition to land uses that are currently developed and in use, “existing land uses” shall also include vested development projects that have not yet been built if at least one of the conditions outlined in Section 2.4.1 is met.

1.5 ALUCP ADOPTION, IMPLEMENTATION, AND AMENDMENTS

1.5.1 ALUCP Adoption

As outlined in the memorandum of understanding included in **Appendix M**, adoption of this ALUCP is coordinated through the Fresno COG, which provides staffing and administrative support for the Fresno

County ALUC. The ALUC is obligated to involve the affected local agencies in the adoption process by holding a public hearing on the document prior to formal adoption. For the purposes of this plan, affected local agencies include, but are not limited to, Fresno County and the cites of Coalinga, Firebaugh, Fresno, Mendota, Reedley and Selma (See Section 2.3). As discussed in the Handbook, adoption of the ALUCP begins a statutory 180-day period within which the local agencies must either modify its general plan and applicable specific plans or take the steps necessary to overrule the ALUC (Government Code, Section 65302.3) using the process outlined in Section 1.5.2 below.

1.5.2 Overrule Policy

1.5.2.1 Overrule Process

As outlined in the Handbook, Government Code (Gov. Code) Section 65302.3 (a) states that a county's or city's general plan, as well as any applicable specific plans, "shall be consistent" with an ALUCP and that every affected county or city must amend its general and specific plans as necessary to keep them consistent with the ALUCP. If the ALUC determines the local plan to be inconsistent with the ALUCP, the local agency shall reconsider its plan, or overrule the ALUC's decision.

The overrule process involves three mandatory steps:

1) Holding a public hearing

2) Making specific findings that the action proposed is consistent with the purposes of the ALUC statute

3) Approval of the proposed action by a two-thirds vote of the agency's governing body

In accordance with PUC 21676, at least 45 days prior to the decision to overrule the ALUC, the local agency shall provide the ALUC and the Division a copy of the proposed overrule decision and accompanying findings. The ALUC and the Division may provide comments to the local agency's governing body within 30 days of receiving the proposed decision and findings. While the ALUC and Division comments are advisory, they must be included in the public record of any decision to overrule the ALUC.

1.5.2.2 Substance of Finding

The essential substance of the findings which accompany a local agency overruling of an ALUC decision is indicated in PUC Section 21670. Section 21670(a) indicates that five separate purposes for the legislation are stated:

- "…to provide for the orderly development of each public use airport in this state…"
- "…to provide for the orderly development of…the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards…"

- "…to provide for the orderly development of…the area surrounding these airports so as…to prevent the creation of new noise and safety problems."
- "…to protect the public health, safety, and welfare by ensuring the orderly expansion of airports…"
- "…to protect the public health, safety, and welfare by…the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

Although findings do not need to address each of these purposes point by point, it is essential that, collectively, all of the purposes be addressed. The following sections outline possible approaches to demonstrating a proposed action that would indeed be consistent with these purposes.

(a) Providing for Orderly Development of the Airport. The findings shall document:

(1) How the local agency has considered any adopted long-range development plans that may exist for the airport;
(2) How the local agency plans to support development of the airport over at least the next 20 years; and
(3) How local land use planning and zoning actions would serve to protect the approaches to the airport runways.

(b) Relationship to California Airport Noise Standards. The findings should:

(1) Document any inconsistencies between noise element policies and noise compatibility criteria in the ALUC compatibility plan and attempt to resolve why the differences exist;
(2) Show how noise element policies will assure conformance with the state noise airport standards; and
(3) Identify any measures to be incorporated into local development to mitigate existing and foreseeable airport noise problems.

(c) Preventing Creation of New Noise and Safety Problems. The findings should:

(1) Document any inconsistencies between the proposed land use action and safety compatibility criteria in the ALUC compatibility plan;
(2) Describe the measures taken to assure that risks – both to people and property on the ground and to the occupants of aircraft – associated with the land use proposal are held to a minimum; and
(3) Indicate that the proposed land use action falls within a level of acceptable risk considered to be a community norm.

(d) Protecting Public Health, Safety, and Welfare by Ensuring Orderly Expansion of the Airport. The findings should:

(1) Document any inconsistencies between the proposed land use action and safety compatibility criteria in the ALUC compatibility plan;
(2) Describe the measures taken to assure that risks – both to people and property on the ground and to the occupants of aircraft – associated with the land use proposal are held to a minimum; and
(3) Indicate that the proposed land use action falls within a level of acceptable risk considered to be a community norm.

(e) Minimizing the Public's Exposure to Excessive Noise and Safety Hazards. The statute implies a quantitative assessment of noise exposure and safety hazards. The purpose of the statute is not merely to reduce the public's exposure to noise and safety hazards, but to minimize exposure in areas with excessive noise or safety concerns. To adopt a finding demonstrating consistency with this purpose, the local agency first must determine whether the existing noise exposure or safety hazards are excessive.

(1) If existing noise and safety hazards are not excessive, then the actions taken by the local agency must "prevent the creation of new noise and safety problems" (see the third bullet above).
(2) If the existing exposure is excessive, the local agency would have to show how its action in overruling an ALUC determination of inconsistency nonetheless minimizes additional exposure to those noise and safety concerns that have been identified.
(3) Finally, the local agency needs to show the extent to which land uses in the area in question are already incompatible with airport operations and how an action to overrule would not create a new incompatible use or would not expose additional persons or property to noise and safety hazards associated with existing compatible uses.

1.5.3 ALUCP Implementation

Upon adoption of the ALUCP and where local agencies have amended their general and specific plans to be consistent with the ALUCP, the following types of actions proposed within the airport influence area must be submitted to ALUC for determination of consistency prior to approval by the local jurisdiction:

- Adoption of a general plan, specific plan, or any amendments

- Airport and heliport plans, including master plans, expansion plans and plans for the construction of a new facility (See Policy 2.9)

1.5.4 ALUCP Amendments

Major amendments (revising the policies in a manner that would change their applicability to a public agency, adding new policies, or revising maps) to the compatibility plan cannot be done more than once

per calendar year.[2] Minor amendments (addressing grammatical, typographical, or minor technical errors that do not affect policies or the manner in which those policies are applied) can be done as often as needed.[3] ALUCP amendments may address any issue deemed appropriate by the ALUC. State law also requires that the ALUC review updates to airport master plans, airport layout plans, and proposals for airport expansion.[4] The ALUCP must be amended as needed to reflect updates and revisions to airport plans.

1.6 ENVIRONMENTAL REVIEW

Preparation of *California Environmental Quality Act* (CEQA) documentation when adopting or amending an ALUCP is required based upon legal precedent. A decision reached by the California Supreme Court in 2007 clarified the application of CEQA to airport land use compatibility plans (*Muzzy Ranch Co. v. Solano County Airport Land Use Commission*, 41 Cal. 4th 372, June 21, 2007, modified September 12, 2007). The court ruled that an ALUCP is a "project" subject to environmental review under CEQA. The court explained that even if subsequent action by a local land use regulatory agency is required before development projects can be authorized, an ALUCP "carries significant, binding regulatory consequences for local government…" The court noted that even if an ALUCP would not cause a direct physical change in the environment, it still might affect the environment indirectly. The court specifically discussed the possibility that adoption of land use restrictions in the vicinity of an airport could cause development that would have occurred in the airport area to shift elsewhere, potentially giving rise to an adverse effect on the environment.

According to the court, a "common sense" exemption from CEQA may be invoked by an airport land use commission "[w]here it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment …." The CEQA exemption may be used, however, only when the specific facts in question reveal that use of the exemption is justified.

In accordance with Public Resources Code, Section 21096, the ALUCP and Handbook shall be utilized as technical resources to assist in the preparation of environmental documentation as the report relates to airport-related safety hazards and noise problems. Additionally, a lead agency shall not adopt a negative declaration for a development action unless the lead agency considers whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area.

[2] California Public Utilities Code §21675(a).
[3] California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, § 2.4.2 ALUCP Amendments,
[4] California Public Utilities Code §§21674(d), 21676(c).

1.7 ABOUT THIS DOCUMENT

This document includes all components of the updated ALUCP for the nine public use airports and portions of NAS Lemoore within Fresno County. In addition to this chapter, which outlines the ALUCP purpose and scope, the remaining two chapters provide the following information:

1. Chapter Two, Implementation and Definitions, includes all applicable implementation policies and guidance for this ALUCP and definitions of land use compatibility terms used in this plan

2. Chapter Three, Compatibility Policies and Criteria, includes the safety, noise, and height restriction guidelines to be used when considering land use developments within the vicinity of the airport influence area boundaries for nine public use airports

Note: Compatibility policies for the area within Fresno County near NAS Lemoore can be found in **Appendix K**.

Additionally, appendices to supplement the analysis are presented in the ALUCP. These include airport facilities, operations, area land use, noise analysis, and safety information for all nine public use airports in Fresno County as well as NAS Lemoore.

Appendices are also provided that include implementation materials for use by ALUC staff and local planning agencies to achieve the land use compatibility goals of this plan.

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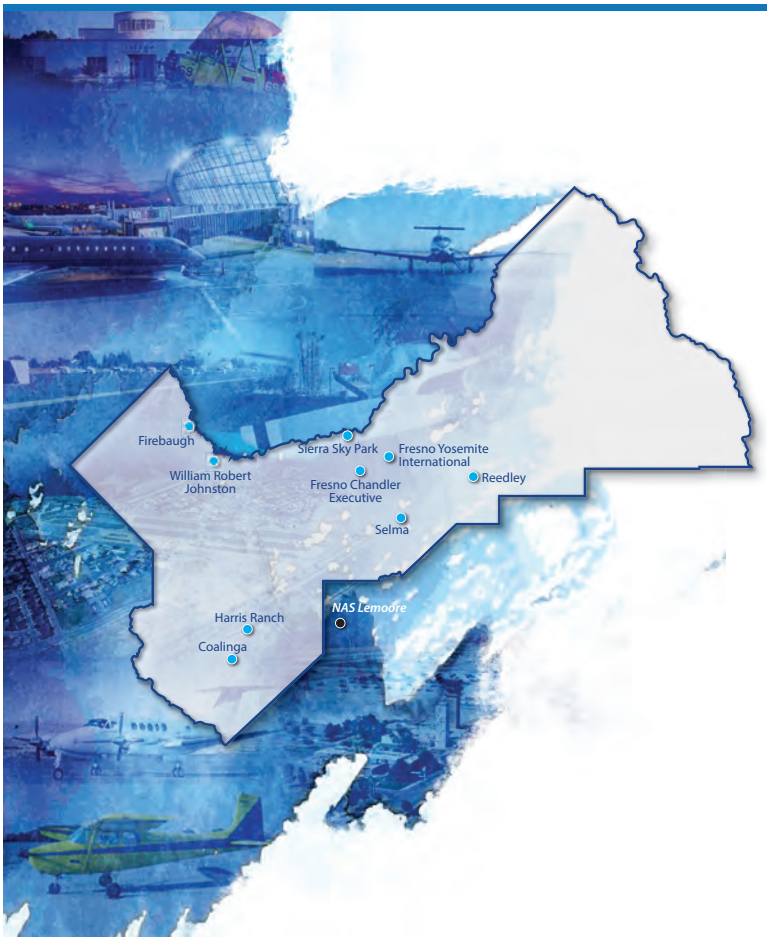
Chapter Two

IMPLEMENTATION AND DEFINITIONS



Chapter Two

IMPLEMENTATION AND DEFINITIONS

2.1 EFFECTIVE DATE

This ALUCP becomes effective on the date of its adoption by the ALUC, superseding the previous ALUCPs for each respective airport. Following adoption of this plan, the previous plans shall not be used to make consistency determinations. The following list shows the original adoption date, followed by the date(s) of amendments.

- Coalinga Municipal Airport (C80) 1994
- Firebaugh Airport (F34) 1983
- Fresno-Chandler Executive Airport (FCH) 1981, 1999, 2000, 2012, 2014
- Fresno Yosemite International Airport (FAT) 1986, 1990, 2010, 2012
- Harris Ranch Airport (3O8) 1995
- Reedley Municipal Airport (O32) 1983, 2007
- Selma Airport (0Q4) 1983
- Sierra Sky Park Airport (E79) 1995
- William Robert Johnston Municipal Airport (M90) 1983
- Naval Air Station Lemoore (NLC) N/A

If any portion of this ALUCP or another Fresno County ALUCP is invalidated by court action, other portions of this ALUCP remain unaffected and in full force.

2.2 STATE REQUIREMENTS AND GUIDANCE

2.2.1 State ALUC Statute

In the development of ALUCPs, state law requires:

- The Fresno County ALUC to prepare ALUCPs for all public use and military airports in the County.
- The California Department of Transportation (Caltrans) to provide guidance to ALUCs in preparing ALUCPs. The Caltrans Division of Aeronautics publishes the California *Airport Land Use Planning Handbook* (Handbook) to fulfill this responsibility.
- The ALUCs to be guided by the information in the California *Airport Land Use Planning Handbook,* published by the California Department of Transportation (Caltrans) Division of Aeronautics when preparing ALUCPs.
- The ALUCs to base ALUCPs on a long-range airport master plan and/or airport layout plan (ALP), which reflects the anticipated growth of the airport for at least the next 20 years. In the absence of an FAA-approved ALP, the ALUC may use a signed ALP drawing with Caltrans concurrence that is consistent with the California Code of Regulations, Title 21, Section 3534.

In addition to agencies with land use regulatory authority (such as cities and counties), special districts, community college districts and school districts are also subject to the requirements of the state ALUC statute.

2.2.2 California Airport Land Use Planning Guidelines

The latest edition of the Handbook was released in October 2011. The Handbook provides guidance on the delineation of airport compatibility factor boundaries, the policies that should apply within those areas, and the administration of ALUCPs. The policies and maps in this ALUCP take into account the guidance provided by the current edition of the Handbook.

2.3 LOCAL AGENCIES AND STAKEHOLDERS SUBJECT TO THIS ALUCP

Those affected most directly by this ALUCP include three groups of stakeholders – the ALUC, local agencies and project sponsors. The following bullets briefly describes these stakeholders and their roles in using or implementing this ALUCP.

- **The ALUC** refers to the Fresno County Airport Land Use Commission and its staff. The role of the ALUC is to fulfill its mandate to promote airport land use compatibility in the environs of the Airport.

- **Local agency** refers to Fresno County and any municipality with land use regulatory and permitting authority. It also includes school districts, community college districts, and special districts.

Local agencies must incorporate compatibility policies and standards into their land use plans and regulations or overrule the ALUCP, in whole or in part.

- **Project sponsor** refers to any person or entity having a legal interest in a property, including a local agency, landowner, or nonresidential tenant, who submits an application to a local agency for review of a project proposed on such property. Project sponsors must comply with the compatibility policies and standards of this ALUCP in designing and building projects.

2.3.1 Property Not Subject to this ALUCP

This ALUCP does not apply to any property owned by the United States government, State of California, or any Native American tribe.

2.3.2 Limit of ALUC Authority Over Airport

Public Utilities Code § 21674 provides that the ALUC has certain powers and duties, subject to the limitations upon its jurisdiction set forth in Public Utilities Code § 21676. Those powers include but are not limited to reviewing the plans, regulations, and other actions of local agencies and airport operators pursuant to Section 21676. But Public Utilities Code § 21674 states that the powers of the ALUC shall in no way be construed to give the commission jurisdiction over the operation of any airport.

Other potential impacts created by airports within their environs (e.g., air or water quality, resource impacts, or surface traffic) are addressed by other federal and state laws and are not within the statutory authority for the ALUC to review.

2.4 EXEMPTIONS FROM ALUC REVIEW

2.4.1 Existing Land Uses

Under state law, an ALUC has no authority over existing land use. A land use project will be considered an existing land use when a "vested right" is obtained in any of the following ways:

- An approved and unexpired vesting tentative map (pursuant to California Government Code §66498.1)
- An executed and valid development agreement (pursuant to California Government Code §65866)
- Issuance of a valid building permit with substantial work performed and substantial liabilities incurred in good faith reliance on the permit

An extension of time, or a proposed modification to an existing land use project that the local agency has determined to be in substantial conformance with previous approvals, is not subject to consistency review whether or not a consistency determination was previously made. If the proposed modification is determined by the local agency to not be in substantial conformance, it must be submitted for consistency review.
The determination of whether a land use plan, regulation, or project meets the criteria of an existing land use must be made by the ALUC (or the local agency post-ALUCP implementation).

2.4.2 Repair, Maintenance, and Modification

Repair and maintenance of existing buildings are compatible with this ALUCP and are not subject to consistency review. Modification of existing nonconforming land uses shall be permissible, provided that the modification does not increase the magnitude of the nonconformity when compared to **Table 3A** on page 3-4. The magnitude of nonconformity shall be measured by:

1. For residential land uses, the number of dwelling units and size of the structure on the lot
2. For nonresidential land uses, the size of the nonconforming use in terms of lot area and building floor area

Where bedrooms or sleeping rooms are added to residential uses that are nonconforming with the noise compatibility policies of this compatibility plan, those rooms must be sound-insulated to achieve an indoor noise level of CNEL 45 dB from exterior sources. In all cases, building modifications shall be subject to the noise compatibility and airspace protection policies of this compatibility plan.

2.4.3 Resumption of a Discontinued Use

A land use that has been discontinued for more than 24 months is not considered an existing use. A use may be re-established prior to 24 months (as determined by the local agency) following initial discontinuance without being subject to consistency review.

Nonconforming uses may be rebuilt to a density (for residential uses, dwelling units per acre) or size (for nonresidential uses, building floor area) not exceeding that of the original construction. In all cases, however, reconstructed nonconforming uses shall comply with the noise compatibility and airspace protection policies of this compatibility plan.

2.4.4 Single-Family Residence Development Right

Notwithstanding any other policies of this ALUCP, construction of a single-family residence, including a second dwelling unit, is allowed on a legal lot of record if the following conditions are met:

1. The property is located outside of Safety Zone 1 – Runway Protection Zone (RPZ)
2. The project is permitted by the local agency
3. The project is reviewed by the ALUC for consistency with this plan

2.5 GOVERNING ALUCP

Land use policy actions and development actions are subject to this compatibility plan unless the circumstances defined below apply.

2.5.1 Development Actions with Previous Airport Land Use Commission Consistency Determinations

Proposed development actions determined to be consistent or conditionally consistent with the compatibility plan in effect at the time of Airport Land Use Commission project review, do not require further review under this compatibility plan, unless the proposed development is within the AIA and one or more of the following conditions occur:

1. Increase in the proposed residential density or nonresidential intensity, which would exceed the limits in **Table 3A**
2. Alteration or reconstruction of a non-residential use expanding a portion of the site or the floor area of the building, therefore increasing the maximum intensity limits (number of people per acre) or the floor area ratio to levels above existing
3. Addition of a land use incompatible with this ALUCP
4. Structure height increase creating a hazard or obstruction as determined by the FAA
5. Addition of a characteristic that would create a hazard to air navigation (e.g., glare, thermal plumes, wildlife attractants) or impact airport operations, as determined by the Airport operator
6. Consistency determination is not more than five years old

If any of these changes are proposed, the development action must be reviewed for consistency with this compatibility plan.

An ALUC consistency determination does not expire, but is limited to the project plans and description submitted with its application as reviewed by the ALUC.

A consistency determination is transferable to a modified project only if there are no changes as listed in any of the preceding bullets. Any change in these characteristics requires a new consistency determination. The previous consistency determination will be rescinded if the ALUC makes a new determination.

Once a land use plan has been found consistent with this ALUCP, future land use projects within the plan area must be reviewed for consistency if, at the time of original review, the plan consisted of only generalized land use designations without project details (e.g., site layout, density/intensity, building heights).

2.5.2 Development Actions in the Review Process Before the Effective Date of this Compatibility Plan

Any proposed development action within the AIA that has an application deemed complete by the ALUC per the California Government Code (§65943) prior to adoption of this compatibility plan will be evaluated by the ALUC under the previous ALUCP plans.

2.6 ALUC CONSISTENCY REVIEW AFTER ALUCP ADOPTION, PRIOR TO LOCAL AGENCY CONSISTENCY FINDINGS

This section describes the process for consistency determinations before a local agency amends its land use plans and/or regulations to be consistent with this ALUCP or overrules all or part of this ALUCP. **Exhibit 2A** depicts the ALUC review process for land use plans, regulations and projects prior to local agency implementation or overrule of ALUC findings.

2.6.1 Consistency Determination Review Process

Local agencies must submit an application for consistency determination to the ALUC for proposed land use plans, regulations, and projects as required by this ALUCP. Proposed land use plans, regulations and projects should be referred to the ALUC at the earliest reasonable point in time so that the ALUC's review can be duly considered by the local agency prior to formalizing its decision. Depending upon the type of plan or project and the normal scheduling of meetings, ALUC review can be completed before, after, or concurrently with review by the planning commission (and other advisory bodies), but must be done before final action by the local agency.

The application must contain information described in **Appendix L**. The procedures discussed in the following sections apply.

2.6.2 Review of Application for Completeness

ALUC staff will determine if the application for consistency determination from the local agency is complete and notify the local agency of application completeness in writing within 30 calendar days after receipt of an application.

EXHIBIT 2A: ALUC REVIEW BEFORE LOCAL AGENCY IMPLEMENTATION

PROJECT SPONSOR

Submits land use plans, regulations and projects to local agency for approval[1]

LOCAL AGENCY

Submits land use plans, regulations and projects to the ALUC for consistency determination

ALUC

Reviews land use plans, regulations and projects and makes consistency determination (with conditions, if required)

IF CONSISTENT

LOCAL AGENCY

Land use projects: local agency informs project sponsor of determination of consistency and issues permit(s) for consistent or conditionally consistent projects

OR

Land use plans and regulations: local agency adopts/approves the land use plans or regulations

IF NOT CONSISTENT

LOCAL AGENCY

Land use projects: local agency informs project sponsor of determination of inconsistency and denies the land use projects. The local agency has three options.

OR

Land use plans and regulations: local agency informs project sponsor of determination of inconsistency and denies land use plans or regulations. The local agency has three options.

- Local agency amends the project/plan/ regulation and resubmits to ALUC for consistency determination
- OR
- Local agency overrules the ALUC
- OR
- Project/plan/ regulation denied

STOP

PROJECT SPONSOR

Proceeds with the implementation of the land use plans and regulations, or the development of the land use projects

Note: 1. This includes land use plan amendments proposed by a project sponsor and rezones.
Source/Prepared by: Coffman Associates, Inc., October 2017.

If the application for consistency determination is incomplete, ALUC staff will identify the information required to complete the application and inform the local agency. If additional information is required, a new 30-calendar day review period begins after the additional information is received by ALUC staff.

If ALUC staff does not make a written determination of completeness within 30 calendar days after receipt of an application for consistency determination, the application is considered complete.

2.6.3 Consistency Review Timeframe

The ALUC must respond to a local agency's request for consistency determination within 60 calendar days after the application is deemed complete by ALUC staff.

The 60 calendar-day review period may be extended if the local agency agrees in writing or verbally consents at an ALUC meeting.

If the ALUC fails to act within 60 calendar days, the proposed land use plan, regulation, or project is considered consistent with this ALUCP.

2.6.4 Public Notice

The ALUC will provide public notice before acting on any land use plan, regulation, or project under consideration. Approximately one week prior to the ALUC meeting an annotated agenda and meeting package will be made available on the Fresno COG website at www.fresnocog.org. Staff will notify commissioners and all interested members of the public via email regarding the available meeting agenda.

2.6.5 Consistency Determination Result

The ALUC will notify the local agency in writing of its consistency determination. A proposed land use plan, regulation, or project is determined to be one of the following:

- **Consistent with all four compatibility factors in this ALUCP** – The local agency may proceed with its decision.

- **Conditionally consistent with this ALUCP** – Any specified conditions must correspond to the policies and standards of this ALUCP. Unless a condition specifies subsequent review by the ALUC, responsibility to ensure compliance with conditions rests with the local agency with permit approval authority.

- **Not consistent with this ALUCP** – The ALUC must explain the specific conflicts with ALUCP policies and standards. The local agency may not approve the proposed land use plan, regulation, or project, unless it overrules the ALUC's finding of inconsistency in accordance with applicable state law. See Section 1.5.2.

Exhibit 2B presents a flow diagram summarizing the consistency determination review process.

2.6.6 Findings as to Similar Uses

Cases may arise where a proposed development project involves a land use that is not explicitly provided for by the land use criteria addressed in Chapter Three of this document. In such cases, conventional rules of reason shall be applied in determining whether the subject land use is substantially similar to any land use specified in the plan criteria. In making these determinations, the reviewing officials shall consult the latest edition of the Handbook, prepared under the direction of the California Department of Transportation and land use classification systems available through the American Planning Association and other authoritative sources. The ALUC shall make the final determination with respect to appropriate land use classification.

2.6.7 Properties Divided by Compatibility Zone Boundary

For the purpose of evaluating consistency with the compatibility criteria set forth in this ALUCP, any parcel larger than one acre that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the compatibility zone boundary line. Parcels less than one acre shall be evaluated for consistency based upon the compatibility zone that covers the majority of the parcel (>50%).

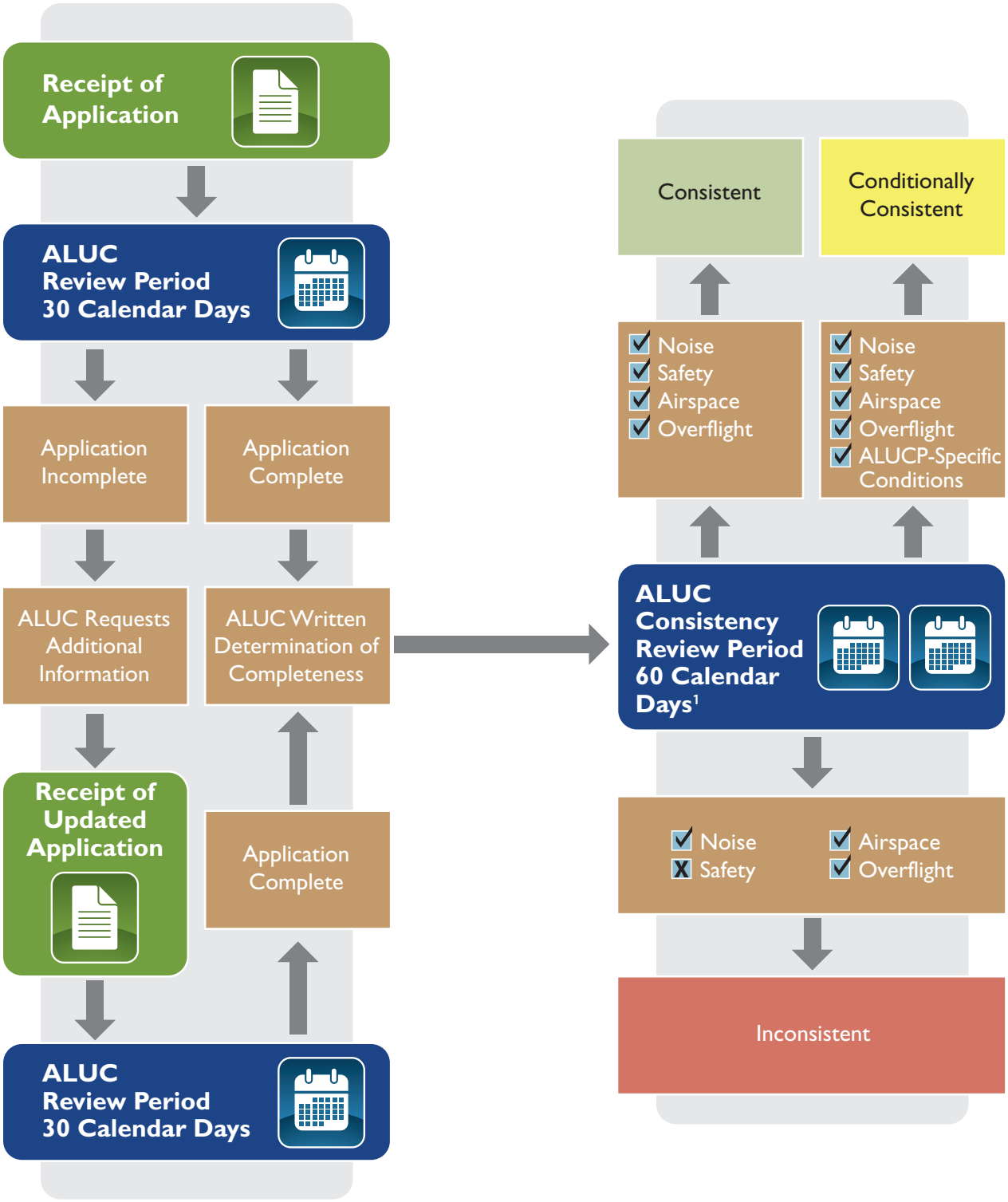
2.6.8 Land Use Compatibility Planning Coordination

An important purpose and function of the compatibility plan is to coordinate airport land use compatibility planning across jurisdictions. To further that purpose, policies 2.6.8.1 through 2.6.8.3 shall apply.

2.6.8.1 Notification and Review of Proposed Land Use Policies

Any proposed land use policy action that affects property within the AIA must be referred to the Airport Land Use Commission for a determination of consistency. Local jurisdictions shall notify the Airport Land Use Commission of every such proposed land use policy action as required by state law.

EXHIBIT 2B: CONSISTENCY DETERMINATION REVIEW PROCESS



Note: 1. California Public Utilities Code §21676(d).
Source/Prepared by: Coffman Associates, Inc., October 2017.

2.6.8.2 Notification to Airport Management of Proposed Land Use Policy Actions

The ALUC shall encourage local governments to inform Airport operators of proposed land use policy actions within the Fresno County AIAs. This should be done in a manner and at a time that enables ALUC and airport operators to review the proposed land use policy action concurrently.

2.6.8.3 Voluntary Advisory Review of Development Proposals

Local governments may submit development proposals within the AIA to the Airport Land Use Commission for voluntary, non-binding advisory review. ALUC reviews are voluntary only if the jurisdiction's general plan and/or specific plan is fully consistent with the compatibility plan (if these plans are not consistent, then ALUC review is mandatory). The Airport Land Use Commission shall encourage local governments to submit the following types of development proposals within the AIA for voluntary advisory review:

- Commercial or mixed-use development of more than 100,000 square feet of gross building area
- Residential or mixed-use development that includes more than 50 dwelling units
- Public or private schools
- Hospitals or other inpatient medical care facilities
- Libraries
- Places of public assembly
- Towers

When an ALUC review is advisory, the local jurisdiction does not need to take the special steps necessary to overrule the ALUC if it disagrees with the outcome of a review.

2.7 LOCAL AGENCY IMPLEMENTATION

2.7.1 Local Agency Requirements and Responsibilities

Within 180 calendar days of the ALUC's adoption or amendment of this ALUCP, each local agency affected by this ALUCP must:

1. Amend its land use plans and regulations to be consistent with this ALUCP, if needed; or
2. Overrule this ALUCP by a two-thirds vote of its governing body after adopting findings that justify the overrule and providing notice, as required by law (See Section 1.5.2)

If a local agency fails to take either action, it must follow the review process detailed in **Section 2.6**.

Public Utilities Code § 21676.5 provides: If the ALUC finds that a local agency has not revised its general plan or specific plan or overruled the commission by a two-thirds vote of its governing body after making

specific findings that the proposed action is consistent with the purposes of the Aeronautics Act, as stated in Public Utilities Code Section 21670, the ALUC may require that the local agency submit all subsequent actions, regulations, and permits to the ALUC for review until the local agency's general plan or specific plan is revised or the specific findings are made, pursuant to Public Utilities Code Section 21676.5

2.7.2 Establishing Consistency of Local Agency Land Use Plans and Regulations

To establish consistency of land use plans and regulations with this ALUCP, local agencies must eliminate conflicts that may include the following:

- Land use plan or zoning designations that permit incompatible uses within noise contours or safety zones
- Permissible residential densities and nonresidential intensities that exceed this ALUCP's density and intensity limits in any safety zone
- Permissible heights that would either constitute a hazard as determined by the FAA or penetrate the 14 CFR Part 77 surfaces

Land use designations in local agency land use plans that reflect existing land uses do not render the local agency plans inconsistent with this ALUCP. However, local agencies must limit the expansion and reconstruction of existing land uses that are not consistent with this ALUCP in accordance with the existing incompatible land use policies and standards of this ALUCP.

2.7.3 Ensuring Long-Term Compliance with this ALUCP

Local agency land use plans and regulations must include provisions for long-term compliance with this ALUCP. Local agencies must define the process they will follow when revising or amending land use plans and regulations, or when reviewing and approving land use projects within the AIA to ensure that they will be consistent with this ALUCP. Land use plans and regulations, including zoning, subdivision and building regulations, must include standards for reviewing land use projects for consistency with this ALUCP.

2.8 ALUC REVIEW AFTER ALUCP ADOPTION AND LOCAL AGENCY CONSISTENCY FINDINGS

Exhibit 2C depicts the ALUC review process of land use plans, regulations and projects after a local agency has implemented this ALUCP. **Sections 2.6.2** through **2.6.8** also apply after local agency implementation of this ALUCP.

EXHIBIT 2C: ALUC REVIEW AFTER LOCAL AGENCY IMPLEMENTATION

PROJECT SPONSOR

Submits land use plans, regulations and projects to local agency for approval and permitting[1]

LOCAL AGENCY

Submits only land use plans and regulation updates/changes within AIA (not projects) to the ALUC for consistency determination

ALUC

Reviews land use plans and regulation updates/changes and makes consistency determination (with conditions, if required)

IF CONSISTENT

LOCAL AGENCY

Informs project sponsor of determination of consistency and adopts/approves land use plans and regulations (with ALUC conditions, if required)

IF NOT CONSISTENT

LOCAL AGENCY

Informs project sponsor of determination of inconsistency and denies land use plans and regulations. The local agency has three options.

- Local agency amends the plan/regulation and resubmits to ALUC for consistency determination
- OR
- Local agency overrules the ALUC
- OR
- Local agency denies the project

STOP

PROJECT SPONSOR

Proceeds with the implementation of the land use plans and regulations

Note: 1. This includes land use plan amendments proposed by a project sponsor and rezones.
Source/Prepared by: Coffman Associates, Inc., October 2017.

2.8.1 Review of Land Use Plans and Regulations

Local agencies must submit an ALUC application for consistency determination per **Section 2.6.1** for proposed land use plans and regulations. Once a land use plan has been found consistent with this ALUCP, future land use projects within the plan area must be reviewed for consistency if, at the time of original review, the plan consisted of only generalized land use designations without project details (e.g., site layout, density/intensity, building heights).

2.8.2 Review of Land Use Projects

After local agency implementation or overrule of this ALUCP, land use projects are required to be submitted to the ALUC per **Section 2.6.1** for review only if the land use project:

- Includes a land use plan amendment or rezoning application
- Has received a determination from the FAA that it will constitute a hazard or obstruction to air navigation
- Has characteristics that may result in the creation of a hazard to air navigation, as discussed in **Chapter Three, Section 3.4**

2.8.3 Voluntary Review of Land Use Projects

After implementation, local agencies may choose to submit land use projects, according to **Section 2.6.8.3**, to the ALUC for advisory review. Any ALUC recommendation would be non-binding and not subject to any overrule requirements.

2.9 ALUC REVIEW OF PROPOSED AIRPORT PLANS AND PROJECTS

Airport Land Use Commission review of three categories of airport plans is required by state law – (1) airport and heliport master plans; (2) plans for construction of new airports and heliports; and (3) airport expansion plans.

- **Airport Master Plans.** Public Utilities Code, Section 21676(c), mandates that "each public agency owning an airport within the boundaries of an airport land use commission plan shall, prior to modification of its master plan, refer such proposed change to the airport land use commission." The Airport Land Use Commission must then determine if the proposed master plan is consistent with the adopted compatibility plan. This requirement also applies to airport layout plans that would effectively modify any provisions of a previously adopted airport master plan.

- **Construction Plans for a New Airport.** State law also requires that no application for the consideration of plans for a new airport may be submitted to any local, regional, state, or federal agency

unless the plans have been: (1) approved by the board of supervisors or the city council of the jurisdiction in which the airport is to be located; and (2) submitted to and acted upon by the airport land use commission in the county in which the airport is to be located.

This chapter, and the chapter below relating to airport expansion plans, is not intended to require that ALUCs review the actual engineering drawings, only the overall layout plan.

- **Airport Expansion Plans.** Section 21664.5 of the *State Aeronautics Act* requires any airport expansion project which entails amendment of the Airport Permit issued by the California Department of Transportation to be reviewed by the ALUC for a consistency determination. Airport expansion is defined to include: (1) the construction of a new runway; (2) the extension or realignment of an existing runway; (3) the acquisition of runway protection zones or any interest in land for the purpose of the above; and (4) any other expansion of the airport's physical facilities for the purpose of accomplishing, or which are related to the purpose of, the two previous bullet points listed in this chapter.

Under state law (Pub. Util. Code, Section 21676[c]), any public agency owning an airport must, prior to the adoption or modification of its airport master plan, refer the proposed action to the Airport Land Use Commission. According to the Handbook, "the question to be examined [by airport land use commissions] is whether any components of the airport plan would result in greater noise and safety impacts on surrounding land uses than are assumed in the adopted compatibility plan." Components of the airport plans that merit consideration in the consistency review include:

1. Aviation activity forecasts
2. Changes to runway layout
3. Changes to flight tracks resulting from the proposed action
4. Changes to airspace parameters
5. Noise impacts – will changes in any of the above items result in significantly increased noise impacts on surrounding lands
6. Plans for non-aviation development on airport property (such as hotels, office buildings, or industrial buildings), which should be evaluated during the Airport Master Plan process and the same manner as projects proposed elsewhere in the project referral area

The Airport Land Use Commission should update the compatibility plan to account for the new airport plans. When an inconsistency exists between a proposed airport master plan and compatibility plan, the ALUC has the option of first modifying its plan to reflect the assumptions and proposals of the master plan. (Under state law, Airport Land Use Commissions have no jurisdiction over the operation of airports [Pub. Util. Code, Section 21674(e)].) If the ALUC determines that the proposed action is inconsistent with the ALUCP, the referring airport sponsor shall be notified. As outlined in Pub. Util. Code, Section 21676(c), the airport sponsor may, after a public hearing, propose to overrule the ALUC by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of Pub. Util. Code, Section 21670.

2.9.1 ALUC Actions on Airport Plans

The ALUC must determine if an airport master plan, airport layout plan, or expansion plan is consistent or inconsistent with this ALUCP. When an inconsistency exists, the ALUC will amend this ALUCP to reflect the assumptions and proposals in the airport plans.

2.9.2 Consistency Determination Result

When reviewing airport master plans or expansion plans for existing public use airports, the Commission has three action choices:

- Find the airport plan consistent with the ALUCP
- Find the airport plan inconsistent with the ALUCP
- Modify the ALUCP (after duly noticed public hearing) to reflect the assumptions and proposals in the airport plan

Non-aviation uses are determined to be one of the following:

- Consistent: the ALUC does not need to amend this ALUCP
- Conditionally consistent: the airport operator can proceed with the plan or project with conditions as per the policies and standards of this ALUCP
- Inconsistent: the ALUC must identify the specific conflicts with ALUCP policies and standards

2.10 DEFINITIONS

2.10.1 ***Aeronautics Act*****:** Except as indicated otherwise, the article of the California Public Utilities Code (Sections 21670 et seq.) pertaining to airport land use commissions in the State of California.

2.10.2 Airport Influence Area (AIA): The area in which current or future airport-related noise, overflight, safety, and/or airspace protection factors may significantly affect land use compatibility or necessitate restrictions on those uses. For the purposes of this plan, AIA is the area which establishes the Airport Land Use Commission's jurisdictional authority and boundary. See Section 1.4.2.

2.10.3 Airport Land Use Commission (ALUC): A commission authorized under the provisions of California Public Utilities Code, Sections 21670, et seq. and established for the purpose of promoting compatibility between airports and the land uses surrounding them. When capitalized, unless the context clearly indicates otherwise, the ***Airport Land Use Commission*** refers to the Airport Land Use Commission for Fresno County.

2.10.4 Airport Layout Plan: A scaled drawing, prepared in conformance with criteria promulgated by the ***FAA***, depicting existing and proposed airport facilities, their location on an airport, and pertinent clearance and dimensional information. The Airport Layout Plan may be used as the basis of a compatibility plan adoption or update.

2.10.5 Airport Master Plan: A long-range feasibility plan for development of an airport, including descriptions of the data and analyses on which the plan is based.

2.10.6 Airspace Protection Area: The area beneath the ***airspace protection surfaces*** for the ***Airport***. Airspace protection primarily involves limitations on the height of objects on the ground near the Airport. Other concerns include activities which can cause electronic or visual impairments to navigation or attract wildlife.

2.10.7 Airspace Protection Surfaces: Imaginary surfaces in the airspace surrounding airports defined in accordance with criteria set forth in 14 Code of Federal Regulations Part 77, Subpart C. An object would be an obstruction to air navigation if it is of greater height than any of the imaginary surfaces.

2.10.8 ALUC: See Airport Land Use Commission.

2.10.9 Aviation-Related Use: Any facility or activity directly associated with the air transportation of persons or cargo, or the operation, storage, or maintenance of aircraft at an airport or heliport. These uses specifically include runways, taxiways, and their associated protection areas as defined in accordance with ***FAA*** criteria, together with aircraft parking aprons, hangars, fixed base operations facilities, terminal buildings, and related facilities.

2.10.10 Avigation Easement: A type of easement that typically conveys a limited real property right that is granted by a property owner to an airport proprietor that provides for a right-of-way for free and unobstructed passage of aircraft through the airspace over the property at any altitude above a surface specified in the easement (usually set in accordance with Part 77 criteria). An ***avigation easement*** typically also allows for the creation of noise, vibrations, fumes, dust, and fuel particle emissions and other effects that are attendant to normal airport activity and operation of aircraft in flight that may affect the subject real property. Depending on the specific language of the easement document, it may also limit the height of structures, trees, or other objects on the property that would enter the acquired airspace. Avigation easements also typically provide a right-of-entry onto the property, with proper advance notice, for the purpose of removing, marking, or lighting any structure or other object that enters the acquired airspace and a right to prohibit electrical interference, glare, misleading lights, visual impairments, and other hazards to aircraft flight from being created on the property. As a legal instrument that is officially recorded with the County in which the subject real property is located, it provides the current property owner and subsequent property owners with formal notice that his or her property is located near an airport and may be subject to impacts from airport and aircraft operations.

2.10.11 California Building Code (CBC): The CBC governs general building construction standards. It contains standards for allowable interior noise levels associated with exterior noise sources (California

Building Code, 2016 edition, Part 2, Volume 1, Chapter 12, Section 1207.4). The standards apply to new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family residences.

2.10.12 ***California Environmental Quality Act*** **(CEQA):** CEQA is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible (Pub. Resources Code, §2100 et seq.; Cal. Code Regs., tit. 14, §15000 et seq.).

2.10.13 **CNEL**: See Community Noise Equivalent Level.

2.10.14 **Code of Federal Regulations (CFR) Part 77:** The part of the Federal Aviation Regulations (Title 14 of the Code of Federal Regulations) that deals with objects affecting navigable airspace in the vicinity of airports. 14 CFR Part 77 establishes standards for identifying obstructions to navigable airspace, sets forth requirements for notice to the ***FAA*** of certain proposed construction or alteration, and provides for aeronautical studies of obstructions to determine their effect on the safe and efficient use of airspace.

2.10.15 **Community Noise Equivalent Level (*CNEL*)**: A 24-hour cumulative noise metric used in the State of California for describing aircraft noise exposure. It represents the average daytime noise level during a 24-hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and nighttime periods relative to the daytime period. In computing ***CNEL***, a 4.77 decibel (dB) weight is assigned to sounds during the evening hours from 7:00 p.m. to 10:00 p.m. A 10 dB weight is assigned to sounds during the nighttime hours after 10:00 p.m. and before 7:00 a.m.

2.10.16 **dB or Decibel:** A unit used to measure the intensity of a sound or the power level of an electrical signal by comparing it with a given level on a logarithmic scale.

2.10.17 **Development Actions:** See the definition of local agency action, regulation, permits, and/or project.

2.10.18 **Division of Aeronautics:** California Department of Transportation, ***Division of Aeronautics***, or any successor agency that may assume the responsibilities of the ***Division of Aeronautics***.

2.10.19 **Dwelling:** A building, or a portion thereof, used or designed and intended to be used for human habitation.

2.10.20 **Easement:** Convey certain enumerated property rights from the property owner to the holder of the easement. Easements continue in place as the underlying property is bought and sold (they "run with the land"). Moreover, their existence is documented during the title search conducted at the time of a property transfer.

2.10.21 **Existing Land Use:** The actual use of land or the proposed use of the land evidenced by a ***vested right*** to proceed with development or occupancy (provided the new occupancy remains within the same

or reduced level of occupancy as the most recent one) as of the effective date of this compatibility plan. Vested means the irrevocable right to complete construction notwithstanding an intervening change in the law that would otherwise preclude it.

2.10.22 FAA: The Federal Aviation Administration.

2.10.23 General Plan: For this compatibility plan, this term means any general plan, community plan, or specific plan, zoning ordinance, building regulation, land use policy document, or implementing ordinance or any change thereto, and any amendment thereto (see Pub. Util. Code §21676 and Policy 2.9).

2.10.24 Habitable Space: Defined as living, sleeping, eating, or cooking areas within a dwelling unit as defined in the uniform building code.

2.10.25 Handbook: The most recent version of the *California Airport Land Use Planning Handbook,* published by the California Department of Transportation, Division of Aeronautics.

2.10.26 Infill: Development of vacant land (as defined specifically for this compatibility plan) within established communities or neighborhoods that: 1) are already served with streets, water, sewer, and other infrastructure; and/or 2) may be comprised of existing land uses inconsistent with the compatibility criteria in this compatibility plan.

2.10.27 Land Use Intensity: A measure of the concentration of nonresidential development in a given area. Intensity can be expressed as a number of people per acre using a net acreage calculation. See Appendix L, pages L-6 through L-8 for guidance on calculating land use intensity.

2.10.28 Land Use Jurisdiction: Fresno County and the municipalities with land use regulatory jurisdiction within each ***Airport Influence Area***.

2.10.29 Land Use Policy Action: Adoption of any city or county general plan, specific plan, or zoning ordinance (including zoning maps and/or text) or any amendment to a city or county general plan, specific plan, community plan, or zoning ordinance (zoning maps and/or text). A ***land use policy action*** also refers to any school district, community college district, or special district facilities' master plans or amendments to such master plans. Also see definition of ***Project*****.**

2.10.30 Local Agency: A land use jurisdiction, school district, community college district, or other special district subject to the provisions of this ALUCP. The ALUC does not have authority over land use actions of federal agencies or Native American tribes.

2.10.31 Local agency actions, regulations, and permits: Any human-caused change to improved or unimproved real property that requires a discretionary permit or approval from any ***local agency*** or that is sponsored and proposed to be built by a ***local agency***, developer, or the real property owner. ***Actions*** include, but are not limited to, buildings or other structures, mining, dredging, filling, grading, paving, an excavation or drilling operation, and/or storage of materials.

2.10.32 Lot of Record: A parcel of land platted and recorded as of the effective date of this compatibility plan.

2.10.33 Lot Coverage: The ratio between the ground floor area of a building (or buildings) and the area of the lot or parcel on which the building (or buildings) are placed.

2.10.34 Nonconforming Use: An ***existing land use*** or building that does not comply with this compatibility plan.

2.10.35 Project: Any land use matter, either publicly or privately sponsored, that is subject to the provisions of this compatibility plan analysis. For this compatibility plan, this term means any action, regulation, or permit (see Pub. Util. Code §21676.5).

2.10.36 Real Estate Disclosure: A written statement that notifies the prospective purchaser of real estate, prior to completion of the purchase, of the potential annoyances or inconveniences associated with airport operations. Typically, a ***real estate disclosure*** is provided at the real estate sales or leasing offices. ***Real estate disclosure*** is required by state law as a condition of the sale of most residential property if the property is located in the vicinity of an airport and is within its AIA (See Bus. & Prof. Code, §11010; Civ. Code, §§1102.6, 1103.4, 1353). State law does not require the ***real estate disclosure*** to be recorded in the chain of title for the affected property.

2.10.37 Residential Density: For airport compatibility purposes, the chief distinguishing feature among residential land uses is the number of dwelling units per acre. To be compatible with airport activities, the number of dwelling units per acre should not exceed the criterion specified for the compatibility zone where the use would occur.

2.10.38 Runway Protection Zone: Runway protection zones are trapezoidal-shaped areas located at ground level beyond each end of a runway. Ideally, each runway protection zone should be entirely clear of all objects. The dimensions for the RPZ are taken from the respective airport's airport layout plan or diagram, and are based on FAA's Advisory Circular 150/5300-13A, *Airport Design*.

2.10.39 Vested Right: A right to the proposed use of land as demonstrated by any of the following:

(a) A vesting tentative map that has been approved pursuant to California Government Code Section 66498.1, and has not expired

(b) A development agreement that has been executed pursuant to California Government Code Section 65866, and remains in effect

(c) A valid building permit that has been issued, substantial work that has been performed, and substantial liabilities that have been incurred in good faith reliance on the permit, pursuant to the California Supreme Court decision in *Avco Community Developers, Inc. v. South Coast Regional Com* (1976) 17 Cal.3d 785,791, and its progeny

Fresno Council
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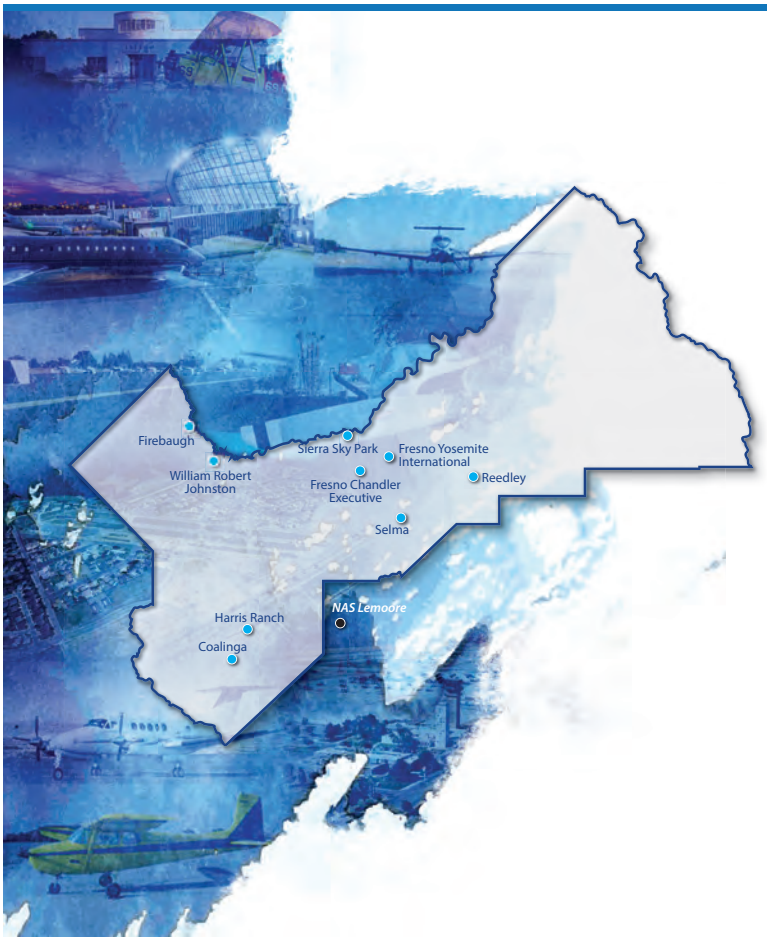
Chapter Three

COMPATIBILITY POLICIES AND CRITERIA



Chapter Three

COMPATIBILITY POLICIES AND CRITERIA

3.1 AIRPORT COMPATIBILITY ZONES AND CRITERIA

This chapter presents policies and maps relating to the state-mandated airport compatibility factors as defined in Public Utilities Code §21670. The specific airport-related factors discussed below include: safety, noise, airspace protection, overflights, and other hazards, such as wildlife attractants and flight interference.

Note: The following compatibility zones and criteria apply to the nine public use airports in Fresno County. Compatibility policies for the area within Fresno County near NAS Lemoore can be found in **Appendix K**.

3.2 SAFETY COMPATIBILITY CRITERIA

The overall objective of safety compatibility criteria is to minimize the risks associated with potential aircraft accidents. There are two components to this objective:

- ***Safety of Persons on the Ground*** – The most fundamental safety compatibility component is to provide for the safety of people and property on the ground in the event of an aircraft accident near an airport.

- ***Safety of Aircraft Occupants*** – The second safety compatibility component is to enhance the chances of survival of the occupants of an aircraft involved in an accident that occurs beyond the runway environment.

3.2.1 Safety Zones

The 2011 *California Airport Land Use Planning Handbook* (Handbook) provides guidance on the delineation of safety zones and the application of land use policies in those zones. The safety zones are based on the Handbook guidance, with adjustments to reflect the specific operating characteristics of the Airport (type of aircraft activity, runway length, traffic pattern, etc.). The safety compatibility policy framework is also based on Handbook guidance. The safety compatibility policies of this compatibility plan work in tandem with the airspace protection policies described in Section 3.4. Safety zones are depicted in the following appendices of this document:

- Coalinga Municipal Airport (C80) — Appendix A, Exhibit A1
- Firebaugh Airport (F34) — Appendix B, Exhibit B1
- Fresno-Chandler Executive Airport (FCH) — Appendix C, Exhibit C1
- Fresno Yosemite International Airport (FAT) — Appendix D, Exhibit D1
- Harris Ranch Airport (3O8) — Appendix E, Exhibit E1
- Reedley Municipal Airport (O32) — Appendix F, Exhibit F1
- Selma Airport (0Q4) — Appendix G, Exhibit G1
- Sierra Sky Park Airport (E79) — Appendix H, Exhibit H1
- William Robert Johnston Municipal Airport (M90) — Appendix J, Exhibit J1

Based on guidance provided in the Handbook, there are six safety zones, which include:[1]

Zone 1 – Runway Protection Zone (RPZ): Runway protection zones are trapezoidal-shaped areas located at ground level beyond each end of a runway. Ideally, each runway protection zone should be entirely clear of all objects. The dimensions for the RPZ are taken from the respective airport's airport layout plan or diagram and are based on FAA's Advisory Circular 150/5300-13A, *Airport Design*. The accident risk level is considered to be very high within the RPZ zones, encompassing approximately 20 to 21 percent of the accidents at general aviation airports.

Zone 2 – Inner Approach/Departure Zone (IADZ): This zone encompasses area that is overflown at low altitudes, typically only 200 to 400 feet above runway elevation. The accident risk level is considered to be high within the IADZ zones, encompassing approximately ten percent of general aviation aircraft accidents.

Zone 3 – Inner Turning Zone (ITZ): This zone encompasses locations where aircraft are typically turning from the base to final approach legs of the standard traffic pattern and are descending from traffic

[1] For additional information regarding the safety zones, see Appendix M.

pattern altitude. The ITZ also includes the area where departing aircraft normally complete the transition from takeoff power and flap settings to a climb mode and have begun to turn to their en-route heading. The accident risk level is considered to be moderate to high within the ITZ zones, encompassing approximately seven percent of general aviation aircraft accidents.

Zone 4 – Outer Approach/Departure Zone (OADZ): The OADZ is situated along the extended runway centerline beyond the IADZ. Approaching aircraft are usually at less than traffic pattern altitude in the OADZ. The accident risk level is considered to be moderate within the OADZ, encompassing approximately five percent of general aviation aircraft accidents.

Zone 5 – Sideline Zone (SZ): The SZ encompasses the close-in area lateral to runways. The primary risk in SZ is with aircraft losing directional control on takeoff. The accident risk level is considered low to moderate within the SZ, encompassing approximately five percent of general aviation aircraft accidents.

Zone 6 – Traffic Pattern Zone (TPZ): The TPZ zone includes all other portions of regular aircraft traffic patterns based upon the 14 CFR Part 77 Conical Surface for the following airports: Firebaugh Airport, Fresno-Chandler Executive Airport, Harris Ranch Airport, Reedley Municipal Airport, Selma Airport, Sierra Sky Park Airport, and William Robert Johnston Municipal Airport. The aircraft accident risk level is considered to be low within the TPZ.

Zone 7 – Precision Approach Zone (PAZ): The PAZ includes the 14 CFR Part 77 Outer Approach Transitional Surface and Precision Approach Surface. The Outer Approach Transitional Surface and Precision Approach Surface are used at airports with runways with an existing or planned Precision Instrument Approach. For Coalinga Municipal Airport and Fresno Yosemite International Airport, the AIA includes both the Traffic Pattern Zone (Zone 6) and the Precision Approach Zone. The aircraft accident risk level is considered to be low within the PAZ.

3.2.2 Safety Zone Criteria

The safety zone land use compatibility standards in **Table 3A** restrict the development of land uses that could pose particular hazards to the public or to vulnerable populations in case of an aircraft accident. **Table 3A** also provides a breakdown of the intensity criteria for the compatibility zones and **Appendix L** provides the methodology for calculating land use intensity.

Urban Areas – For Fresno-Chandler Executive Airport and Fresno Yosemite International Airport, portions of the Traffic Pattern Zone (Zone 6) are designated as "Urban." The City of Fresno has created specific designations to prioritize development in the urban portions of the city. These "Urban Core" areas are used by the City of Fresno to identify areas that should be prioritized for development from the City of Fresno's perspective. The Handbook, in Figure 4G, includes provisions for developing safety criteria for urban areas which includes no limit for intensity or density. Using the City of Fresno's "Urban Core" areas, there is no limit for non-residential intensity in areas designated as Urban on Exhibit C1, Fresno-Chandler Executive Airport and Exhibit D1, Fresno Yosemite International Airport.

TABLE 3A
Safety Criteria Matrix
Fresno County Airport Land Use Compatibility Plan

	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
Zone	**Dwelling Units per Acre[1]**	**Maximum Non-residential Intensity[2]**	**Required Open Land[3]**	**Prohibited Uses[4]**	**Other Development Conditions[5]**
1 – RPZ	None	None	All un-used	-All structures except ones with location set by aeronautical function -All assemblages of people (one or more people) -Objects exceeding 14 CFR Part 77 height limits -Natural gas & petroleum pipelines[10] -Dumps or landfills, other than those consisting entirely of earth & rock -Hazards to flight[6]	-Airport disclosure notice required
2 – IADZ	1 d.u. per 10 acres	60 persons per acre	30%	-Residential, except for very low density residential (less than 1 d.u. per 10 acres) and infill in developed areas[11] -Hazardous uses (e.g., aboveground bulk fuel storage or gas stations) -Natural gas & petroleum pipelines[10] -Office buildings greater than 3 stories -Labor-intensive industrial uses (greater than 60 persons per acre) -Children's schools, day care centers, libraries -Hospitals, nursing homes -Places of worship - Adult schools, colleges, universities -Recreational uses, athletic fields, playgrounds, & riding stables -Theaters, auditoriums, & stadiums -Dumps or landfills, other than those consisting entirely of earth & rock -Waterways that create a bird attractant -Hazards to flight[6]	-Airport disclosure notice required -Locate structures maximum distance from extended runway centerline -Airspace review required for objects > 35 feet tall[8]

TABLE 3A (Continued)
Safety Criteria Matrix
Fresno County Airport Land Use Compatibility Plan

	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
Zone	**Dwelling Units per Acre[1]**	**Maximum Non-residential Intensity[2]**	**Required Open Land[3]**	**Prohibited Uses[4]**	**Other Development Conditions[5]**
3 – ITZ	1 d.u. per 2 acres	100 persons per acre	20%	-Residential, except for low density residential (less than 1 d.u. per 2 acres) and infill in developed areas[11] -Hazardous uses (e.g., aboveground bulk fuel storage or gas stations) -Natural gas & petroleum pipelines[10] -Buildings with more than 3 above-ground habitable floors -Children's schools, day care centers, libraries -Hospitals, nursing homes -Places of worship - Adult schools, colleges, universities -Recreational uses, athletic fields, playgrounds, & riding stables -Theaters, auditoriums, & stadiums -Dumps or landfills, other than those consisting entirely of earth & rock -Waterways that create a bird at-tractant -Hazards to flight[6]	-Same as IADZ
4 – OADZ	1 d.u. per 2 acres	150 persons per acre	20%	-Children's schools, day care centers, libraries -Hospitals, nursing homes -Hazardous uses (e.g., aboveground bulk fuel storage or gas stations) -Bldgs. with >3 aboveground habita-ble floors -Highly noise-sensitive outdoor non-residential uses[7] -Hazards to flight[6]	-Airport disclosure no-tice required -Airspace review re-quired for objects >70 feet tall[9]
5 – SZ	1 d.u. per 2 acres	100 persons per acre	30%	-Same as IADZ zone	-Same as IADZ
6 – TPZ	No Limit	300 persons per acre No limit in areas designated as Urban on Exhibit C1, Fresno-Chandler Execu-tive Airport and Exhibit D1, Fres-no Yosemite International Airport	10%	-Hazards to flight[6] -Outdoor stadiums and similar uses with very high intensity uses	-Airport disclosure no-tice required -Airspace review re-quired for objects >100 feet tall[9] -New structures are prohibited on existing terrain that penetrates 14 CFR Part 77 surfaces[9] -New structures require additional airspace analysis required within the 50-foot terrain pen-etration buffer[9]

TABLE 3A (Continued)
Safety Criteria Matrix
Fresno County Airport Land Use Compatibility Plan

	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
Zone	Dwelling Units per Acre[1]	Maximum Non-residential Intensity[2]	Required Open Land[3]	Prohibited Uses[4]	Other Development Conditions[5]
7 – PAZ[12]	No Limit	No Limit	0%	-Hazards to flight[6]	No object shall have a height that would penetrate the air-space protection surface of the airport. Any object that pene-trates one of these surfaces is, by FAA definition, considered an obstruction. A proposed object having a height that exceeds the air-port's airspace protection sur-face shall be allowed only if, upon conclusion of the FAA's 7460 review process, the FAA determines that the object would not be a hazard to air navigation.

Table Notes:

1 Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre (d.u./ac). Clustering of units is encouraged. Gross acreage includes the property at issue, plus a share of adjacent roads and any adjacent, permanently dedicated, open lands associated with the property.

2 Usage intensity calculations shall include the maximum number of people (e.g., employees, customers/visitors, etc.) who may be on the parcels or site at a single point in time, whether indoors or outside.

3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects.

4 The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. Also see Section 2.6.7 for policies on similar uses.

5 As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law.

6 Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development, such as golf courses and certain types of crops, as outlined in FAA's Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports,* that may cause the attraction of birds to increase is also prohibited.

7 Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses, such as poultry farms and nature preserves.

8 Objects up to 35 feet in height are permitted. However, the FAA may require Form 7460-1, marking, and lighting of certain objects.

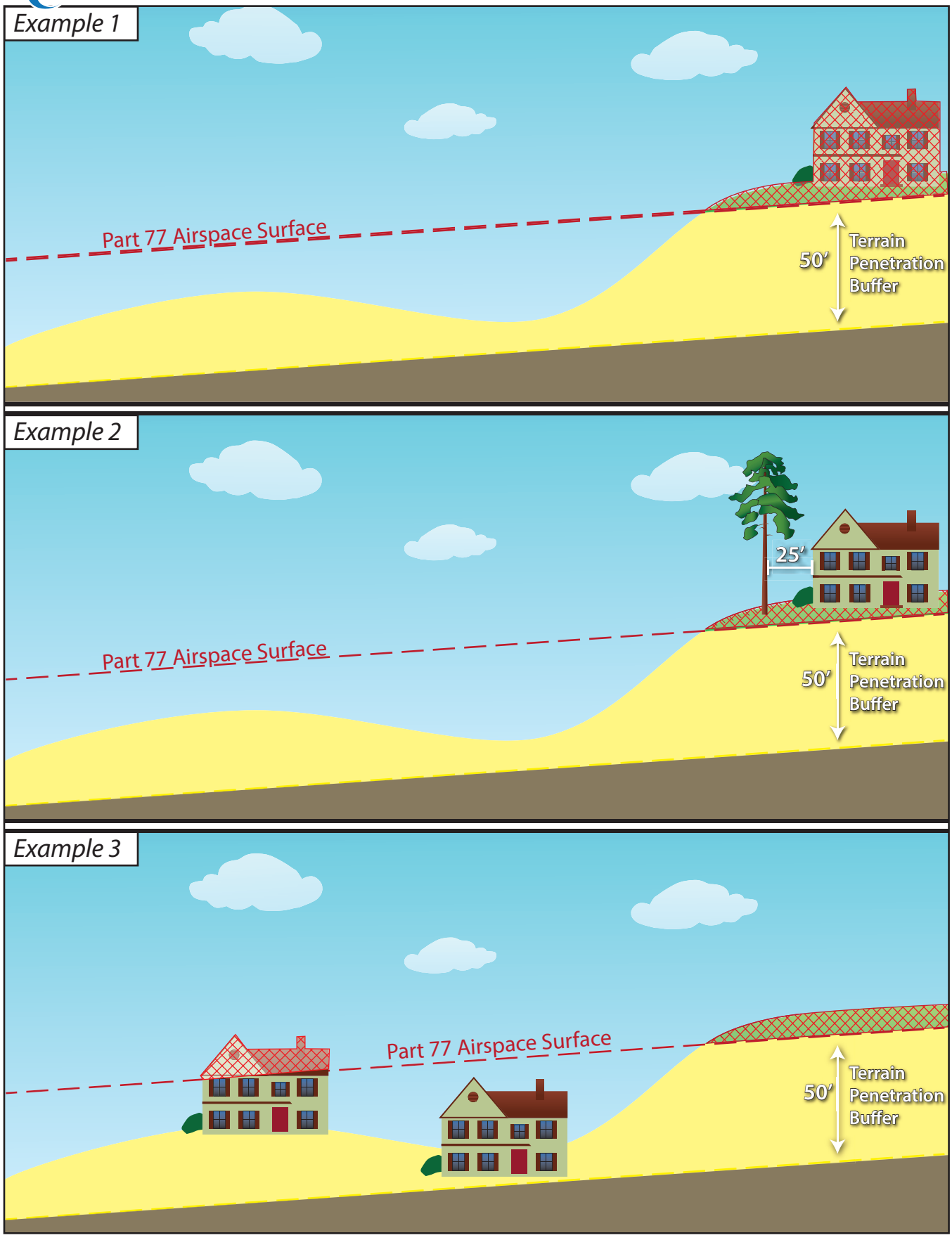
9 This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport (See examples 1, 2, & 3 on **Exhibit 3A**). Taller objects may be acceptable if determined not to be obstructions. Developers proposing structures that could penetrate 14 CFR Part 77 surfaces must file Form 7460 with the FAA to determine if 7460 review is required, consult FAA's Notice Criteria Tool: https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm

10 Natural gas & petroleum pipelines less than 36 inches below the surface.

11 The definition of infill can be found in Section 2.10.26.

12 Only present at the following airports with a Precision Approach: Coalinga Municipal Airport and Fresno Yosemite International Airport.

RPZ – Runway Protection Zone
IADZ – Inner Approach/Departure Zone
ITZ – Inner Turning Zone
OADZ – Outer Approach/Departure Zone
SZ – Sideline Zone


Example 1
Part 77 Airspace Surface
50′
Terrain
Penetration
Buffer
Example 2
25′
Part 77 Airspace Surface
50′
Terrain
Penetration
Buffer
Example 3
Part 77 Airspace Surface
50′
Terrain
Penetration
Buffer

3.2.3 Infill Development

Where development is not in conformance with the criteria set forth in this compatibility plan that already exists, additional infill development of similar land uses may be allowed to occur, even if such land uses are to be prohibited elsewhere in the zone.

This exception does not apply within Zone 1 (RPZ).

(a) A parcel can be considered for infill development if it meets all the following criteria, plus the applicable provisions of either Sub-policy (b) or (c) below:

(1) The parcel size is no larger than 10.0 acres

(2) At least 65 percent of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than those proposed. For projects adjacent to an undeveloped parcel, the closest developed lot may be used

(3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses

(4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variances, or other strategy) are prohibited

(5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in this compatibility plan unless replacement open land is provided within the same compatibility zone

(b) For residential development, the average development density (dwelling units per gross acre) of the project site shall not exceed the average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided.

(c) For nonresidential development, the average land use intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:

(1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or

(2) Double the intensity permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix, **Table 3A**.

(d) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The Airport Land Use Commission's intent is that parcels eligible for infill be determined just once. Thus, in order for the Airport Land Use Commission to consider proposed de-

velopment under these infill criteria, the entity having land use authority must first identify the qualifying locations in its general plan or other adopted planning document approved by the Airport Land Use Commission. This action may take place in conjunction with the process of amending a general plan for consistency with the compatibility plan or may be submitted by the local agency for consideration by the Airport Land Use Commission at the time of initial adoption of this compatibility plan. In either case, the burden for demonstrating that a proposed development qualifies as infill rests with the affected land use jurisdiction and/or project proponent.

3.2.4 Hazardous Uses

Hazardous uses, including facilities involving the manufacture, processing, or storage of hazardous materials, can pose serious risks to the public in case of aircraft accidents. Hazardous materials of particular concern in this compatibility plan, and which are covered by the safety compatibility criteria in **Table 3B**, are the following:

A. **Aboveground fuel storage**: This includes aboveground storage tanks with capacities greater than 10,000 gallons of any substance containing at least five percent petroleum per State of California, California Health and Safety Code, Section 25270. Project sponsors must provide evidence of compliance with all applicable regulations prior to the issuance of development permits.

B. **Facilities where toxic substances are manufactured, processed, or stored**: Proposed land use projects involving the manufacture or storage of toxic substances may be allowed if the amounts of the substances do not exceed the threshold planning quantities for hazardous and extremely hazardous substances specified by the EPA in Title 40, Code of Federal Regulations, Part 355, Subpart D, Appendices A & B.

C. **Explosives and fireworks manufacturing and storage**: Proposed land use projects involving the manufacture or storage of explosive materials may be allowed in safety zones only in compliance with the applicable regulations of the California Division of Occupational Safety and Health (Section 5252, Table EX-1). Project sponsors must provide evidence of compliance with applicable state regulations prior to the issuance of any development permits.

D. **Medical and biological research facilities handling highly toxic or infectious agents**: These facilities are classified in biosafety levels. Biosafety Level 1 does not involve hazardous materials and is not subject to the restrictions on hazardous uses in **Table 3A**. Definitions of the other three biosafety levels are quoted from *Biosafety in Microbiological and Biomedical Laboratories, 5th Edition, 2009*, below.

    a. Biosafety Level 2 practices, equipment, and facility design and construction are applicable to clinical, diagnostic, teaching, and other laboratories in which work is done with the broad spectrum of indigenous moderate-risk agents that are present in the community and associated with human disease of varying severity.

b. Biosafety Level 3 practices, safety equipment, and facility design and construction are applicable to clinical, diagnostic, teaching, research, or production facilities in which work is done with indigenous or exotic agents with a potential for respiratory transmission, and which may cause serious and potentially lethal infection.

c. Biosafety Level 4 practices, safety equipment, and facility design and construction are applicable for work with dangerous and exotic agents that pose a high individual risk of life-threatening disease, which may be transmitted via the aerosol route and for which there is no available vaccine or therapy.

E. Other High-Risk Uses: Uses that involve the storage of hazardous materials (e.g., gas stations) should be avoided in locations where aircraft may be operating at low altitudes, or where data has shown the risk of accidents to be greater.

3.2.5 Expansion or Reconstruction of Existing Building

An existing incompatible land use for safety either exceeds the residential density and/or nonresidential intensity levels or is designated an incompatible use in **Table 3A**. If it exceeds either limit, enlargement and reconstruction are subject to consistency review and the following requirements:

Residential Uses Only: An existing residential building may be expanded in building area or reconstructed if there is no increase in density. An accessory dwelling unit, as defined by state law[2], is not counted toward this limitation.

Nonresidential Uses Only: An existing nonresidential building may be expanded in building area or reconstructed if there is no increase in the intensity of the use. Any additional space must not be occupied, such as storage or mechanical equipment.

Additional Limitations for Safety Zone 1: Reconstruction of an existing building is allowed only if the building is destroyed by calamity (e.g., fire, earthquake, etc.).

3.2.6 Mixed-Use Projects

For a proposed project with a mix of residential and nonresidential uses, residential density is converted to intensity and the total number of residential occupants is limited to half the maximum nonresidential intensity specified in **Table 3A**. For live/work projects, each dwelling unit is to be counted towards density, and only the square footage devoted to nonresidential use is to be used in the calculation of nonresidential intensity. When converting residential density to intensity, the number of people per household for the jurisdiction, as available from the U.S. Census Bureau, should be used.

[2] California Government Code §§65852.150, 65852.

3.2.7 Change of Use in Existing Buildings

Consistency review is required when a new use is proposed within an existing building. A change of use is defined as a change in density for residential land uses or intensity for non-residential land uses.

Nonresidential Projects: The maximum intensity of a proposed non-residential project must not exceed the maximum allowable intensity as shown in **Table 3A.**

Residential Projects: The total density of a conditionally compatible residential project must not exceed the maximum allowable density as shown in **Table 3A**. Construction of a single-family residence, including an accessory dwelling unit, is allowed on a legal lot of record if permitted by the local agency as described in **Section 2.4.4** in Chapter Two.

Mixed-use Projects: The maximum density and intensity for conditionally compatible projects are limited as described in **Policy 3.2.6**.

3.3 NOISE COMPATIBILITY CRITERIA

The objective of noise compatibility criteria is to minimize the number of people exposed to frequent and/or high levels of airport noise capable of disrupting noise-sensitive activities.

3.3.1 Aircraft Noise Contours

Existing and 20-year future Community Noise Equivalent Level (CNEL) aircraft noise exposure contours are depicted in the following appendices of this document:

- Coalinga Municipal Airport (C80) — Appendix A, Exhibit A2
- Firebaugh Airport (F34) — Appendix B, Exhibit B2
- Fresno-Chandler Executive Airport (FCH) — Appendix C, Exhibit C2
- Fresno Yosemite International Airport (FAT) — Appendix D, Exhibit D2
- Harris Ranch Airport (3O8) — Appendix E, Exhibit E2
- Reedley Municipal Airport (O32) — Appendix F, Exhibit F2
- Selma Airport (0Q4) — Appendix G, Exhibit G2
- Sierra Sky Park Airport (E79) — Appendix H, Exhibit H2
- William Robert Johnston Municipal Airport (M90) — Appendix J, Exhibit J2

Note: Noise exposure contours for Coalinga Municipal Airport remain entirely on airport property.

3.3.2 Noise Compatibility Criteria

The basic strategy for achieving noise compatibility in an airport vicinity is to limit development of land uses which are particularly sensitive to noise. The compatibility of proposed land uses located in the Airport noise compatibility contours shall be determined according to the noise/land use compatibility

criteria shown in **Table 3B**. The criteria indicate the maximum acceptable airport noise levels, described in terms of CNEL, for the indicated land uses. The compatibility criteria indicate whether a proposed land use is "compatible," "conditionally compatible," or "not compatible" within each contour zone, designated by the identified CNEL ranges.

- "Compatible" means that the proposed land use is compatible with the CNEL level indicated in the table and may be permitted without any special requirements related to the attenuation of aircraft noise.
- "Conditionally compatible" means that the proposed land use is compatible if the conditions described in **Table 3B** are met.
- "Not compatible" means that the proposed land use is incompatible with aircraft noise at the indicated CNEL level.

TABLE 3B
Noise Compatibility Criteria Matrix
Fresno County Airport Land Use Compatibility Plan

	CNEL			
	60-64	65-69	70-74	75+
RESIDENTIAL				
Single units – detached	C (1, 2)	N	N	N
Singe units – semi-detached	C (1, 2)	N	N	N
Single units – attached row	C (1, 2)	N	N	N
Two units	C (1, 2)	N	N	N
Multi-family, three or more units (rental and ownership)	C (1, 2)	N	N	N
Group quarters (including retirement homes; assisted living; nursing homes, college dormitories, military barracks, correctional residential facilities, extended stay hotels*)	C (1, 2)	N	N	N
Mobile home park or courts	C (1, 2)	N	N	N
PUBLIC/INSTITUTIONAL FACILITIES				
Education facilities (including daycare centers (> 14 children), children schools (K-12 grade), adult schools, colleges, universities)	C (1, 2)	N	N	N
Religious facilities, libraries, museums, galleries, clubs, lodges	C (1, 2)	N	N	N
Hospitals, nursing homes, and other health care services	Y	N	N	N
Governmental services (administrative, police, fire stations**)	Y	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N
Cemeteries, cemetery chapels; mortuaries	Y	Y	Y	N
RECREATIONAL				
Outdoor sport events, stadiums, playgrounds, campgrounds, and recreational vehicle parks	Y	N	N	N
Nature exhibits, wildlife reserves, and zoos	Y	N	N	N
Indoor recreation, amusements, athletic clubs, gyms and spectator events, movie theaters, parks, outdoor recreation: tennis, golf courses, riding trails, etc.	Y	C(1)	N	N
COMMERCIAL				
Wholesale Trade	Y	Y	C(1)	N
Retail trade (eating and drinking establishments, personal services, and dance studios)	Y	Y	C(1)	N
Finance, insurance, and real estate services	Y	Y	C(1)	N
Business services	Y	Y	C(1)	N
Repair services	Y	Y	C(1)	N
Professional services	Y	Y	C(1)	N
Hotels, motels, transient lodgings, and bed and breakfasts	Y	C(1)	N	N

TABLE 3B (Continued)
Noise Compatibility Criteria Matrix
Fresno County Airport Land Use Compatibility Plan

	CNEL			
	60-64	65-69	70-74	75+
INDUSTRIAL				
Manufacturing	Y	Y	Y	Y
Printing, publishing, and allied industries	Y	Y	Y	Y
Chemicals and allied products manufacturing	Y	Y	Y	Y
Miscellaneous manufacturing	Y	Y	Y	Y
Highway and street right-of-way and other transportation, communication, and utilities	Y	Y	Y	Y
Automobile parking car dealerships, car washes, indoor/outdoor storage facilities, gas stations, truck stops, and transportation terminals	Y	Y	Y	Y
Processing of food, wood and paper products; printing and publishing; warehouses, wholesale and storage activities	Y	Y	Y	Y
Refining, manufacturing and storage of chemicals, petroleum and related products, manufacturing and assembly of electronic components, etc.	Y	Y	Y	Y
Salvage yards, solid waste facilities, natural resource extraction and processing, agricultural, mills and gins	Y	Y	Y	Y
AGRICULTURE				
Agriculture (except livestock)	C (1, 2)	C(1, 2)	C(3)	N
Livestock farming and animal breeding, animal shelters, and kennels	C (1, 2)	C(1, 2)	C(3)	N
Agricultural-related activities	Y	C(1, 2)	C(3)	N
Forestry activities and related services	Y	C(1, 2)	C(3)	N
Fishing activities and related services	Y	C(1, 2)	C(3)	N

Table Notes:
CNEL – Community Noise Equivalent Level, in A-weighted decibels.
Y (Yes) – Land use and related structures compatible without restrictions.
C (Conditionally compatible) - Land use and related structures are permitted, provided that sound insulation is provided to reduce interior noise levels from exterior sources to CNEL 45 dB or lower.
N (No) – Land use and related structures are not compatible.
(1) Requires an avigation easement be granted to the airport operator (See Appendix L for avigation easement sample).
(2) Residential buildings must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources (See Policy 3.2.5).
(3) Accessory dwelling units are not compatible.

Note:
Land uses not specifically listed shall be evaluated, as determined by the ALUC, using the criteria for similar uses.
* Lodging intended for stays by an individual person of no more than 25 days consecutively and no more than 90 days total per year; facilities for longer stays are in the extended-stay hotel category
** Airport Rescue and Fire Fighting (ARFF) facilities are exempt from this requirement due to Federal Aviation Administration regulations.

3.3.3 Residential Uses

Residential uses are not considered compatible above 65 CNEL. This is consistent with the Handbook and the California Code of Regulations.

3.3.4 Noise Exposure for Other Land Uses

Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise. Examples of acceptable noise levels for other land uses in an airport's vicinity are presented in **Table 3B**.

3.3.5 Mixed Use Projects

When a land use project involves a combination of different land uses, listed in **Table 3B**, each component use must comply with the applicable noise standards.

3.3.6 Interior Noise Levels

Land uses within 60 CNEL noise exposure contours for which interior activities may be easily disrupted by noise, as provided below, shall be required to comply with the following interior noise level criteria.

(a) The maximum, aircraft-related, interior noise level that shall be considered acceptable for land uses near airports is 45 CNEL in:

- Any habitable room of single or multi-family residences;
- Hotels and motels;
- Hospitals and nursing homes;
- Places of worship meeting halls, theaters, and mortuaries;
- Office buildings; and
- Schools, libraries, and museums.

(b) The noise contours identified in Section 3.2.1 depict this compatibility plan to be used in determining compliance with these criteria. The calculations should assume that windows are closed.

3.3.7 Expansion, Reconstruction, or Change of Use in an Existing Building

When a project involves expansion, reconstruction, or change of use in an existing building, sound attenuation, outlined in **Table 3B**, must be achieved for land uses classified as Conditionally Compatible. Regarding noise, reconstruction of an incompatible land use may occur if the building was destroyed by a calamity, and the reconstructed building meets the 45 dB CNEL sound performance level. An avigation easement, consistent with **Table 3B**, is also required.

3.3.8 Construction of New or Expanded Airports or Heliports

Any proposed construction of a new airport or heliport, or expansion of facilities at the airports discussed in this plan, which would result in a significant increase in cumulative noise exposure (measured in terms of CNEL), shall include measures, consistent with FAA regulations and federal aviation laws, to reduce the exposure to a less-than-significant level. For the purposes of this plan, a noise increase shall be considered significant if:

(a) In locations having an existing ambient noise level of less than 60 CNEL, the project would increase the noise level by 5.0 CNEL or more.

(b) In locations having an existing ambient noise level of between 60 and 65 CNEL, the project would increase the noise level by 3.0 CNEL or more.

(c) In locations having an existing ambient noise level of more than 65 CNEL, the project would increase the noise level by 1.5 CNEL or more.

3.4 AIRSPACE PROTECTION

The objective of airspace protection is to avoid development of land use conditions which, by posing hazards to flight, can increase the risk of an accident occurring. The particular hazards of concern are: (1) airspace obstructions; (2) wildlife hazards, particularly bird strikes; and (3) land use characteristics which pose other potential hazards to flight by creating visual or electronic interference with air navigation.

Tall structures, trees, and other objects, particularly when located near airports or on high terrain, may constitute hazards to aircraft in flight. Federal regulations establish the criteria for evaluating potential obstructions. These regulations also require that the Federal Aviation Administration be notified of proposals for creation of certain objects. The FAA conducts aeronautical studies of these objects and determines whether they would be hazards, but it does not have the authority to prevent their creation. During this process, the FAA may issue a Determination of No Hazard to Air Navigation which addresses airport operations only and does not apply to land use decisions. The purpose of compatibility plan airspace protection policies, together with regulations established by local land use jurisdictions and the state government, is to ensure that hazardous obstructions to the navigable airspace do not occur.

3.4.1 Basis for Height Limits

The criteria for limiting the height of structures, trees, and other objects in the vicinity of an airport shall be based upon: 14 CFR Part 77, Subpart C, and applicable airport design standards published by the Federal Aviation Administration. Airspace plans depicting the critical areas for airspace protection are depicted in the following appendices of this document:

- Coalinga Municipal Airport (C80) Appendix A, Exhibit A3
- Firebaugh Airport (F34) Appendix B, Exhibit B3
- Fresno-Chandler Executive Airport (FCH) Appendix C, Exhibit C3
- Fresno Yosemite International Airport (FAT) Appendix D, Exhibit D3
- Harris Ranch Airport (3O8) Appendix E, Exhibit E3
- Reedley Municipal Airport (O32) Appendix F, Exhibit F3
- Selma Airport (0Q4) Appendix G, Exhibit G3
- Sierra Sky Park Airport (E79) Appendix H, Exhibit H3
- William Robert Johnston Municipal Airport (M90) Appendix J, Exhibit J3
- Naval Air Station Lemoore (NLC) Appendix K, Exhibit K3

3.4.2 ALUC Review of Height of Proposed Objects

All proposed objects must comply with the height limitations set forth with FAA criteria, including 14 CFR Part 77. Proposed objects that would exceed the heights indicated below for the respective compatibility zones potentially represent airspace obstructions issues. Development proposals that include any such objects shall be reviewed by the ALUC. Objects of lesser height normally would not have a potential for being airspace obstructions and, therefore, do not require ALUC review with respect to airspace protection criteria (noise, safety, and overflight concerns may still be present). Caution should be exercised, however, with regard to any object more than 50 feet high proposed to be located on a site that is substantially higher than surrounding terrain. The following guidance applies for projects within the safety zones depicted on the respective compatibility maps:

(a) Within Safety Zone 1 (RPZ), the height of any proposed development, including vegetation, requires review.

(b) Within Safety Zones 2 (IADZ), 3 (ITZ), and 5 (SZ), ALUC review is required for any proposed object taller than 35 feet AGL unless the airport controls an easement on the land on which the object is to be located and grants a waiver to height restrictions.

(c) Within Safety Zone 4 (OADZ), ALUC review is required for any proposed object taller than 70 feet AGL.

(d) Within Zone 6 (TPZ) and Zone 7 (PAZ), ALUC review is required for any proposed object taller than 100 feet AGL. The following conditions also apply:

- Proposed structures are prohibited on terrain that already penetrates 14 CFR Part 77 surfaces. See Example 1 on **Exhibit 3A**.
- If existing mature trees within 25 feet of the proposed structure exceed the final height of the proposed structure, the proposed structure can be permitted if all other compatibility criteria are met (See Example 2 on **Exhibit 3A**).

- Proposed structures require additional airspace analysis and FAA Form 7460 is required within the 50-foot terrain penetration buffer (See Example 3 on **Exhibit 3A**).

3.4.3 Height Restriction Criteria

The height of objects within the AIA of each airport shall be reviewed and restricted, if necessary, according to the following criteria. The locations of these zones are depicted on the respective compatibility maps.

(a) Within Safety Zone 1 (RPZ), the height of all objects shall be limited in accordance with applicable Federal Aviation Administration criteria, including 14 CFR Part 77, and/or FAA airport design standards.

(b) Within Safety Zones 2 (IADZ), 3 (ITZ), and 5 (SZ):

(1) Objects up to 35 feet AGL and do not penetrate the 14 CFR Part 77 surfaces are acceptable and do not require ALUC review for the purposes of height factors.

(2) ALUC review is required for any proposed object taller than 35 feet AGL.

(3) Federal Aviation Administration review may be necessary for proposed objects adjacent to the runway edges and the FAA may require marking and lighting of certain objects (the affected areas are generally on airport property).

(c) Within Zone 4 (OADZ), generally, there is no concern with regard to any object up to 70 feet AGL unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet AGL taller than other nearby objects.

(d) Within Zone 6 (TPZ) and Zone 7 (PAZ), generally, there is no concern with regard to any object up to 100 feet AGL unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet AGL.

3.4.4 Avigation Easement Dedication

As a condition for development approval, the owner of any property proposed for development within Safety Zones: 1 (RPZ), 2 (IADZ), 3 (ITZ), 4 (OADZ), and 5 (SZ) *s*hall be required to dedicate an avigation easement to the entity owning the affected airport. The avigation easement shall:

(a) Provide the right of flight in the airspace above the property;

(b) Allow the generation of noise and other impacts associated with aircraft overflight;

(c) Restrict the height of structures, trees, and other objects;

(d) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and

(e) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property. An example of an avigation easement is provided in **Appendix L**.

3.4.5 Other Flight Hazards

New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics of land use proposals to be evaluated include:

(a) Glare or distracting lights which could be mistaken for airport lights;

(b) Sources of dust, steam, or smoke which may impair pilot visibility;

(c) Sources of electrical interference with aircraft communications or navigation; and

(d) Any proposed use, especially landfills and certain agricultural uses, that creates an increased attraction for large flocks of birds. (Refer to FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports* and Advisory Circular 150/5200-34A, *Construction or Establishment of Landfills Near Public Airports* or latest version of these advisory circulars.)

3.4.6 FAA Notification

Proponents of a project involving objects that may exceed a 14 CFR Part 77 surface must notify the Federal Aviation Administration as required by 14 CFR Part 77, Subpart B, and by the PUC, Sections 21658 and 21659. (Notification to the Federal Aviation Administration under 14 CFR Part 77, Subpart B, is required, even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the regulations. Refer to Appendix M for the specific FAA notification requirements.)

(a) Local jurisdictions shall inform project proponents of the requirements for notification to the FAA.

(b) The requirement for notification to the FAA shall not necessarily trigger an airport compatibility review of an individual project by the ALUC if the project is otherwise in conformance with the compatibility criteria established herein.

(c) FAA review is required for any proposed structure more than 200 feet above the surface level of its site. All such proposals shall also be submitted to the ALUC for review, regardless of where in the county they would be located.

(d) Any project submitted to the ALUC for airport land use compatibility review for which FAA notification is required shall include a copy of the CFR Part 77 notification to the Federal Aviation Administration and the FAA findings, if available.

In addition, FAA notification is required for owners or operators proposing to site new, or expand existing, Municipal Solid Waste Landfills (MSWLFs) within a five-mile radius of any airport runway (CFR 40, Subchapter 1, Part 258, Subpart B, Section 258.10). FAA Form 7460-1, Notice of Proposed Construction or Alteration, or other suitable document similar to FAA Form 7460-1, may be used to notify the appropriate FAA Regional Airports Division Office of a planned siting or expansion of a MSWLF, as well as other potential wildlife attractants.

3.5 OVERFLIGHT

Noise from individual operations, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the mapped noise contours. Sensitivity to aircraft overflights varies from one person to another. The purpose of overflight compatibility policies is to help notify people about the presence of overflights near airports so that they can make more informed decisions regarding acquisition or lease of property in the affected areas. Overflight compatibility is particularly important with regard to residential land uses.

California state statutes (Business and Professional Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353) require, as part of residential real estate transactions, that information be disclosed regarding whether the property is situated within an airport influence area.

(a) With certain exceptions, these state requirements apply both to the sale or lease of newly subdivided lands and to the sale of existing residential property.

(b) The statutes define an *airport influence area (AIA)* as "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission." The AIA for each airport is depicted on the exhibits listed below.

- Coalinga Municipal Airport (C80) — Appendix A, Exhibit A1
- Firebaugh Airport (F34) — Appendix B, Exhibit B1
- Fresno-Chandler Executive Airport (FCH) — Appendix C, Exhibit C1
- Fresno Yosemite International Airport (FAT) — Appendix D, Exhibit D1
- Harris Ranch Airport (3O8) — Appendix E, Exhibit E1
- Reedley Municipal Airport (O32) — Appendix F, Exhibit F1

- Selma Airport (0Q4) Appendix G, Exhibit G1
- Sierra Sky Park Airport (E79) Appendix H, Exhibit H1
- William Robert Johnston Municipal Airport (M90) Appendix J, Exhibit J1

(c) Where disclosure is required, the following statement shall be provided:

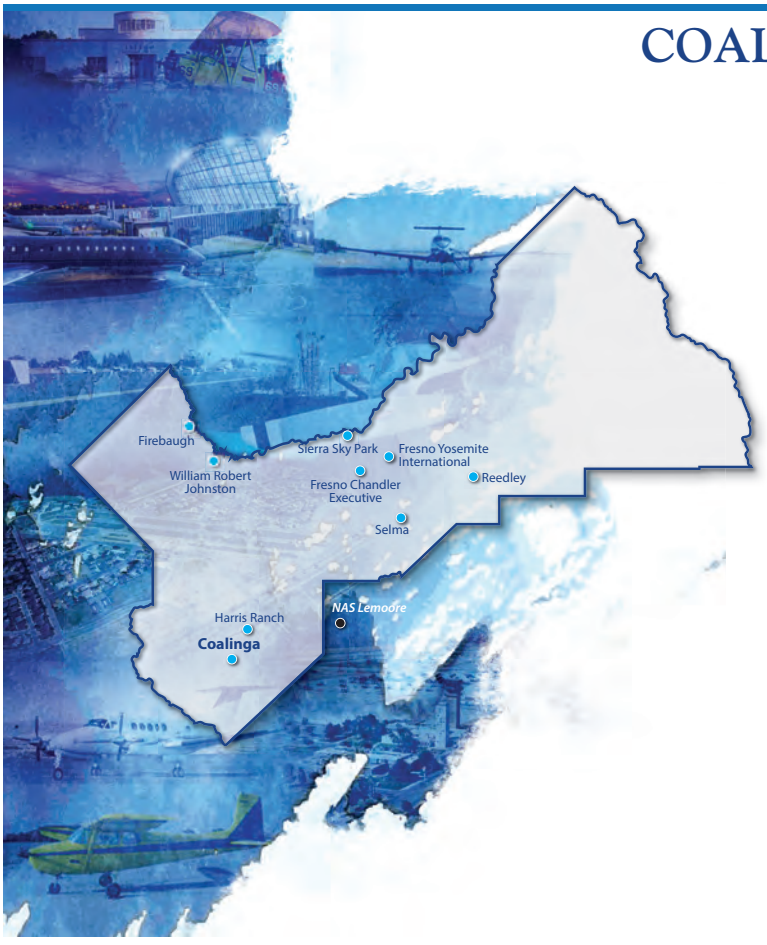
> NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

(d) For the purposes of this compatibility plan, the above real estate disclosure provisions of state law shall continue in effect as Airport Land Use Commission policy with respect to new development, even if the law is rescinded. Furthermore, each land use jurisdiction affected by this compatibility plan should adopt a policy designating the airport influence area as the area wherein disclosure of airport influences is required in conjunction with the transfer of residential real estate. Such policy should require signs providing the above notice be prominently posted in the real estate sales office and/or other key locations at any new project within the AIA. Such local jurisdiction policies should also be applied to lease or rental agreements for existing residential property.

Fresno Council
of Governments

Appendix A

COALINGA MUNICIPAL AIRPORT



Appendix A: Coalinga Municipal Airport

Appendix A provides an overview of Coalinga Municipal Airport's (Airport) setting, airport influence area (AIA), safety zones, noise, airspace and overflight areas. This Appendix will also discuss the existing and planned land uses, as well as current and future Airport facilities.

Coalinga Municipal Airport is a public use airport located four miles northeast from the center of the City of Coalinga, which is in the southwestern portion of Fresno County. The Airport sits on approximately 1,004 acres of land 622 feet above mean sea level. The 2017 – 2021 *National Plan of Integrated Airports* (NPIAS) classifies the Airport as a basic general aviation facility and the 2013 *California Aviation System Plan* (CASP) considers it a community airport. The City of Coalinga owns the Airport and the Airport is located within City limits; however, just beyond the Airport property line is unincorporated Fresno County.

SAFETY ZONES

The AIA and Safety Zones for Coalinga Municipal Airport are shown on **Exhibit A1**. Figure 3A of the California Airport Land Use Planning Handbook (Handbook) provides three example zones for general aviation airports, which are differentiated by runway length. The Handbook zone examples are provided as a starting point for developing safety zones specific to an airport. As discussed below, Coalinga Municipal Airport has two runways: Runway 12-30 is 5,000 feet long and Runway 1-19 is 2,471 feet long. The Federal Aviation Administration (FAA)-approved Airport Layout Plan (ALP) includes runway extensions for both runways. The ultimate lengths are 7,500 feet for Runway 12-30 and 3,000 feet for Runway 1-19. Using these lengths, the Long General Aviation Runway classification was assumed for

Runway 12-30 and the Short General Aviation Runway example was used for Runway 1-19. For this plan, the outermost zone in the Handbook examples was replaced by the 14 CFR Part 77 Conical Surface, Outer Approach Transitional Surface, and Precision Approach Surface which also represent the airspace and overflight review area boundaries. The Outer Approach Transitional Surface and Precision Approach Surface are used at airports with runways that have a Precision Instrument Approach such as Coalinga Municipal Airport. Additional information regarding the safety compatibility zones can be found in **Appendix M**.

NOISE

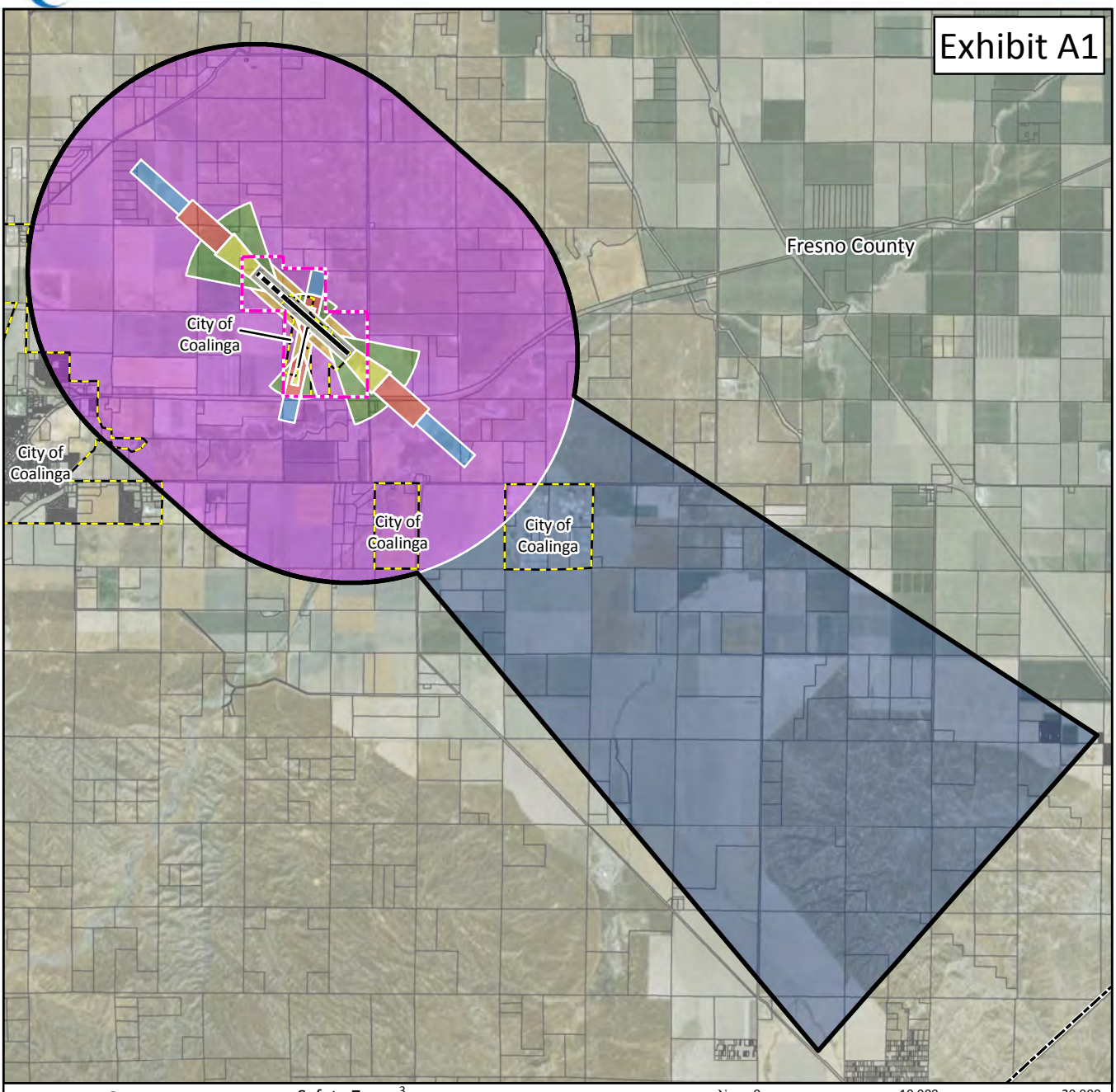
The standard methodology for analyzing noise conditions at airports involves the use of a computer simulation model. The Airport Environmental Design Tool Version 2c (AEDT) is accepted by the State of California and required by the FAA for developing noise exposure contours. This is the model used to develop the noise exposure contours for this Airport Land Use Compatibility Plan (ALUCP). The following sections describe the noise modeling inputs for the Coalinga Municipal Airport noise exposure contours shown on **Exhibit A2**. Additional information regarding the noise modeling process and land use compatibility thresholds can be found in **Appendix M**.

AIRCRAFT OPERATIONS AND FLEET MIX

As outlined in Public Utilities Code (PUC) Section 21675(a), the noise contours included in an ALUCP must reflect the anticipated growth of the airport during at least the next 20 years. **Table A1** summarizes the 2037 operations for the Airport using the FAA's Terminal Area Forecast, Fiscal Years 2016-2045, and also includes the aircraft types used in the noise model. Airfield observations and based aircraft lists were used to determine the types of aircraft which frequently use the Airport. To accurately represent the noise conditions at the Airport, the AEDT provides aircraft noise data for many of the aircraft operating in the national fleet.

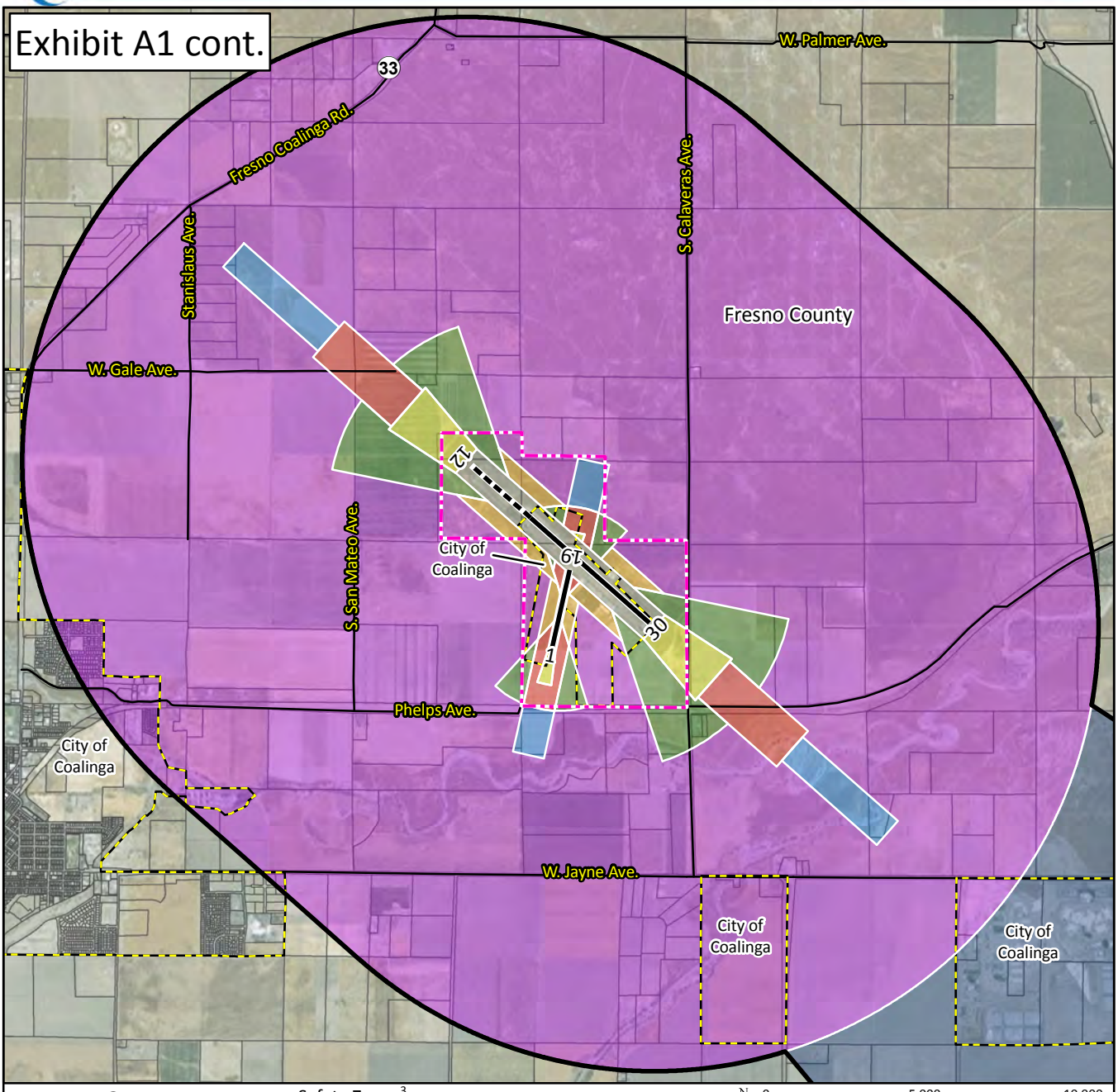
The selection of individual aircraft types is important to the modeling process because different aircraft types generate different noise levels. The aircraft fleet mix for Coalinga Municipal Airport was derived from the 2007 Coalinga Airport Master Plan and interviews with the Airport manager. **Table A1** summarizes the generalized fleet mix data input into the noise analysis.

A variety of general aviation, single engine fixed-propeller aircraft are modeled with the GASEPV and GASEPF aircraft in the AEDT. The GASEPV represents many single engine general aviation aircraft including the Mooney M-20, Cessna 172 and 180, and Piper Cherokee Arrow. The general aviation, single engine fixed-pitch propeller model, the GASEPF, also represents several single engine general aviation aircraft. These include the Cessna 150, Piper Archer, and the Piper Tomahawk.



[1]Coalinga Airport Layout Plan (2007).
[2]AIA drawn from Part 77 Conical and Outer Transitional surfaces (see 14 CFR, Subchapter E, Part 77, §77.25.).
[3]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit A1 cont.



LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Airport Influence Area (AIA)[2]

Safety Zones[3]

1. Runway Protection Zone
2. Inner Approach/Departure Zone
3. Inner Turning Zone
4. Outer Approach/Departure Zone
5. Sideline Zone
6. Traffic Pattern Zone
7. Precision Approach Zone

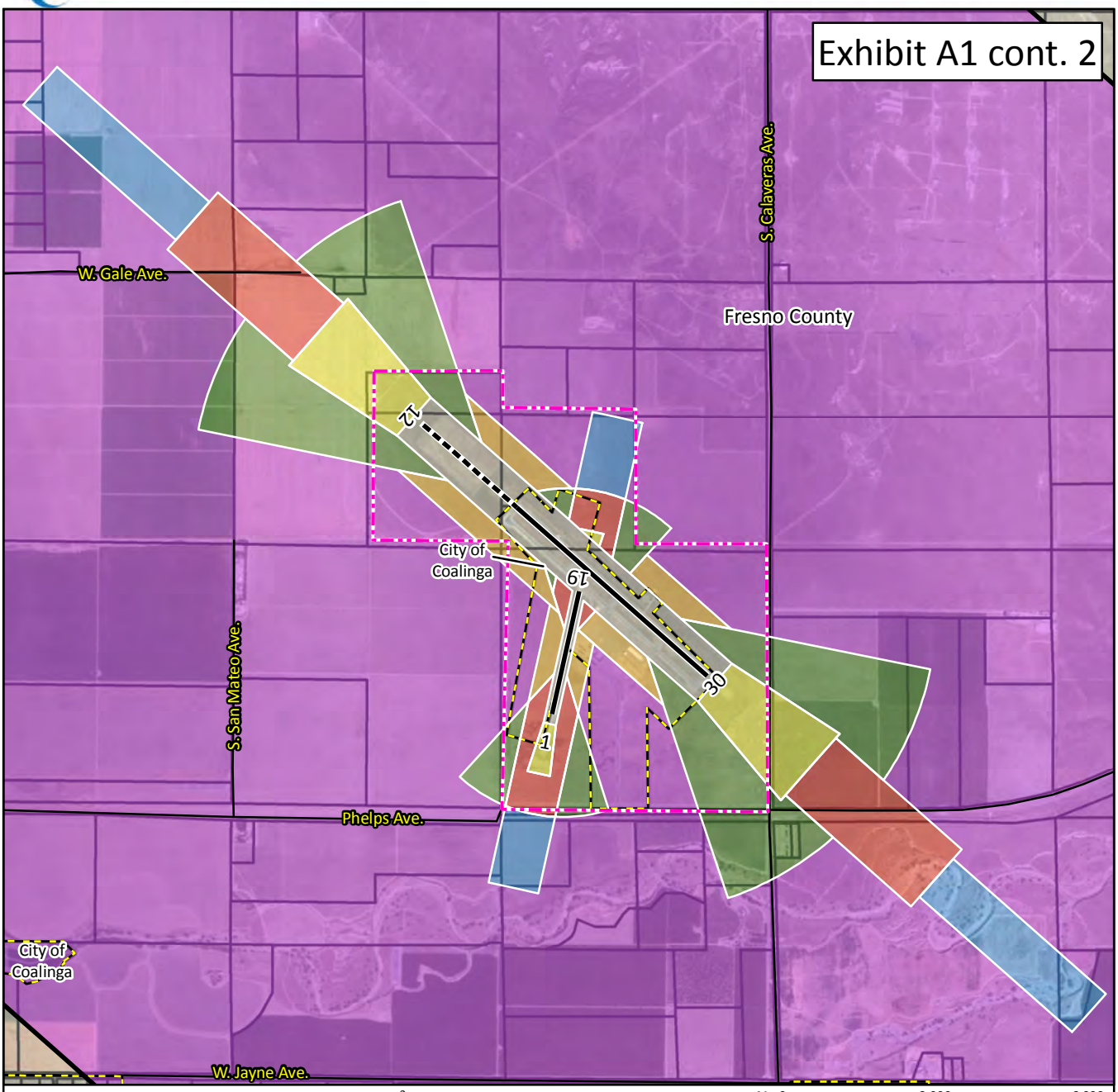
N

0 5,000 10,000

1" = 5,000'

[1]Coalinga Airport Layout Plan (2007).
[2]Part 77 Conical and Outer Transitional surfaces (see 14 CFR, Subchapter E, Part 77, §77.25.).
[3]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit A1 cont. 2



LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Airport Influence Area (AIA)[2]

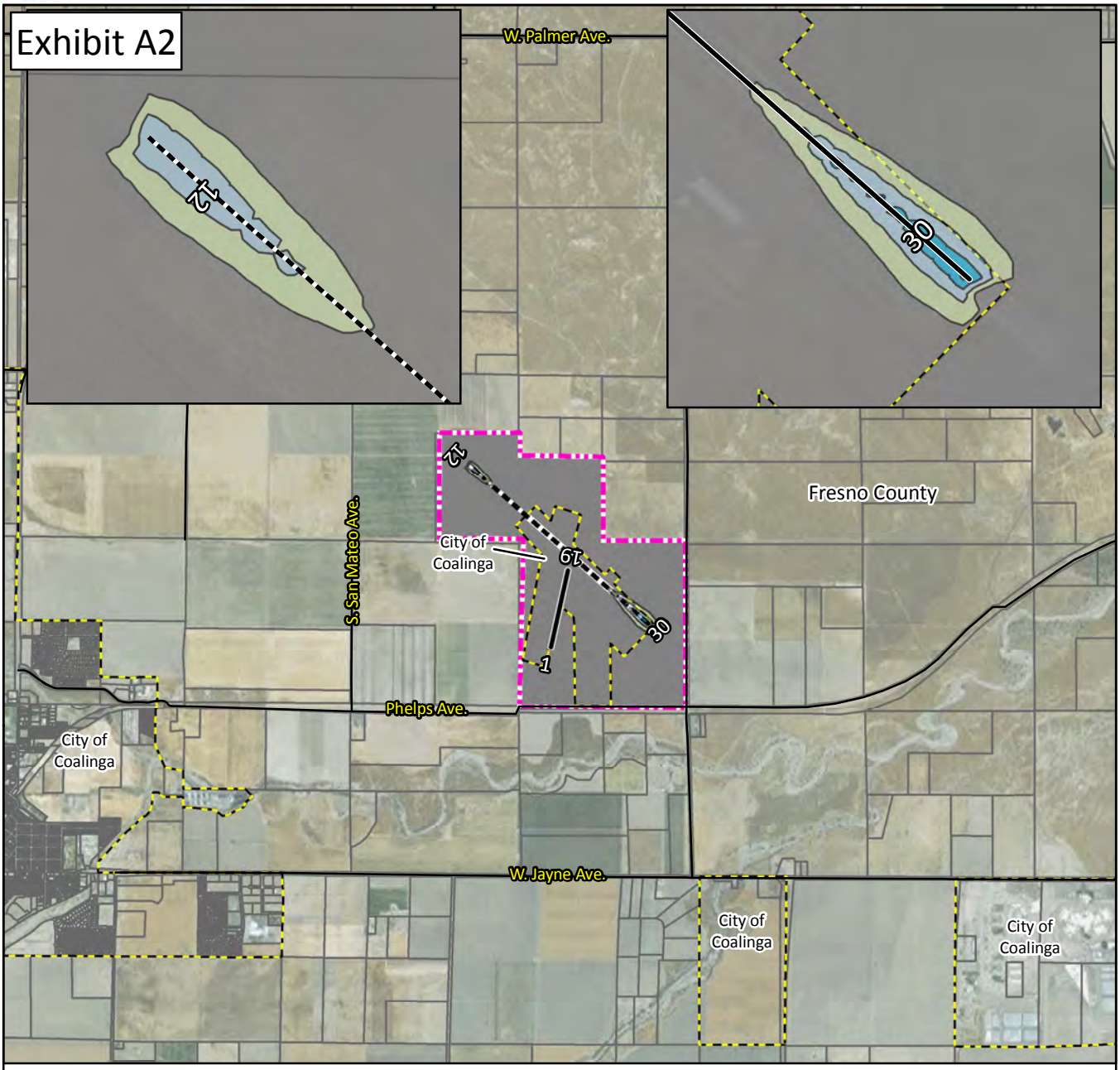
Safety Zones[3]

1. Runway Protection Zone
2. Inner Approach/Departure Zone
3. Inner Turning Zone
4. Outer Approach/Departure Zone
5. Sideline Zone
6. Traffic Pattern Zone

N 0 3,000 6,000

1" = 3,000'

[1]Coalinga Airport Layout Plan (2007).
[2]Part 77 Conical and Outer Transitional surfaces (see 14 CFR, Subchapter E, Part 77, §77.25.).
[3]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).



LEGEND

- Existing Runway Centerline[1]
- Ultimate Runway Centerline[1]
- Airport Property[1]
- Parcel Boundaries
- Municipal Boundary
- Streets

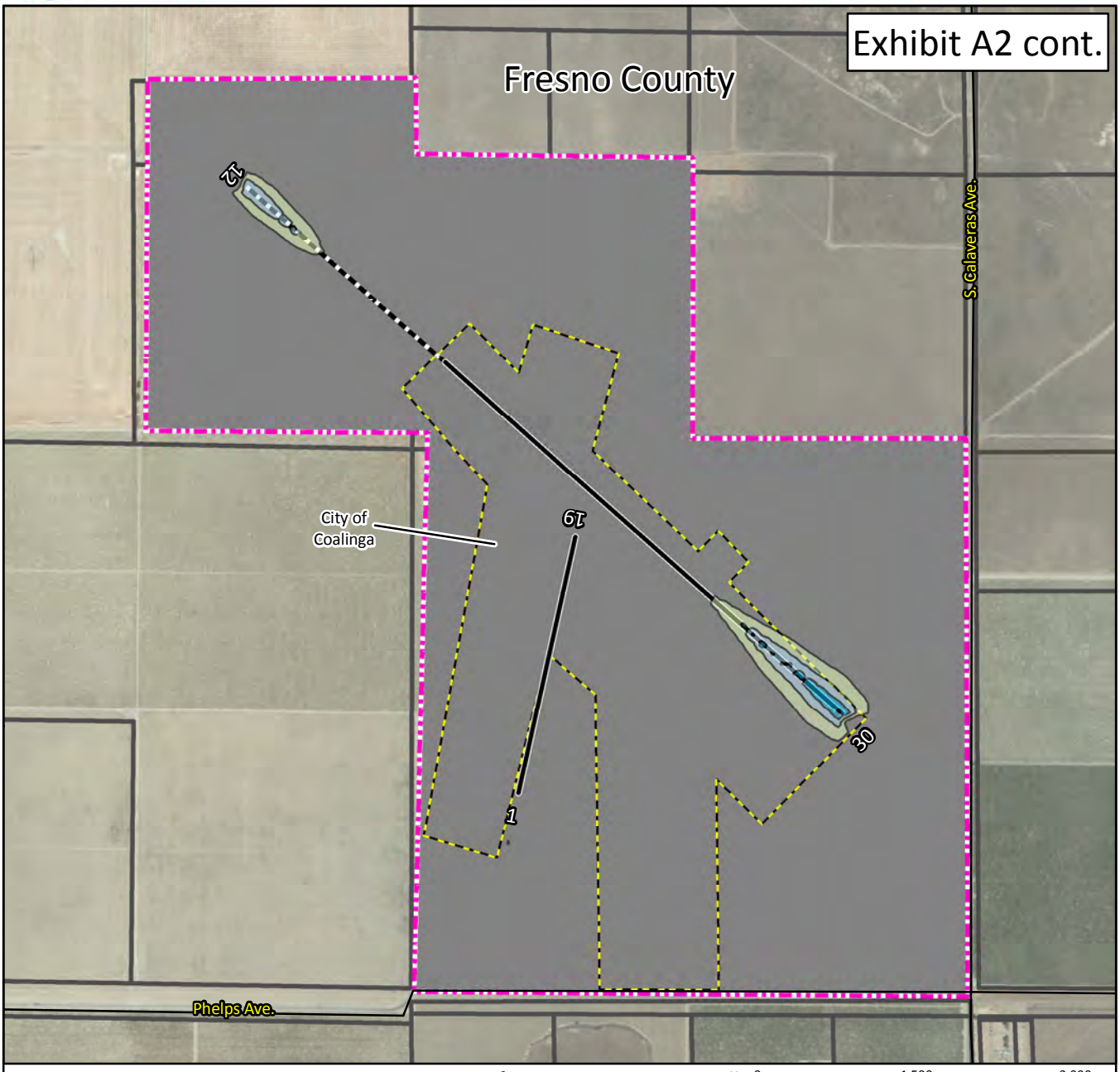
Future Noise Contours[2]

- 60 CNEL
- 65 CNEL
- 70 CNEL

N 0 5,000 10,000

1" = 5,000'

[1]Coalinga Airport Layout Plan (2007).
[2]Community Noise Equivalent Level - Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).



LEGEND

- Existing Runway Centerline[1]
- Ultimate Runway Centerline[1]
- Airport Property[1]
- Parcel Boundaries
- Municipal Boundary
- Streets

Future Noise Contours[2]

- 60 CNEL
- 65 CNEL
- 70 CNEL

N 0 1,500 3,000

1" = 1,500'

[1]Coalinga Airport Layout Plan (2007).
[2]Community Noise Equivalent Level - Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

TABLE A1
Coalinga Municipal Airport
Aircraft Fleet Mix and Operations

Operations	AEDT Designator	2017	2037[2]
Itinerant			
Single Engine, Fixed	GASEPF	900	900
Single Engine, Variable	GASEPV	900	900
Subtotal		1,800	1,800
Local			
Single Engine, Fixed	GASEPF	300	300
Single Engine, Variable	GASEPV	300	300
Subtotal		600	600
Grand Total		2,400	2,400

Source:
[1] FAA 5010 Airport Master Record, operations for 12 months ending August 2, 2016
[2] FAA Terminal Area Forecast, Fiscal Years 2016-2045, January 2017

Time-of-Day

The time-of-day which aircraft operations occur is important as input to the AEDT due to the 10-decibel nighttime (10:00 p.m. to 7:00 a.m.) and 4.8-decibel evening (7:00 p.m. to 10:00 p.m.) weighting of flights.

Since the Airport is not equipped with an airport traffic control tower (ATCT), time-of-day information was estimated based upon Airport staff interviews and time-of-day activity levels at similar airports. Currently, most operations occur during the daytime hours, with an estimated one percent occurring during evening hours, and approximately one percent occurring during nighttime hours.

Runway Use

Runway usage data is also an essential component for developing noise exposure contours. Based on a review of regional airport activity and wind conditions discussed in the 2007 Coalinga Municipal Airport Master Plan, the following assumptions were made for runway use:

- Runway 12 – 29 percent
- Runway 30 – 69 percent
- Runway 1 – 1 percent
- Runway 19 – 1 percent

Flight Tracks

A review of local flight procedures was used to develop consolidated flight tracks for use in the AEDT. As discussed below, the traffic pattern for Runway 30 and Runway 19 is right hand, and the traffic pattern for Runway 12 and Runway 1 is left hand. Accordingly, it is assumed that touch-and-go traffic occurs to the east of the Airport for Runway 12-30 and to the west of the Airport for Runway 1-19.

Flight Profiles

The standard arrival profile used in the AEDT program is a three-degree approach. No indication was given by Airport staff that there was any variation on this standard procedure for civilian aircraft. Therefore, the standard approach was included in the model as representative of local operating conditions.

AIRSPACE AND OVERFLIGHT

Exhibit A3 depicts the Airspace Plan from the 2007 *Coalinga Municipal Airport Master Plan*. This exhibit includes the 14 CFR Part 77 Conical Surface, Outer Approach Transitional Surface, and Precision Approach Surface which make up the Airport Influence Area for Coalinga Municipal Airport.

AIRPORT INFORMATION

AIRPORT FACILITIES

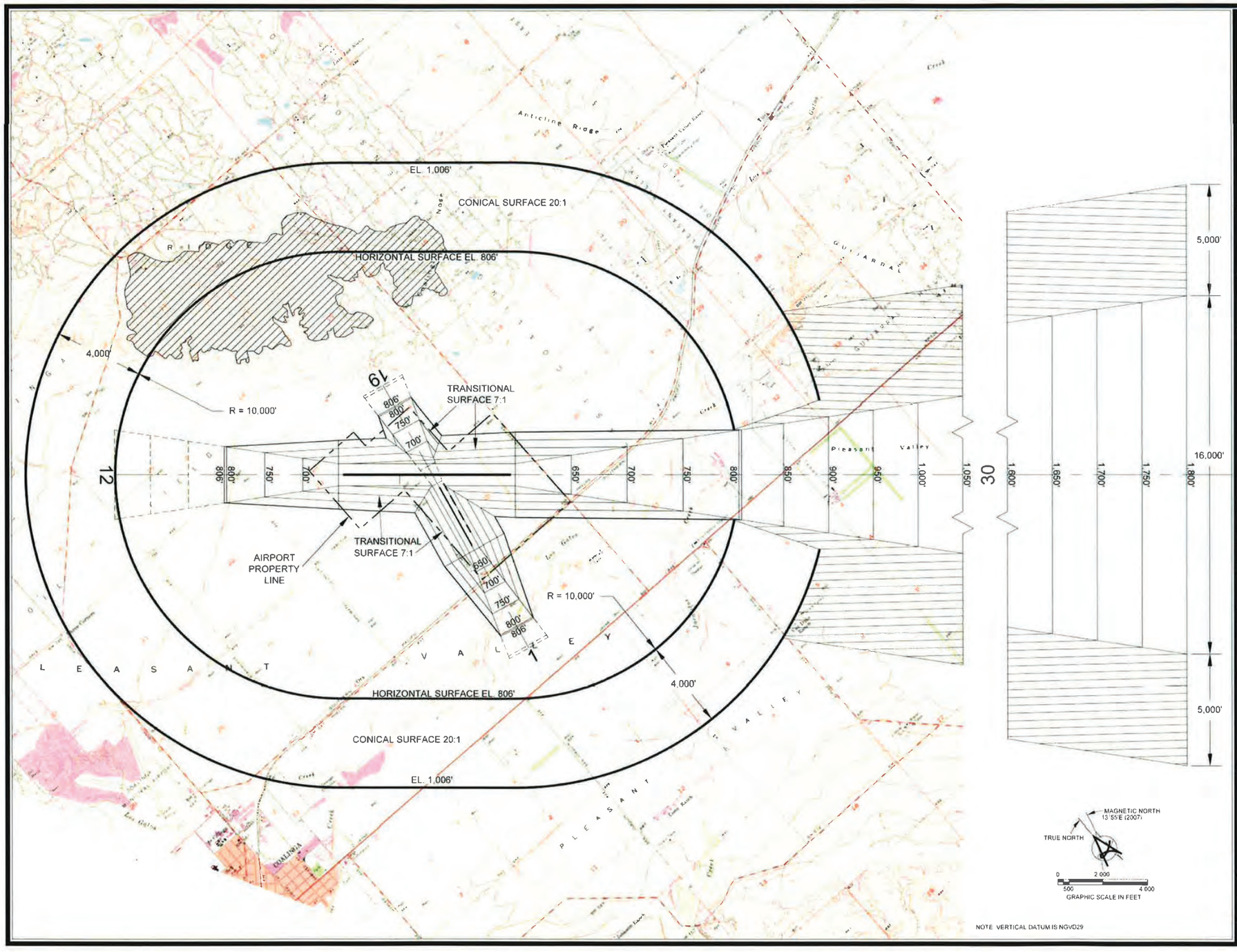
Coalinga Municipal Airport has two runways, 12-30 and 1-19, as well as one helipad. **Table A2** provides additional details about the Airport's facilities and **Exhibit A4** shows the ALP.

Runway 12-30 is 5,000 feet long and 100 feet wide. It is constructed of asphalt and is in good condition. The runway load bearing strength for single-wheel landing gear aircraft is up to 30,000 pounds. There are non-precision runway pavement markings that are in good condition and medium intensity runway lights with non-lighted touch down points and runway end identifier lights (REILs). The traffic pattern for Runway 12 is a standard left-handed pattern whereas Runway 30 is a non-standard right-handed traffic pattern. Both runway ends have a two-light precision approach path indicator (PAPI) on the left with a three-degree glide angle. Currently, there are no instrument approach procedures for Runway 12-30.

Runway 1-19 is the crosswind runway at the Airport. It is 2,741 feet long and 60 feet wide. It is made of asphalt and gravel with an oil surface treatment. It is in poor condition and requires rehabilitation. Runway 1-19 has a single-wheel load bearing strength of 12,500 pounds. There are basic runway markings in fair condition. There are no runway edge lights or approach lighting; however, there are unlighted touchdown points. Runway 1 has a standard, left-handed traffic pattern and Runway 19 has a non-standard right-handed traffic pattern. There are no REILs, nor are there any visual or instrument approach aids.

The helipad is constructed of asphalt and is 50 feet by 50 feet. There are basic markings on the helipad that are in fair condition. The helipad uses a left-handed traffic pattern. There are no visual or instrument approach aids.

In addition to the runways and helipad, the Airport provides 100LL fuel, tiedowns, and hangars. There is an administration building on Airport property that is subdivided into two parts, one of which is an



THE CITY OF COALINGA 1906

COALINGA MUNICIPAL AIRPORT

AIRSPACE PLAN

NOTE

THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES

THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH AN AIRPORT IMPROVEMENT PROGRAM GRANT FROM THE FEDERAL AVIATION ADMINISTRATION UNDER THE PROVISIONS OF SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982 AS AMENDED THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS

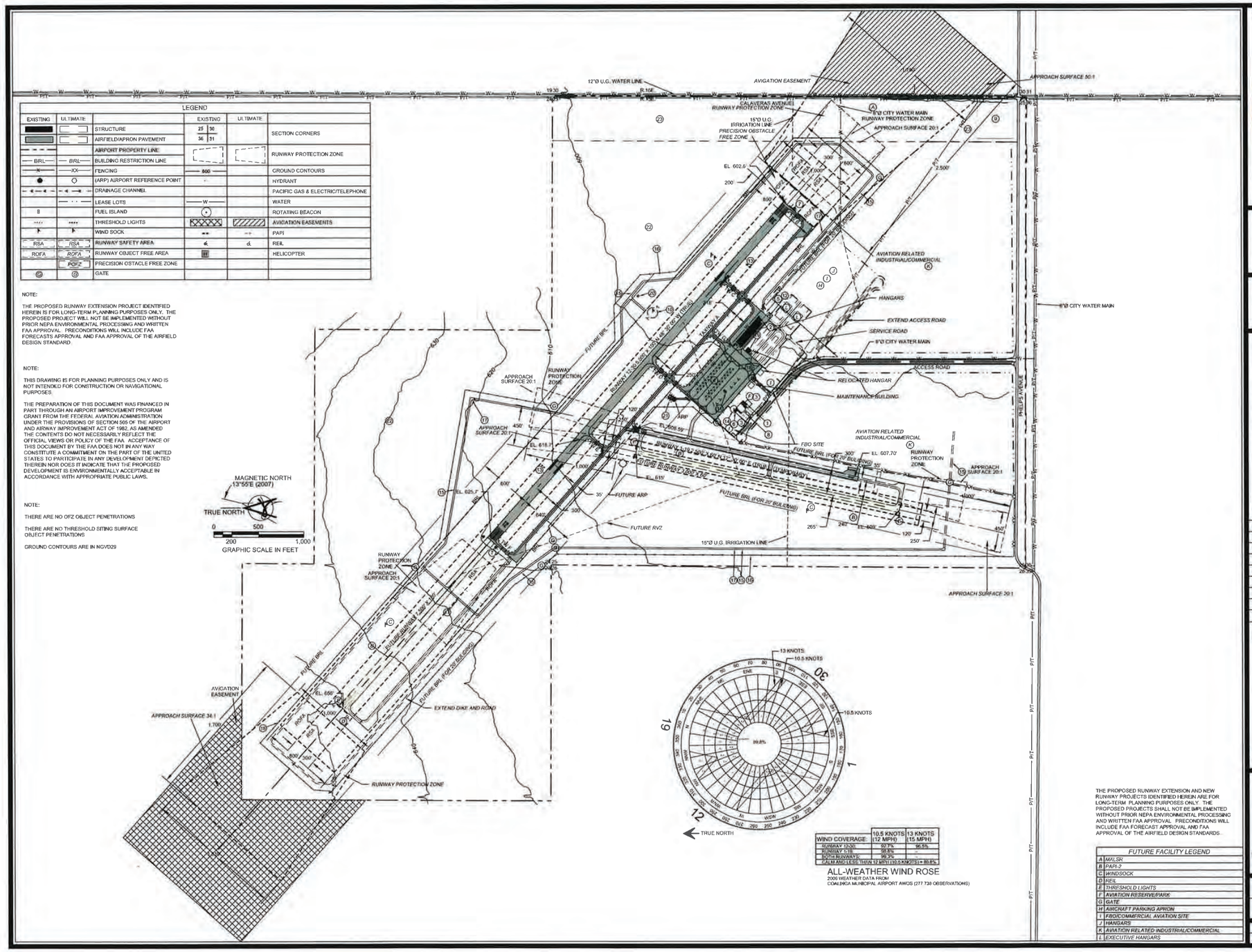
NO	REVISIONS	DATE
1	ALP APPROVED	08/01/94

FAA APPROVAL

BY _____
CITY MANAGER MAY 1, 2007
CITY OF COALINGA DATE

ARIES CONSULTANTS LTD.

COALINGA MUNICIPAL AIRPORT	SHEET 3 OF 6
FRESNO COUNTY, CALIFORNIA	
NAME CLG-03 04-Airspace Plan-B.dwg	NO 4490 09
DATE May 1 2007	PLOT SCALE 1"= 4 000



THE PROPOSED RUNWAY EXTENSION AND NEW RUNWAY PROJECTS IDENTIFIED HEREIN ARE FOR LONG-TERM PLANNING PURPOSES ONLY. THE PROPOSED PROJECTS SHALL NOT BE IMPLEMENTED WITHOUT PRIOR NEPA ENVIRONMENTAL PROCESSING AND WRITTEN FAA APPROVAL. PRECONDITIONS WILL INCLUDE FAA FORECAST APPROVAL AND FAA APPROVAL OF THE AIRFIELD DESIGN STANDARDS.

FUTURE FACILITY LEGEND	
A	MALSR
B	PAPI 2
C	WINDSOCK
D	REIL
E	THRESHOLD LIGHTS
F	AVIATION RESERVE/PARK
G	GATE
H	AIRCRAFT PARKING APRON
I	FBO/COMMERCIAL AVIATION SITE
J	HANGARS
K	AVIATION RELATED INDUSTRIAL/COMMERCIAL
L	EXECUTIVE HANGARS

THE·CITY·OF COALINGA 1906

COALINGA MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

EXISTING FACILITY LEGEND	
1	FLIGHT SERVICE FACILITY/CARETAKER RESIDENCE
2	HANGARS
3	FBO SITES
4	TIEDOWNS
5	OWNER MAINTENANCE AREA
6	ELECTRICAL BUILDING
7	REIL
8	TRANSFORMER
9	HOLDING POND
10	SEGMENTED CIRCLE AND LIGHTED WIND SOCK
11	FUEL ISLAND
12	AIRCRAFT POLLUTION ABATEMENT FACILITY
13	PAPI
14	ROTATING BEACON
15	DIKE
16	FENCE
17	PERIMETER ROAD
18	APRON SECURITY LIGHTING
19	MAINTENANCE HANGAR
20	AWOS
21	HELICOPTER
22	HABITAT CONSERVATION AREA
23	CALAVERAS BUFFER AREA

NO.	REVISIONS	DATE
1	ALP APPROVED	08/01/94

FAA APPROVAL

BY _____
CITY OF COALINGA DATE

ARIES CONSULTANTS LTD.

COALINGA MUNICIPAL AIRPORT	SHEET 1 OF 6
FRESNO COUNTY, CALIFORNIA	
NAME: CLG-01 05-ALP-B.dwg	NO: 4490-01
DATE: May 1, 2007	PLOT SCALE: 1"= 1,000'

Airport office, the other of which is an apartment for an onsite caretaker. The Airport is bounded by a secure perimeter fence.

TABLE A2
Airport Facilities
Coalinga Municipal Airport

	Runway 12-30	Runway 1-19	Helipad
RUNWAYS			
Length (feet)	5,000	2,471	50
Width (feet)	100	60	50
Threshold Displacement (feet)	0	0	N/A
Runway Pavement Surface Material	Asphalt	Asphalt, Gravel	Asphalt
Runway Pavement Surface Treatment	N/A	Oil treated	N/A
Runway Pavement Condition	Good	Poor	Good
Runway Pavement Load Bearing Strength (lbs.)			
Single Wheel	30,000	12,500	N/A
Dual Wheel	N/A	N/A	N/A
Double Tandem	N/A	N/A	N/A
Double Dual Tandem	N/A	N/A	N/A
Runway Pavement Markings			
Type	Non-Precision	Basic	Basic
Condition	Good	Fair	Fair
Runway Lighting			
Runway Edge Lighting	MIRL	None	Perimeter lights
Approach Lighting System (ALS)	No	No	N/A
Touchdown Point	Yes (no lights)	Yes (no lights)	N/A
Traffic Pattern	Left | Right	Left | Right	Left | Left
Runway End Identifier Lights (REILs)	Yes	No	
VISUAL APPROACH AIDS			
Type	2-Light PAPI on Left	N/A	N/A
Glide Path	3.00 degrees	N/A	N/A
INSTRUMENT APPROACH AIDS			
Instrument Landing System (ILS)	No	No	N/A
Global Positioning System (GPS)	No	No	N/A
VOR/DME	No	No	N/A

N/A: Not Applicable
MIRL: Medium Intensity Runway Lights
PAPI: Precision Approach Path Indicator
VOR/DME: Very High Frequency Omnidirectional Range Distance Measuring Equipment
Source: AirNav (July 2017)

FUTURE AIRPORT PLANS

Future plans for the Airport are explained below and shown on the ALP (**Exhibit A4**).

In the *Coalinga Municipal Airport Master Plan* (May 2007), it is recommended that the City acquire an avigation easement over approximately 39 acres of land to the southeast of Runway 30 for the future enlarged runway protection zone (RPZ). This enlarged RPZ would be necessary for the ultimate extension of Runway 12-30 to the northwest, lengthening it to 7,500 feet. To accommodate this future runway length, the ALP shows the taxiway to the southwest of Runway 12-30 extending to the northwest to be a full-length parallel taxiway. A new entry/exit taxiway is planned at the northwest end of the ultimate Runway 12-30. A new aircraft holding apron is planned for at the northwest end of the ultimate Runway 12 end. In addition, global position system (GPS) procedures for Runways 12 and 30 with straight-in minimums are planned.

A permanent crosswind Runway 1-19 is planned to replace the existing temporary crosswind runway. The ultimate crosswind runway would be 3,000 feet long by 60 feet wide and the existing Runway 1-19 would become the future parallel taxiway.

AIRPORT ENVIRONS

EXISTING LAND USES

Existing land uses are shown on **Exhibit A5**.

Half of Airport property is considered City of Coalinga jurisdiction and the other half unincorporated Fresno County. Besides the parts of Airport property that are within the City of Coalinga's municipal boundaries, the area surrounding the Airport is entirely unincorporated, and mostly dominated by agricultural land uses. Other parcels in the airport influence area (AIA) include other/oil, open space, vacant, and residential.

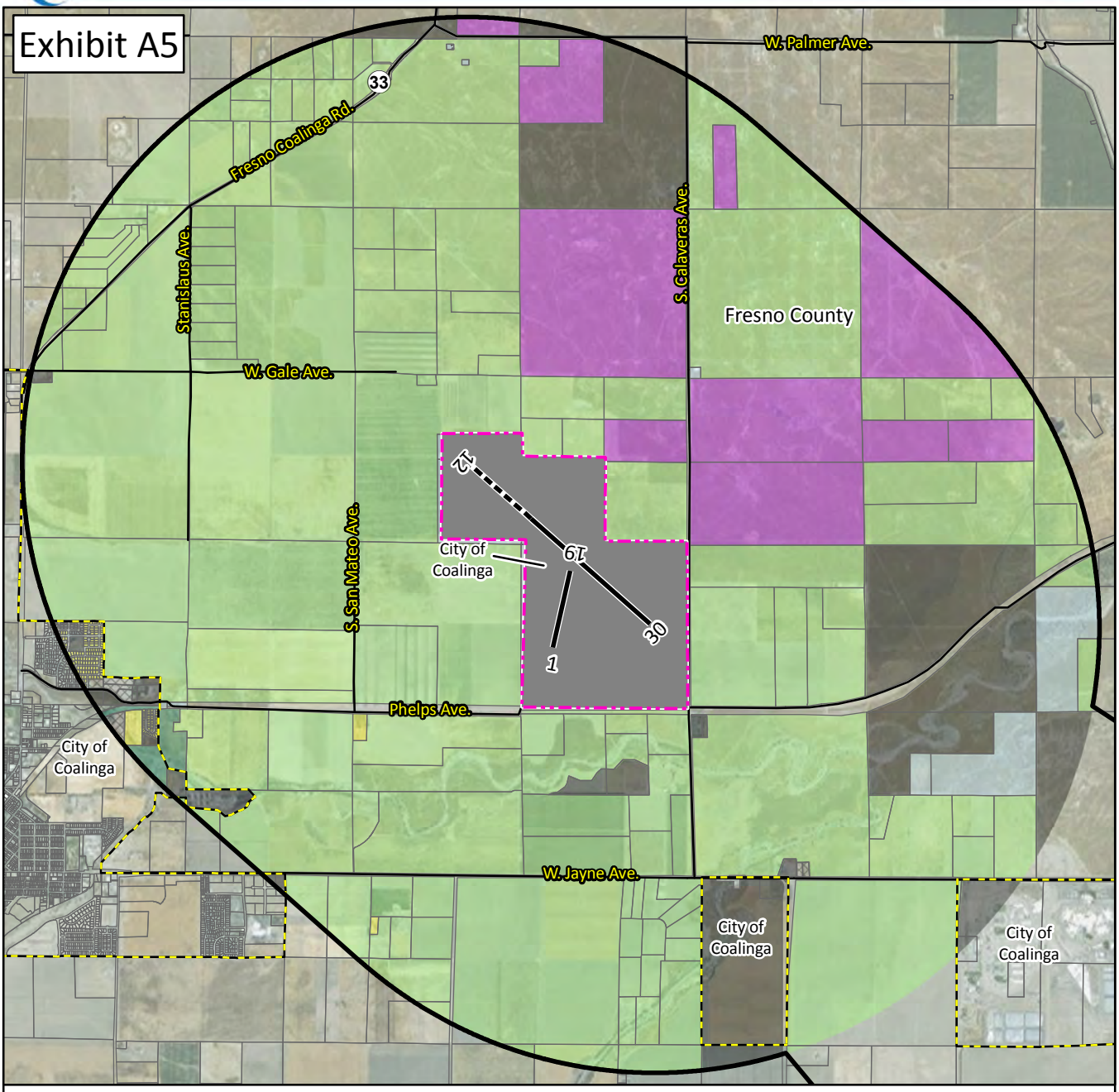
In addition to the surrounding land uses, approximately 360 acres of the north and east sides of the Airport property is set aside as a Habitat Conservation Area. Any future development at the Airport would be on the south side to not impact the Habitat Conservation Area or runway buffer zones (Airport Master Plan, 2007).

ZONING

Exhibit A6 shows zoning in the AIA.

Except for the areas within the City's limits, the AIA is zoned for agricultural uses. Most of the areas within City limits are zoned public; however, the western parcels in the AIA are zoned for residential, commercial, and open space, in addition to public. Much of the AIA is part of unincorporated Fresno County.

Exhibit A5



LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Airport Influence Area (AIA)[2]

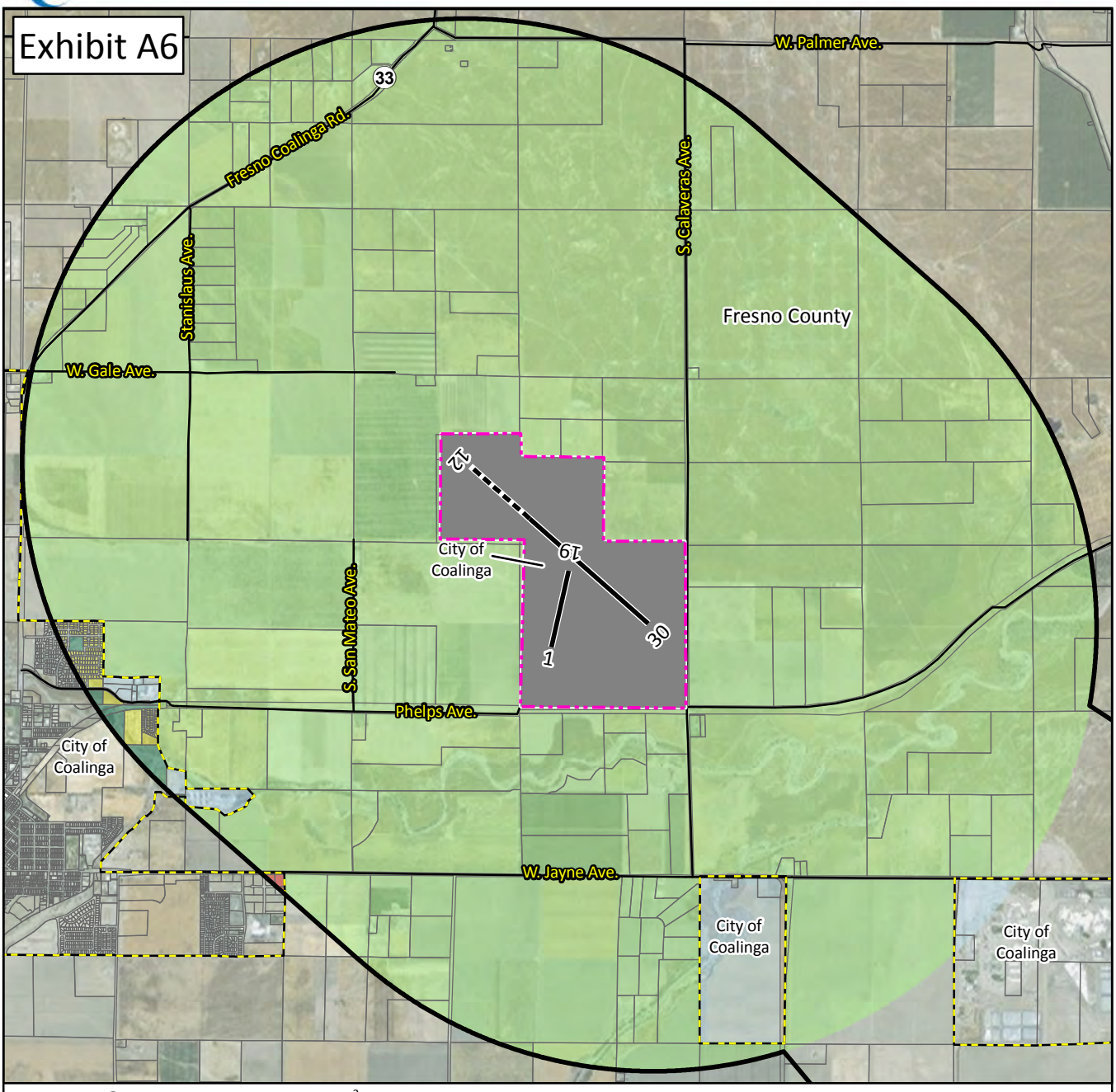
Existing Land Use[3]

- Single Family Residential
- Agricultural
- Public
- Open Space
- Industrial
- Transportation/Right-of-Way
- Vacant
- No Data

N 0 5,000 10,000

1" = 5,000'

[1]Coalinga Airport Layout Plan (2007).
[2]Part 77 Conical and Outer Transitional surfaces. See 14 CFR, Subchapter E, Part 77, §77.25.
[3]Fresno Council of Governments
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).



LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Airport Influence Area (AIA)[2]

Zoning[3]

- Single Family Residential
- Commercial
- Public
- Open Space
- Agriculture

N

0 5,000 10,000

1" = 5,000'

[1]Coalinga Airport Layout Plan (2007).
[2]AIA drawn from Part 77 Conical and Outer Transitional surfaces. See 14 CFR, Subchapter E, Part 77, §77.25.
[3]City of Coalinga Zoning, Fresno County zoning.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

GENERAL PLAN

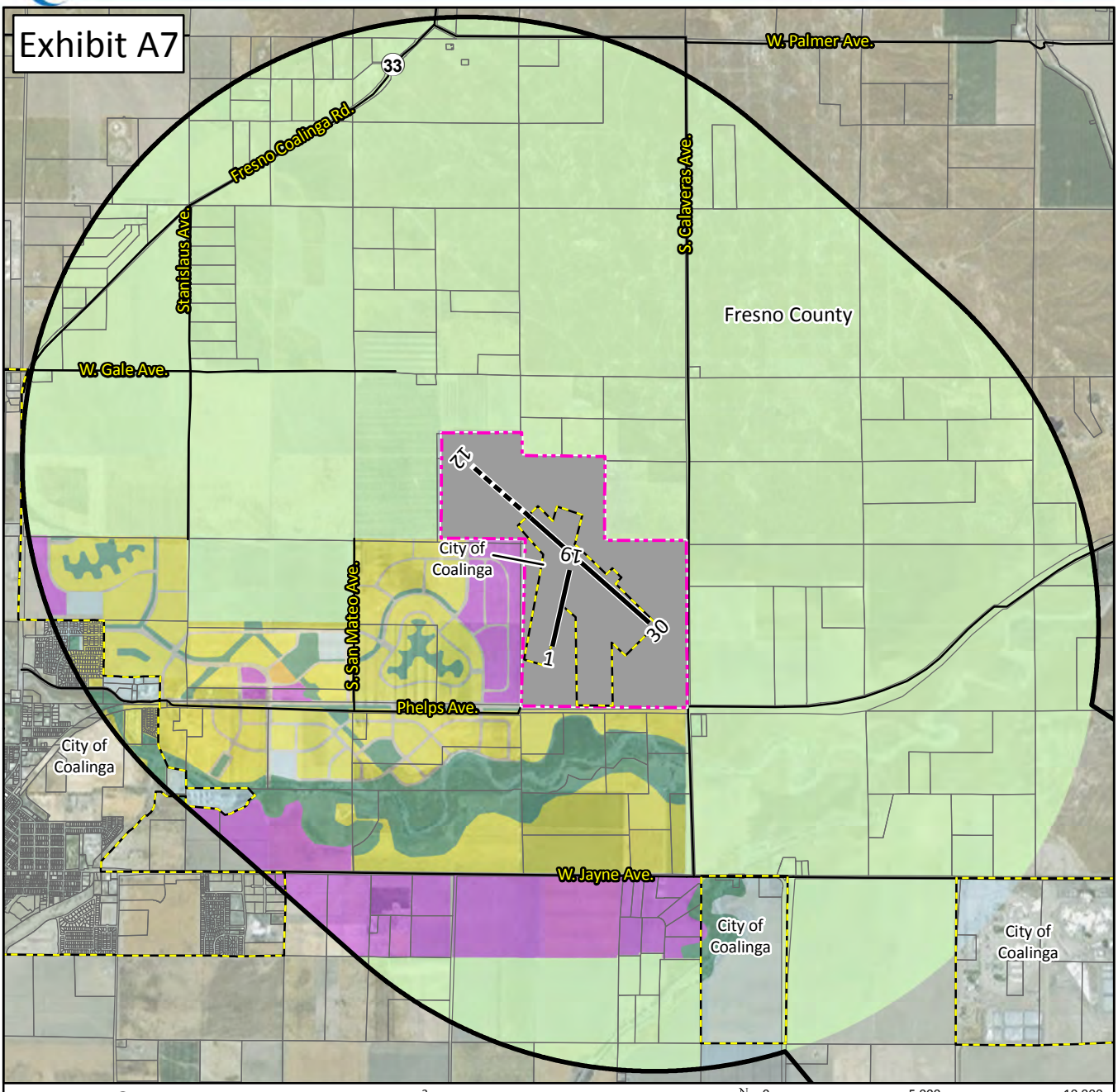
General plan land uses are shown on **Exhibit A7**.

The City of Coalinga updated their General Plan in June 2009, and **Exhibit A7** represents the planned land uses for Coalinga based on the goals and objectives outlined in this plan. Agricultural uses are the primary planned use in the AIA; however, several parcels are planned for industrial, low- and multi-family residential, and open space uses, as well. Areas within the City of Coalinga are primarily planned for public use; however, select parcels are planned for open space, too. As mentioned previously, most of the AIA is not part of the City of Coalinga, but rather is part of unincorporated Fresno County.

COMPATIBILITY FACTORS

Exhibit A8 is a compatibility factors map, which compiles National Transportation Safety Board flight accident data for all airports in the United States, noise exposure contours, and arrival and departure flight tracks from the noise exposure contours. The purpose of this exhibit is to illustrate the methodology behind the shape and size of the safety, noise, and airspace compatibility zones.

Exhibit A7



LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Airport Influence Area (AIA)[2]

General Plan[3]

- Single Family Residential
- Multi-Family Residential
- Public
- Industrial
- Open Space
- Agriculture

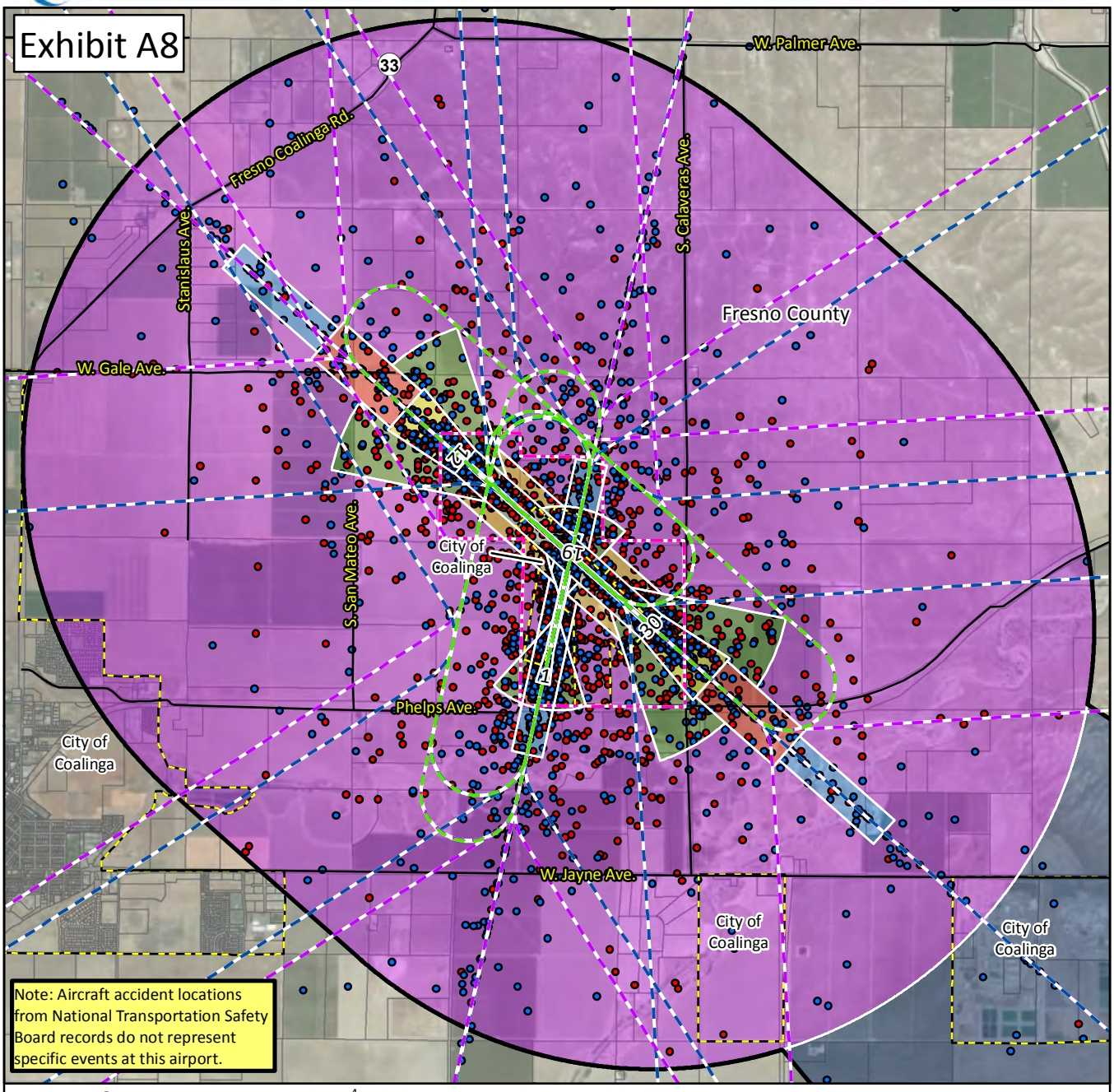
N

0 5,000 10,000

1" = 5,000'

[1]Coalinga Airport Layout Plan (2007).
[2]AIA drawn from Part 77 Conical and Outer Transitional surfaces. See 14 CFR, Subchapter E, Part 77, §77.25.
[3]Fresno County General Plan.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit A8



LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Arrival Accidents[2]
- Departure Accidents[2]
- Airport Influence Area[3]

Flight Tracks[4]

- Approach
- Departure
- Touch And Go

Safety Zones[5]

1. Runway Protection Zone
2. Inner Approach/Departure Zone
3. Inner Turning Zone
4. Outer Approach/Departure Zone
5. Sideline Zone
6. Traffic Pattern Zone
7. Precision Approach Zone

N 0 5,000 10,000

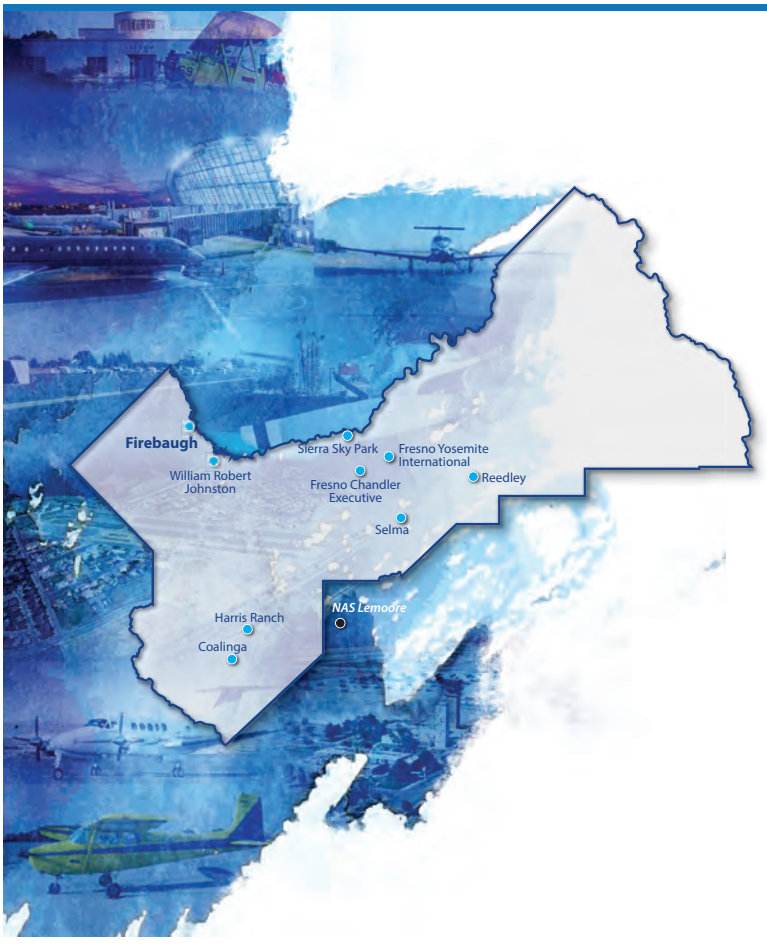
1" = 5,000'

[1]Coalinga Airport Layout Plan (2007).
[2]California Airport Land Use Planning Handbook, 2011. Normalized from airports in United States.
[3]AIA drawn from Part 77 Conical and Outer Transitional surfaces. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]Coffman Associates analysis.
[5]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Fresno Council of Governments

Appendix B

FIREBAUGH AIRPORT



Appendix B: Firebaugh Airport

Appendix B provides an overview of Firebaugh Airport's (Airport) setting, airport influence area, safety zones, noise, and airspace and overflight areas. This Appendix also discusses existing and planned land uses, as well as current and future Airport facilities.

Firebaugh Airport is a public use airport located less than one mile west of the City of Firebaugh, which is in the northwestern corner of Fresno County. The Airport sits at an elevation of 157 feet above mean sea level on 37 acres of land. The 2017 – 2021 *National Plan of Integrated Airports* (NPIAS) classifies Firebaugh Airport as a basic general aviation facility and the 2013 *California Aviation System Plan* (CASP) classifies it as a community-agriculture airport. The Airport is used primarily for agricultural purposes. It is estimated that 95 percent of all traffic at the Airport is conducted with crop dusting planes to perform aerial application operations. In addition to agricultural uses, the Airport also has some private aviation use.[1]

SAFETY ZONES

The AIA and Safety Zones for Firebaugh Airport are shown on **Exhibit B1**. Figure 3A of the California Airport Land Use Planning Handbook (Handbook) provides three example zones for general aviation airports, which are differentiated by runway length. The Handbook zone examples are provided as a starting point for developing safety zones specific to an airport. As discussed below, Firebaugh Airport has one runway, Runway 12-30, which is 3,102 feet long. The Federal Aviation Administration (FAA)-approved Airport Layout Plan (ALP) does not include any changes to the runway length. Therefore, the Safety Zones are based on the Short General Aviation Runway example. For this plan, the outermost

[1] Meeting with Airport manager in July 2017.

zone in the Handbook examples was replaced by the 14 CFR Part 77 Conical Surface, which also represents the airspace and overflight review area boundaries. Additional information regarding the safety compatibility zones can be found in **Appendix M**.

NOISE

The standard methodology for analyzing noise conditions at airports involves the use of a computer simulation model. The Airport Environmental Design Tool Version 2c (AEDT) is accepted by the State of California and required by the FAA for developing noise exposure contours. This is the model used to develop the noise exposure contours for this Airport Land Use Compatibility Plan (ALUCP). The following sections describe the noise modeling inputs for the Firebaugh Airport noise exposure contours shown on **Exhibit B2**. Additional information regarding the noise modeling process and land use compatibility thresholds can be found in **Appendix M**.

AIRCRAFT OPERATIONS AND FLEET MIX

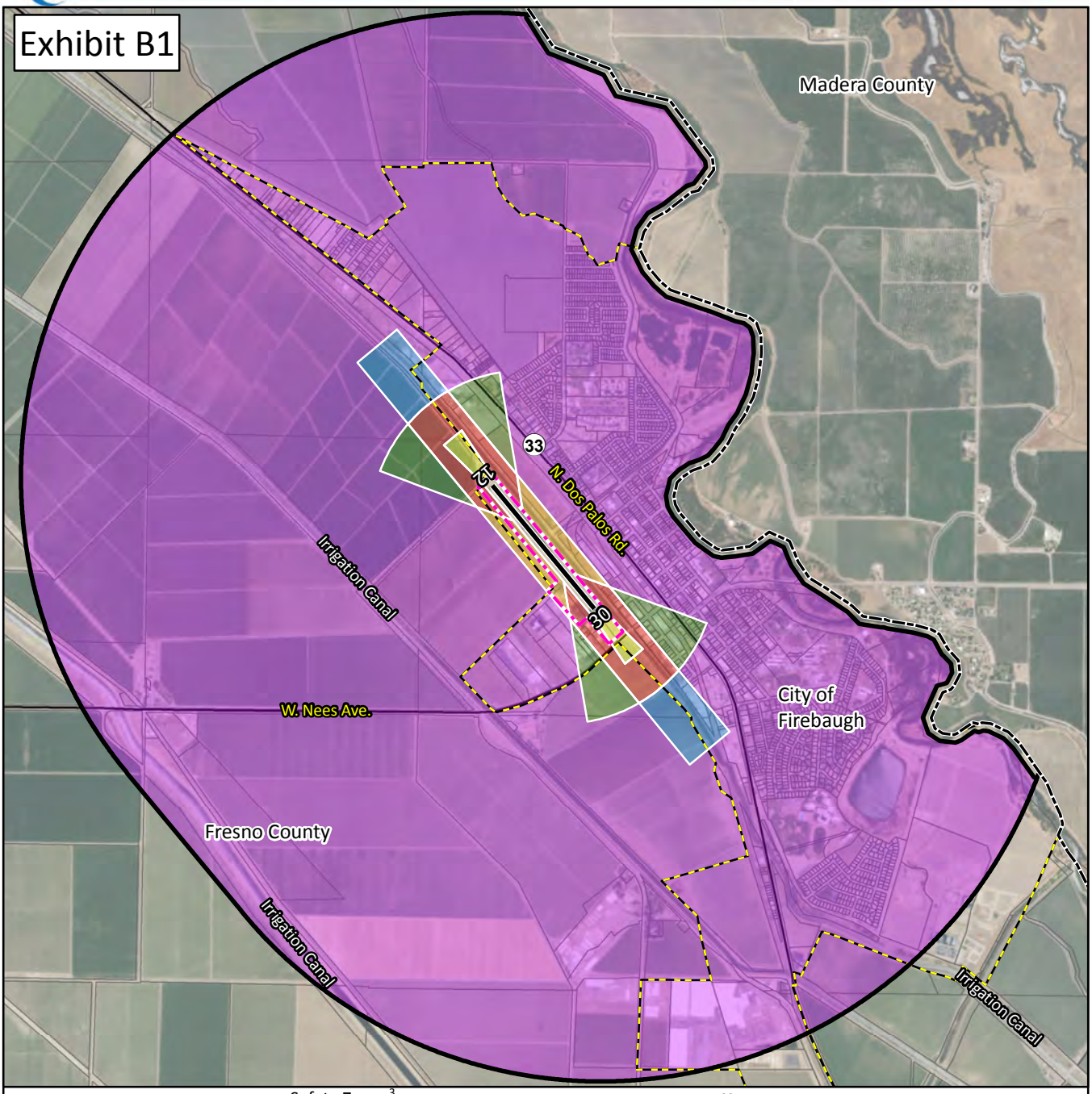
As outlined in Public Utilities Code (PUC) Section 21675(a), the noise contours included in an ALUCP must reflect the anticipated growth of the airport during at least the next 20 years. **Table B1** summarizes the 2037 operations for the Airport using the FAA's Terminal Area Forecast, Fiscal Years 2016-2045, and also includes the aircraft types used in the noise model. Airfield observations and based aircraft lists were used to determine the types of aircraft which frequently use the Airport. To accurately represent the noise conditions at the Airport, the AEDT provides aircraft noise data for many of the aircraft operating in the national fleet.

The selection of individual aircraft types is important to the modeling process because different aircraft types generate different noise levels. The aircraft fleet mix for Firebaugh Airport was derived from an interview with the Airport manager, based aircraft list, and a review of flight plan records. **Table B1** summarizes the generalized fleet mix data input into the noise analysis.

A variety of general aviation, single engine fixed-propeller aircraft are modeled with the GASEPV and GASEPF aircraft in the AEDT. The GASEPV represents many single engine general aviation aircraft including the Mooney M-20, Cessna 172 and 180, Piper Cherokee Arrow, and the Air Tractor AT-502 and AT-802. The general aviation, single engine fixed-pitch propeller model, the GASEPF, also represents several single engine general aviation aircraft. These include the Cessna 150, Piper Archer, and the Piper Tomahawk.

The CNA208 designator represents single engine turboprop aircraft including the Cessna Caravan and Beech Bonanza 36. The Beech Baron (BEC58P) represents light twin-engine aircraft, such as Beech 50, Beech 55, Piper PA-23, PA-30, PA-34, Cessna 304, Cessna 310, and Cessna 401.

Exhibit B1



LEGEND

- Runway[1]
- Airport Boundary[1]
- Parcel Boundary
- Municipal Boundary
- County Boundary
- Streets
- Airport Influence Area (AIA)[2]

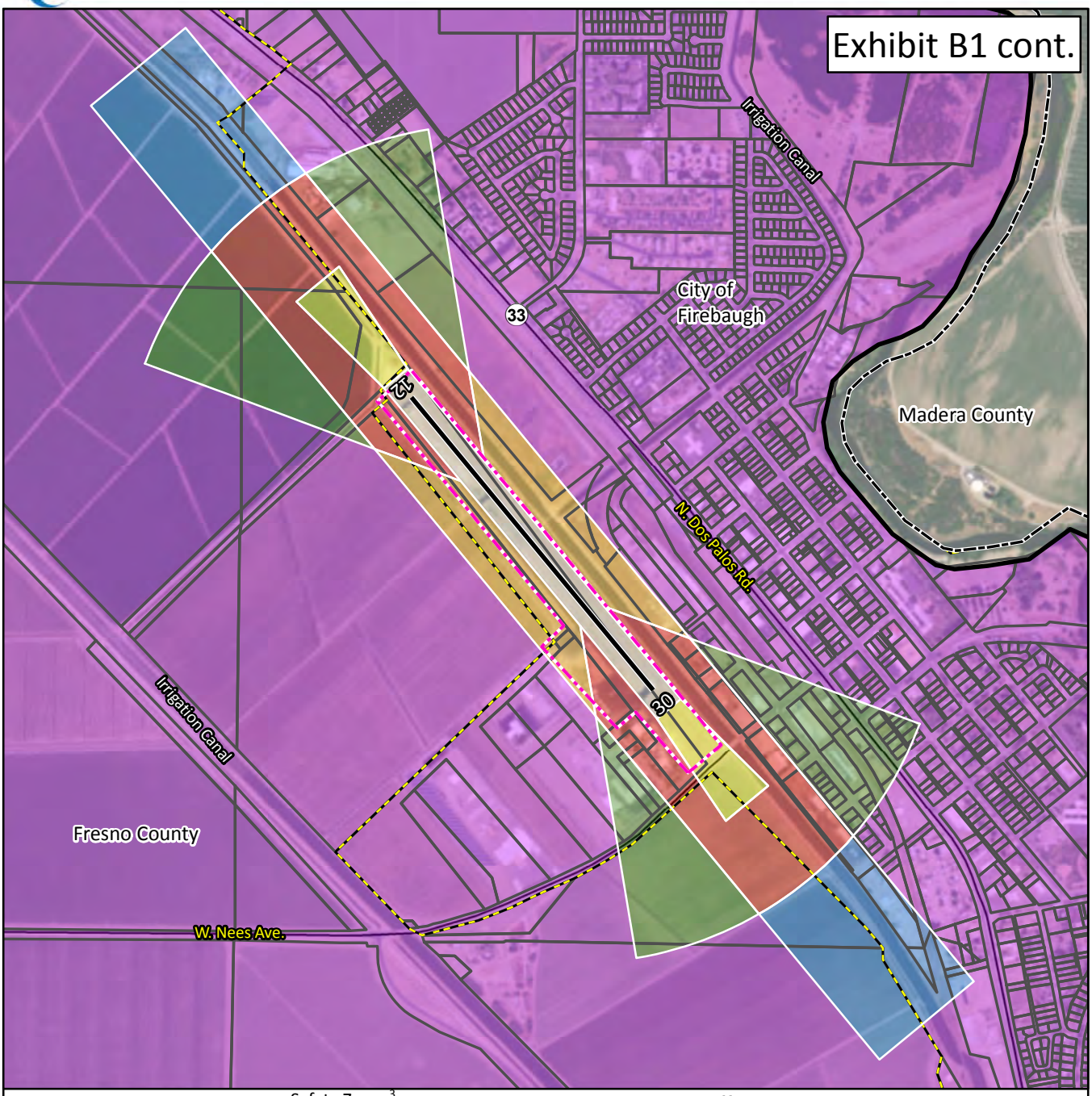
Safety Zones[3]

1. Runway Protection Zone
2. Inner Approach/Departure Zone
3. Inner Turning Zone
4. Outer Approach/Departure Zone
5. Sideline Zone
6. Traffic Pattern Zone

N 0 3,000 6,000

1" = 3,000'

[1]Firebaugh Airport Layout Plan (2013).
[2]AIA drawn from Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[3]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).



LEGEND

- Runway[1]
- Airport Boundary[1]
- Parcel Boundary
- Municipal Boundary
- County Boundary
- Streets
- Airport Influence Area (AIA)[2]

Safety Zones[3]

1. Runway Protection Zone
2. Inner Approach/Departure Zone
3. Inner Turning Zone
4. Outer Approach/Departure Zone
5. Sideline Zone
6. Traffic Pattern Zone

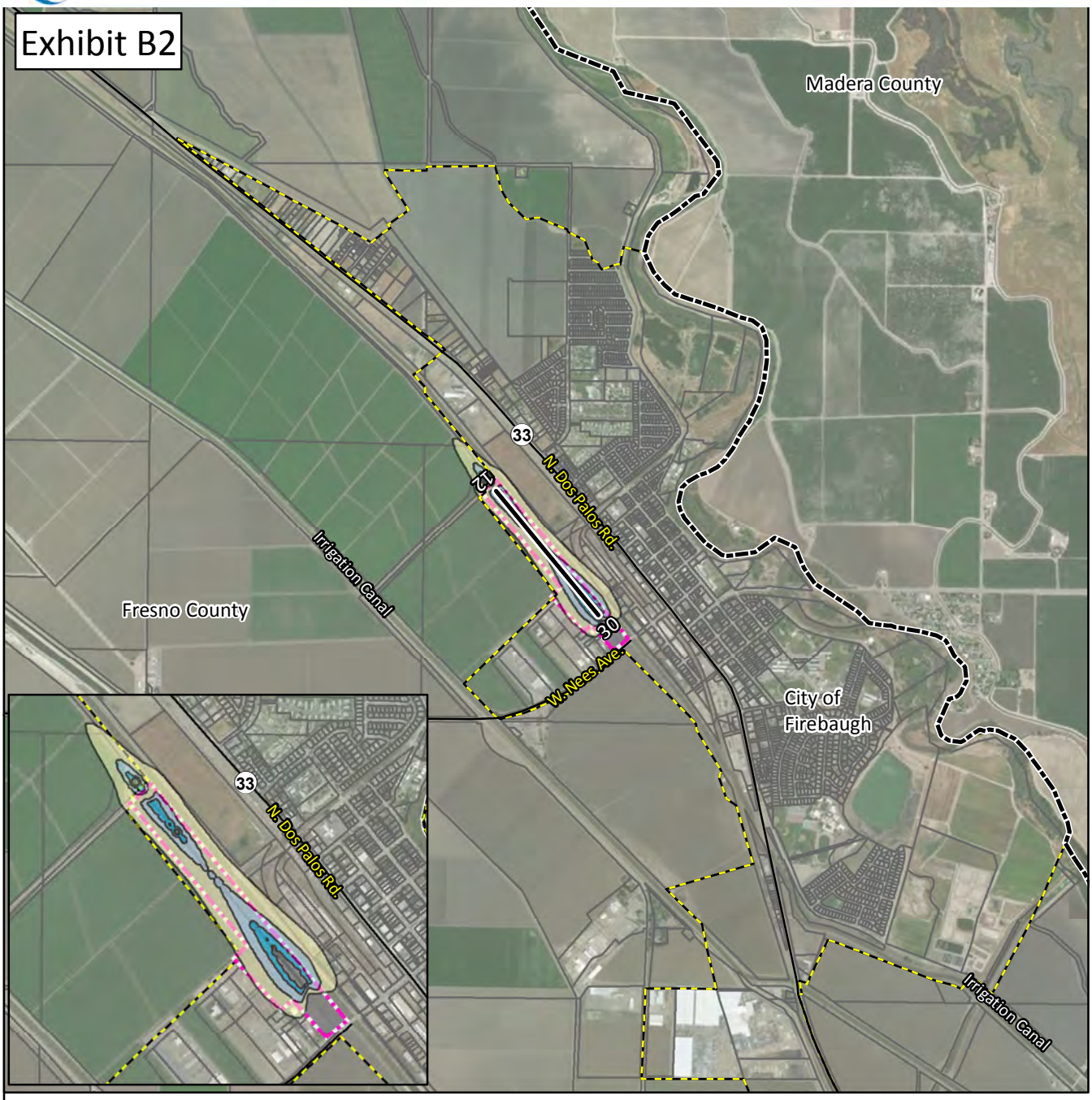
N

0 1,200 2,400

1" = 1,200'

[1]Firebaugh Airport Layout Plan (2013).
[2]AIA drawn from Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[3]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit B2



LEGEND

- Runway Centerline[1]
- Airport Property[1]
- Parcel Boundaries
- Municipal Boundary
- County Boundary

Future Noise Contours[2]

- 60 CNEL
- 65 CNEL
- 70 CNEL

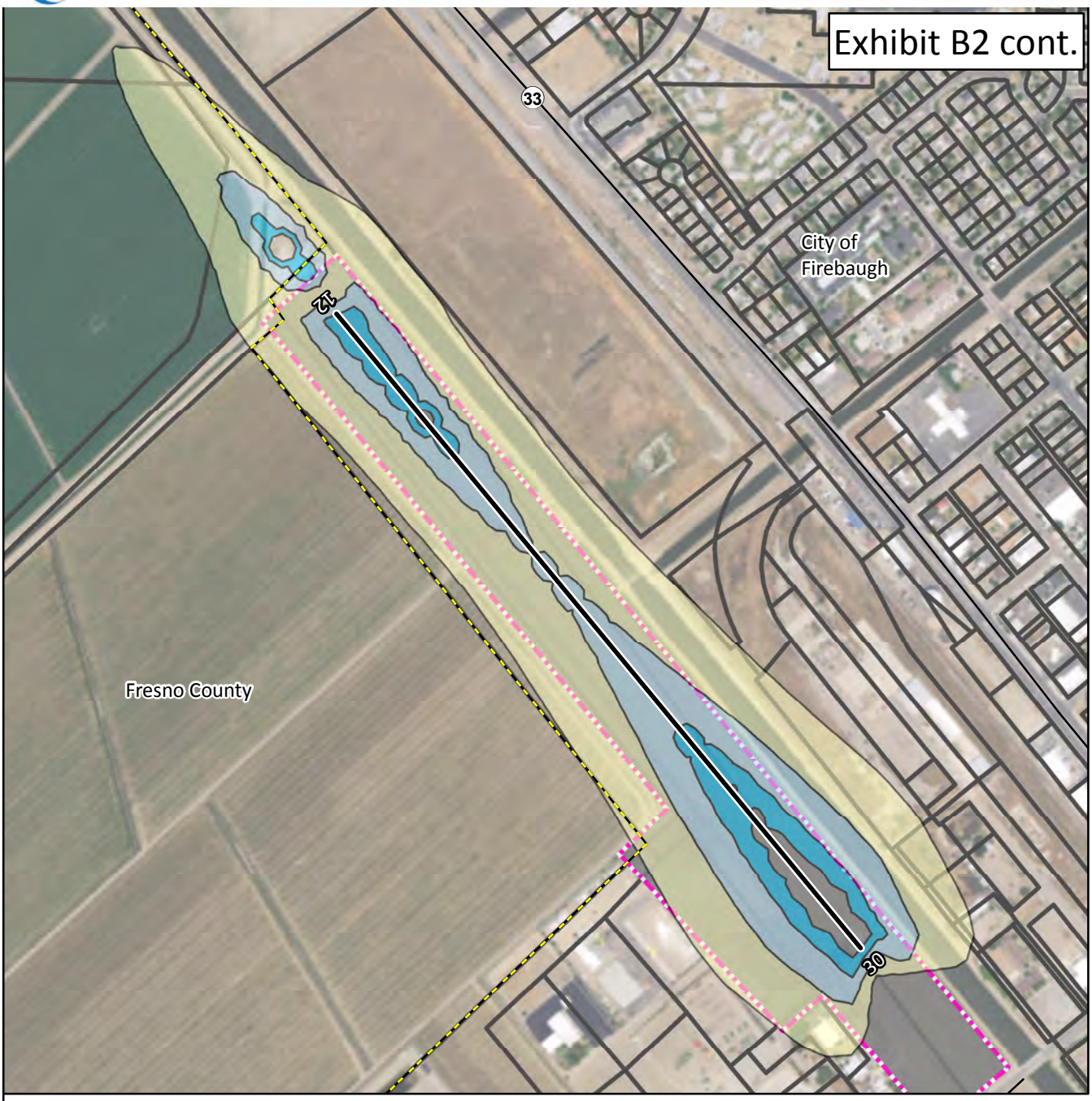
N

0 2,000 4,000

1" = 2,000'

[1]Firebaugh Airport Layout Plan (2013).
[2]Community Noise Equivalent Level - Coffman Associates Analysis
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit B2 cont.



LEGEND

- Runway Centerline[1]
- Airport Property[1]
- Parcel Boundaries
- Municipal Boundary

Future Noise Contours[2]

- 60 CNEL
- 65 CNEL
- 70 CNEL

N

0 600 1,200

1" = 600'

[1]Firebaugh Airport Layout Plan (2013).
[2]Community Noise Equivalent Level - Coffman Associates Analysis
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

TABLE B1
Firebaugh Airport
Aircraft Fleet Mix and Operations

Operations	AEDT Designator	2017[1]	2037[2]
Itinerant			
Single Engine, Fixed	GASEPF	1,910	1,910
Single Engine, Variable	GASEPV	1,910	1,910
Single Engine, Turboprop	CNA208	80	80
Twin Engine	BEC58P	100	100
Subtotal		4,000	4,000
Local			
Single Engine, Fixed	GASEPF	3,000	3,000
Single Engine, Variable	GASEPV	3,000	3,000
Subtotal		6,000	6,000
Grand Total		10,000	10,000

Source:
[1] FAA 5010 Airport Master Record, operations for 12 months ending June 13, 2017
[2] FAA Terminal Area Forecast, Fiscal Years 2016-2045, January 2017

Time-of-Day

The time-of-day which aircraft operations occur is important as input to the AEDT due to the 10-decibel nighttime (10:00 p.m. to 7:00 a.m.) and 4.8-decibel evening (7:00 p.m. to 10:00 p.m.) weighting of flights.

Since the Airport is not equipped with an airport traffic control tower (ATCT), time-of-day information was estimated based upon Airport staff interviews and time-of-day activity levels at similar airports. Currently, most operations occur during the daytime hours, with an estimated one percent occurring during evening hours, and approximately one percent occurring during nighttime hours.

Runway Use

Runway usage data is also an essential component for developing noise exposure contours. Based on a review of regional airport activity and wind conditions, the following assumptions were made for runway use:

- Runway 12 – 25 percent
- Runway 30 – 75 percent

Flight Tracks

A review of local flight procedures was used to develop consolidated flight tracks for use in the AEDT. As discussed below, the traffic pattern for Runway 12 is right hand and the traffic pattern for Runway 30

is left hand. Accordingly, it is assumed that touch-and-go traffic occurs to the west of the Airport for Runway 12-30.

Flight Profiles

The standard arrival profile used in the AEDT program is a three-degree approach. No indication was given by Airport staff that there was any variation on this standard procedure for civilian aircraft. Therefore, the standard approach was included in the model as representative of local operating conditions.

AIRSPACE AND OVERFLIGHT

Exhibit B3 depicts the Airspace Plan from the 2013 Firebaugh Airport Layout Plan. This exhibit includes the 14 CFR Part 77 Conical Surface which is also the Airport Influence Area for Firebaugh Airport.

AIRPORT INFORMATION

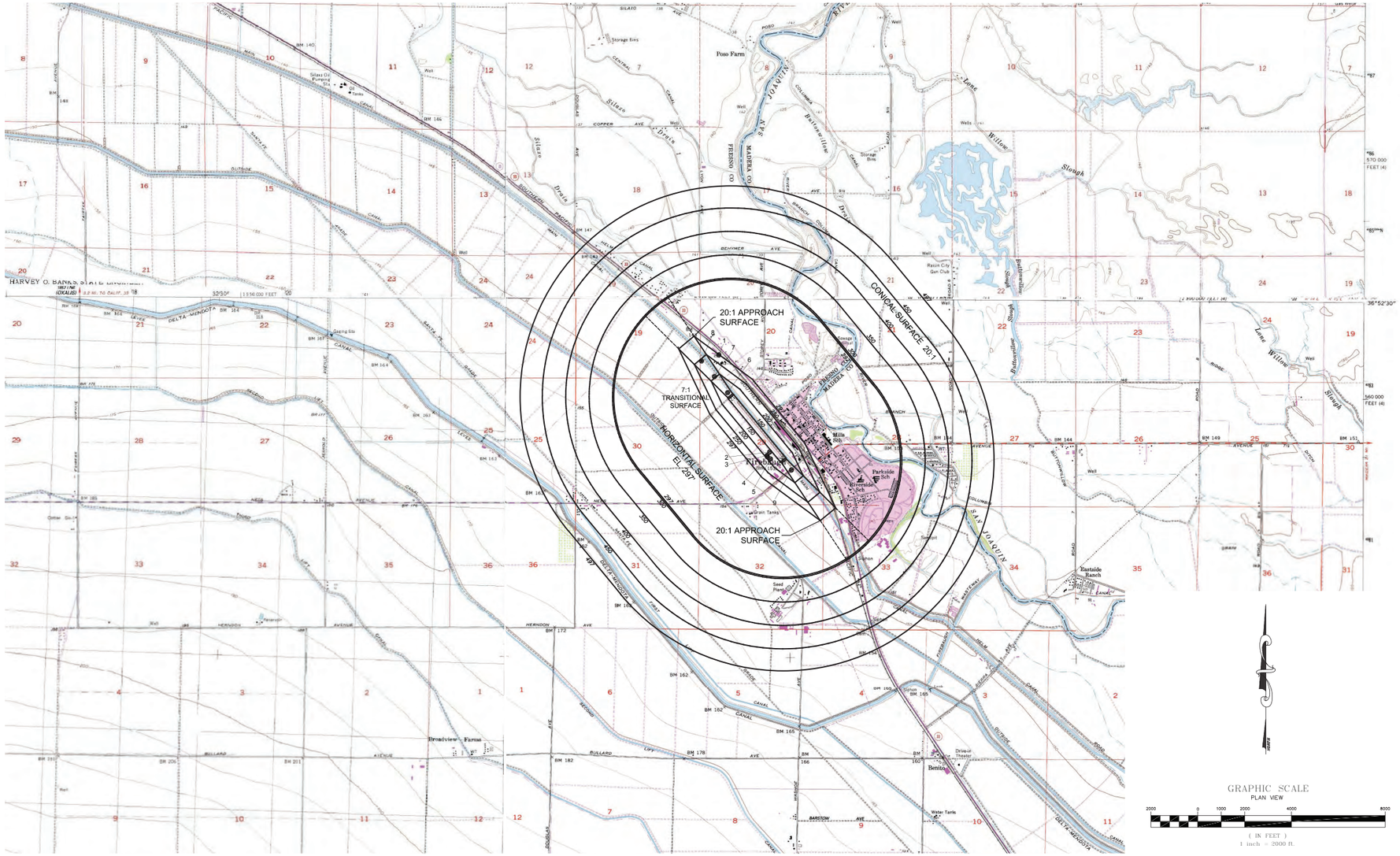
AIRPORT FACILITIES

Firebaugh Airport has one runway, Runway 12-30. **Table B2** provides additional details about the Airport's facilities and **Exhibit B4** shows the ALP.

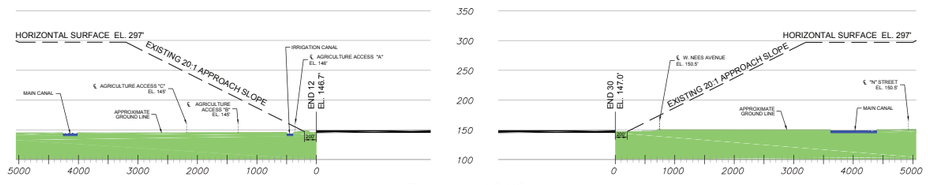
Runway 12-30 is 3,102 feet long and 60 feet wide. It is constructed of asphalt and is in good condition. The traffic pattern is right-handed on Runway 12 and left-handed on Runway 30. The runway lighting consists of medium intensity runway lighting (MIRL) only, as the touchdown point is unlighted and there are no approach lights or runway end identifier lights (REILs). Runway 30 is equipped with a visual approach slope indicator (VASI) at a three-degree glide path; however, there are no instrument approach aids located at the airport. Approximately four to five years ago, Runway 12-30, the taxiway, and tiedowns were all repaired. There are two published approaches for the airport, an area navigation (RNAV-GPS) approach and a very high frequency omnidirectional range distance measuring equipment (VOR/DME) approach.

FUTURE AIRPORT PLANS

The Airport has plans to acquire the triangle-shaped parcel of land just north of Runway 12. Other than this property acquisition, there are no changes proposed for the Airport during the planning horizon of this study.



GRAPHIC SCALE
PLAN VIEW
2000 0 1000 2000 4000 8000
(IN FEET)
1 inch = 2000 ft.



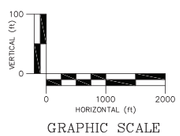
RUNWAY 12-30

LEGEND

OBJECTS PENETRATING APPROACH SURFACES

15' REQUIRED ROADWAY CLEARANCES

Note: See inner portion of the approach plan view for close-in obstructions.



GRAPHIC SCALE
PROFILES

FAR PART 77 OBSTRUCTION DATA

No.	DESCRIPTION*	FAR PART 77 SURFACE**	OBJECT ELEV.*	PENETRATION** (FEET)	DISPOSITION OF OBSTRUCTIONS**
1	SILO	TRANSITIONAL	249.83	-45.78	NONE
2	WIND SOCK	TRANSITIONAL	171.15	8.87	LIGHT
3	POWER POLE	TRANSITIONAL	179.12	-8.80	NONE
4	LIGHT POLE	TRANSITIONAL	179.99	-10.92	NONE
5	LIGHT POLE	TRANSITIONAL	178.02	-6.76	NONE
6	AG. ACCESS "A"	APPROACH	161'	6	INSTALL CAUTION SIGNS
7	AG. ACCESS "B"	APPROACH	160'	-42	NONE
8	AG. ACCESS "C"	APPROACH	160'	-85	NONE
9	W. NEES AVE	APPROACH	165.5'	-8	NONE

Source: * City of Firebaugh Survey
**** Kimley-Horn and Associates analysis, January 2011**

NO.	DATE	BY	REVISIONS
1			
2			
3			
4			
5			
6			

SCALE AS SHOWN
DRAWN BY KAG
DESIGNED BY ADN
CHECKED BY AJO

PREPARED BY
Kimley»Horn and Associates, Inc.
© 2011

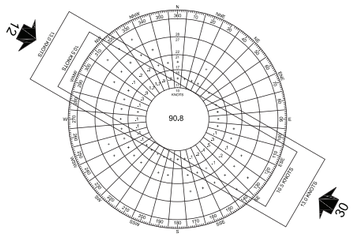
AIRPORT AIRSPACE PLAN

PREPARED FOR
FIREBAUGH AIRPORT
CITY OF FIREBAUGH, CALIFORNIA
1575 11TH STREET
FIREBAUGH, CALIFORNIA 93622

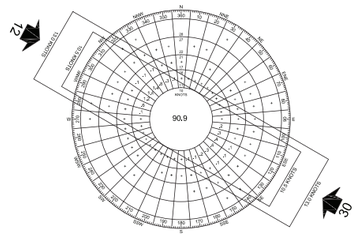
DATE
06/24/2013
PROJECT NO.
094610000
SHEET NUMBER
3 OF 5

Drawing name: K:\DFA_AVIATION\Firebaugh, CA\094610000 – ALP Update – 2009\6_CADD\CADD\ALP\Firebaugh_Airspace.dwg AIRSPACE Jul 30, 2013 8:53am by: bob.hamilton

MERCED



MADERA



ALL WEATHER WINDROSE
79,578 (MERCED) / 77,303 (MADERA) OBSERVATIONS

RUNWAY(S)	CROSSWIND COMPONENT (KTS)			
	10,5	13,0	16,0	20,0
12-30 (MERCED)	99,35%	99,83%	99,97%	100,00%
12-30 (MADERA)	99,54%	99,82%	99,95%	99,98%

SOURCE: NATIONAL CLIMATIC DATA CENTER, ASHEVILLE, NC
STATIONS: 724815 & 745046
PERIOD: 2000 - 2009

NON-STANDARD CONDITIONS

1. EXISTING RUNWAY HOLD POSITION MARKINGS ARE IN A NON-STANDARD CONDITION. HOLD POSITION MARKINGS FOR AN A-I SMALL AIRPLANE EXCLUSIVE RUNWAY SHALL BE PLACED AT 125' ACCORDING TO AC 150/5300-13A.

RUNWAY DATA

		RUNWAY 12-30 (FUTURE 13-31)			
ITEM		EXISTING		FUTURE	
RUNWAY LENGTH x WIDTH (FT.)		3102 x 60		SAME	
RUNWAY REFERENCE CODE (BY ARC)		A-I (Small Aircraft)		SAME	
CRITICAL DESIGN AIRCRAFT		AERO COMMANDER S2R		SAME	
CRITICAL AIRCRAFT WINGSPAN		44.3'		SAME	
CRITICAL AIRCRAFT UNDERCARRIAGE WIDTH		UNAVAILABLE		SAME	
CRITICAL AIRCRAFT APPROACH SPEED (KNOTS)		75		SAME	
CRITICAL AIRCRAFT MAX. CERTIFIED TAKEOFF WEIGHT (LBS)		6,000 LBS		SAME	
EFFECTIVE GRADIENT		0.0%		SAME	
PERCENT MAXIMUM GRADIENT		0.0%		SAME	
% WIND COVERAGE (10.5 KNOTS)		99% (EST)		SAME	
RUNWAY PAVEMENT STRENGTH (000 LBS)		12.0 SG		SAME	
RUNWAY SURFACE TYPE/FRICTION		ASPHALT/GOOD		SAME	
TAXIWAY SURFACE TYPE		ASPHALT		SAME	
RUNWAY ELEVATION (AMSL)		147'		SAME	
RUNWAY HIGH AND LOW POINT ELEVATIONS		147.0' HP / 146.7' LP		SAME	
RUNWAY LIGHTING		MIRL		SAME	
RUNWAY MARKING		VISUAL		SAME	
RUNWAY ENDS		12	30	13	31
RUNWAY END ELEVATION (AMSL)		146.7'	147.0'	SAME	SAME
RUNWAY END COORDINATES (NAD '83)	LATITUDE	36°51'47.62"N	36°51'24.30"N	SAME	SAME
	LONGITUDE	120°28'04.43"W	120°27'39.69"W	SAME	SAME
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	LENGTH	1000'	1000'	SAME	SAME
	WIDTH (INNER/OUTER)	250'/450'	250'/450'	SAME	SAME
APPROACH LIGHTING		N/A	N/A	SAME	SAME
TOUCH DOWN ZONE ELEVATIONS (AMSL)		147'	147'	SAME	SAME
F.A.R. PART 77 IMAGINARY AIRSPACE SURFACES	APPROACH CATEGORY	A(V)	A(V)	SAME	SAME
	APPROACH SURFACE SLOPES	20:1	20:1	SAME	SAME
NAVAIDS	ELECTRONIC NAVAIDS	NONE	NONE	SAME	SAME
	VISUAL APPROACH AIDS	NONE	VASI (OTS)	SAME	SAME
APPROACH VISIBILITY MINIMUMS		VISUAL	VISUAL	SAME	SAME
RUNWAY SAFETY AREA (RSA)	WIDTH x LENGTH BEYOND RWY END	120 X 240		SAME	
RUNWAY OBJECT FREE AREA (OFA)	WIDTH x LENGTH BRE	250 X 240		SAME	
RUNWAY OBJECT FEE ZONE (OFZ)	WIDTH x LENGTH BRE	250 X 200		SAME	
DISTANCE FROM RUNWAY CL TO HOLD BARS AND SIGNS		MIN 112' / MAX 120'		SAME	
DISTANCE FROM RUNWAY CL TO PARALLEL TAXIWAY CL		150'		SAME	
DISTANCE FROM TAXIWAY CL TO FIXED/MOVEABLE OBJECT		83'		60'	
TAXIWAY OFA WIDTH		89'		SAME	
TAXIWAY SAFETY AREA WIDTH		49'		SAME	
TAXIWAY WINGTIP CLEARANCE		20'		SAME	
VERTICAL LINE OF SIGHT PROVIDED		YES		SAME	

AIRPORT DATA

		EXISTING	FUTURE
ESTABLISHED AIRPORT ELEVATION (NAVD 88)		147.00' AMSL	SAME
AIRPORT REFERENCE POINT COORDINATES (NAD '83)	LATITUDE	36° 51' 36.0" N	SAME
	LONGITUDE	120° 27' 52.1" W	SAME
MAX. TEMPERATURE - HOTTEST MONTH		97°F JULY	SAME
AIRPORT & TERMINAL NAVAIDS		BEACON	SAME
AIRPORT SERVICE LEVEL		GENERAL AVIATION	SAME
AIRPORT ROLE		PUBLIC	SAME
AIRPORT ACREAGE		36.6	SAME
GPS		YES	SAME

LEGEND

	EXISTING	FUTURE
BUILDING RESTRICTION LINE (BRL) (20' CLEAR)	BRL	BRL
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY OBJECT FREE AREAS (ROFA)	ROFA	ROFA
RUNWAY OBJECT FREE ZONE (ROFZ)	ROFZ	ROFZ
RUNWAY OBJECT FREE AREAS AND RUNWAY OBJECT FREE ZONE OVERLAY (ROFA / ROFZ)	ROFA/ROFZ	ROFA/ROFZ
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
AIRFIELD PAVEMENT		
OTHER PAVED SURFACES		
UNPAVED SURFACES		SAME
BUILDINGS		
AIRPORT REFERENCE POINT (ARP)		SAME
WIND CONE		
VASI		SAME
AIRPORT BEACON		
THRESHOLD LIGHTS		SAME
GROUND CONTOUR		SAME
SPOT GROUND ELEVATION	147.5	SAME
AIRPORT PROPERTY		
FENCE		SAME
AVIGATION EASEMENT	N/A	
THRESHOLD SITING SURFACE	TSS	SAME
MEDIUM INTENSITY TAXIWAY LIGHTING	N/A	
SECTION CORNER	1920 1929	SAME

APPROVALS

FEDERAL AVIATION ADMINISTRATION

BY: _____

TITLE: _____ DATE: _____

CITY OF FIREBAUGH

BY: _____

TITLE: _____ DATE: _____

CONSTRUCTION NOTICE REQUIREMENT

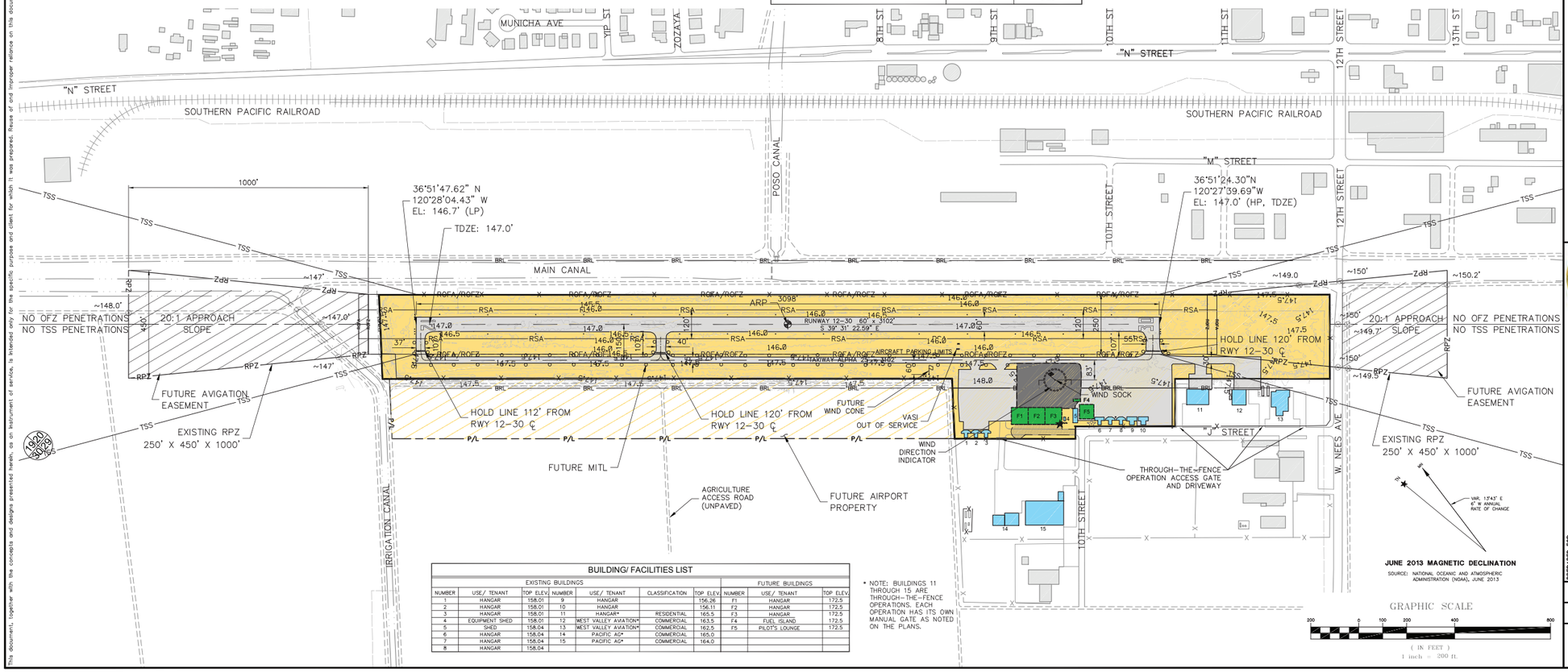
TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED THROUGH THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

FAA DISCLAIMER

THE CONTENTS OF THIS EXHIBIT REFLECT THE VIEWS OF THE CITY OF FIREBAUGH WHICH IS RESPONSIBLE FOR THE FACTS AND ACCURACY OF THE DATA PRESENTED HEREIN. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS EXHIBIT DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH PUBLIC LAWS 91-190, 91-258,94-353, AND/OR 90-495.

NOTE

GEOGRAPHICAL COORDINATES: HORIZONTAL DATUM - NAD83, VERTICAL DATUM - NAVD88. ALL ELEVATIONS ARE BASED UPON A NAVD 88 DATUM AND ARE BASED UPON THE SITE BM FIREPORT WITH A PUBLISHED NAVD 88 ELEVATION OF 147.10 FEET ABOVE SEA LEVEL. NGS DATA SHEETS SHOW NO PACS OR SACS GEODETIC CONTROL NEAR THE AIRPORT.



BUILDING/ FACILITIES LIST

EXISTING BUILDINGS							FUTURE BUILDINGS		
NUMBER	USE/ TENANT	TOP ELEV.	NUMBER	USE/ TENANT	CLASSIFICATION	TOP ELEV.	NUMBER	USE/ TENANT	TOP ELEV.
1	HANGAR	158.01	9	HANGAR		156.26	F1	HANGAR	172.5
2	HANGAR	158.01	10	HANGAR		156.11	F2	HANGAR	172.5
3	HANGAR	158.01	11	HANGAR*	RESIDENTIAL	165.5	F3	HANGAR	172.5
4	EQUIPMENT SHED	158.01	12	WEST VALLEY AVIATION*	COMMERCIAL	163.5	F4	FUEL ISLAND	172.5
5	SHED	158.04	13	WEST VALLEY AVIATION*	COMMERCIAL	162.5	F5	PILOT'S LOUNGE	172.5
6	HANGAR	158.04	14	PACIFIC AG*	COMMERCIAL	165.0			
7	HANGAR	158.04	15	PACIFIC AG*	COMMERCIAL	164.0			
8	HANGAR	158.04							

* NOTE: BUILDINGS 11 THROUGH 15 ARE THROUGH-THE-FENCE OPERATIONS. EACH OPERATION HAS ITS OWN MANUAL GATE AS NOTED ON THE PLANS.

NO.	REVISIONS	DATE	BY
6			
5			
4			
3			
2			
1			

SCALE 1" = 200'
DRAWN BY KAG
DESIGNED BY ADN
CHECKED BY AJO

PREPARED BY
Kimley»Horn and Associates, Inc.

AIRPORT LAYOUT DR AWING

PREPARED FOR
FIREBAUGH AIRPORT
CITY OF FIREBAUGH, CALIFORNIA
1575 11TH STREET
FIREBAUGH, CALIFORNIA 93622

DATE
06/24/2013
PROJECT NO.
094610000
SHEET NUMBER
2 OF 5

Drawing name: K:\DFW_AVIATION\Firebaugh, CA\094610000 - ALP Update - 2009\6_CAD\CADD\ALP\Firebaugh_ALD.dwg ALD Jul 30, 2013 - 8:52am by: bob.hamilton

TABLE B2
Airport Facilities
Firebaugh Airport

	Runway 12-30
RUNWAY	
Length (feet)	3,102
Width (feet)	60
Threshold Displacement (feet)	0
Runway Pavement Surface Material	Asphalt
Runway Pavement Surface Treatment	Not listed
Runway Pavement Condition	Good
Traffic Pattern	Right | Left
Runway Pavement Load Bearing Strength (lbs.)	
Single Wheel	12,000
Dual Wheel	N/A
Double Tandem	N/A
Double Dual Tandem	N/A
Runway Pavement Markings	
Type	Basic
Condition	Fair
Runway Lighting	
Runway Edge Lighting	MIRL
Approach Lighting System (ALS)	None
Touchdown Point	Yes (no lights)
Runway End Identifier Lights (REILs)	No
VISUAL APPROACH AIDS	
Type	N/A | 2-box VASI on left
Glide Path	N/A | 3.00 degrees
INSTRUMENT APPROACH AIDS	
Instrument Landing System (ILS)	No
Global Positioning System (GPS)	No
VOR/DME	No

N/A: Not Applicable
MIRL: Medium Intensity Runway Lights
VASI: Visual Approach Slope Indicator
VOR/DME: Very High Frequency Omnidirectional Range Distance Measuring Equipment
Source: AirNav (July 2017)

AIRPORT ENVIRONS

EXISTING LAND USES

Exhibit B5 shows existing land uses within Firebaugh Airport's airport influence area (AIA).

Much of the land to the north, west, and south of the Airport is unincorporated Fresno County and is comprised of agricultural uses. Select parcels in Fresno County are presently used as industrial sites, and there are few single-family residential parcels. A portion of the Firebaugh Airport 14 CFR Part 77 Conical Surface falls into Madera County and is not included in the AIA in this ALUCP. Areas southwest of the Airport property that are within Firebaugh's municipal limits are either commercial, industrial, or vacant

land uses. Land on the eastern side of the Airport is vacant, public, industrial, or commercial, serving as a buffer before the more residential areas of the City. There are three irrigation canals in the Airport's AIA, as well.

ZONING

Zoning in Firebaugh Airport's AIA is shown on **Exhibit B6**.

Unincorporated areas of Fresno County in the AIA are zoned entirely for agriculture. The parcels adjacent to the western Airport property line are zoned industrial. To the immediate east of the Airport are industrial zones. Farther east past North Dos Palos Road are commercial and multi- and single-family residential zones. Areas in the southern portion of the AIA are primarily commercial, with some areas to the south and south east zoned more for residential uses. Areas along the southeastern and easternmost boundary of the AIA are zoned for open space, which are along the municipal boundary for the City of Firebaugh and Madera County.

GENERAL PLAN

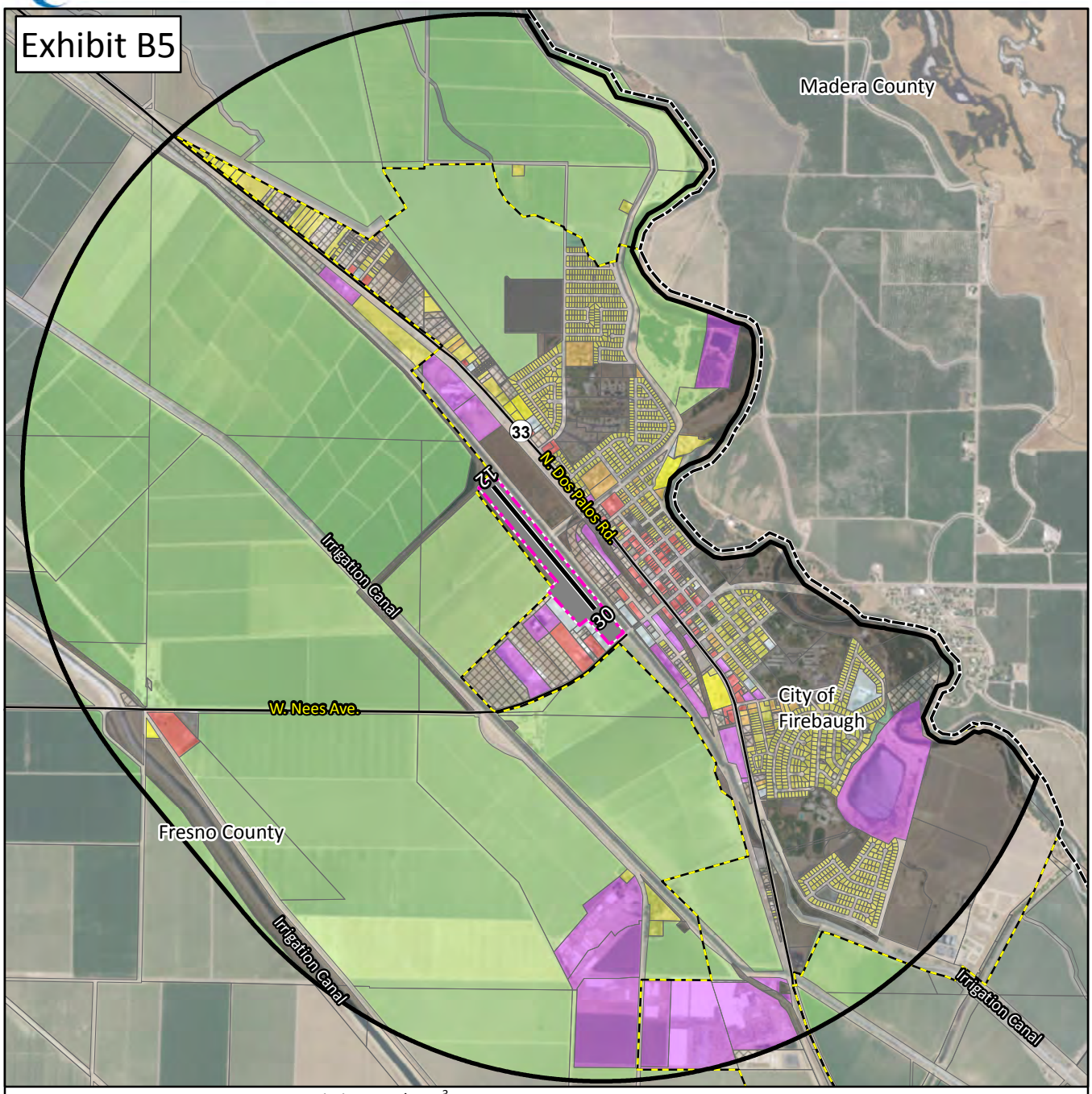
General plan land uses are shown on **Exhibit B7**.

Land uses in the entire western portion of the AIA are planned for agricultural uses, except for some areas closer to the Airport that are planned for either suburban offices or an office park. These areas planned for office uses fall within both unincorporated Fresno County and City of Firebaugh limits. The areas immediately east of the airport are planned for office use. East of North Dos Palos Road, uses are planned for commercial, mixed use, and single- and multi-family residential, as well as open space along the eastern municipal boundary. The northeastern and southeastern areas of the AIA are planned primarily for agricultural and single-family residential; however, the southeastern areas also have some parcels planned for public use, industrial, mixed use, and commercial.

COMPATIBILITY FACTORS

Exhibit B8 is a compatibility factors map, which compiles National Transportation Safety Board flight accident data for all airports in the United States, noise exposure contours, and arrival and departure flight tracks from the noise exposure contours. The purpose of this exhibit is to illustrate the methodology behind the shape and size of the safety, noise, and airspace compatibility zones.

Exhibit B5



LEGEND

- Runway[1]
- Airport Boundary[1]
- Parcel Boundary
- Municipal Boundary
- County Boundary
- Streets
- Airport Influence Area (AIA)[2]

Existing Land Use[3]

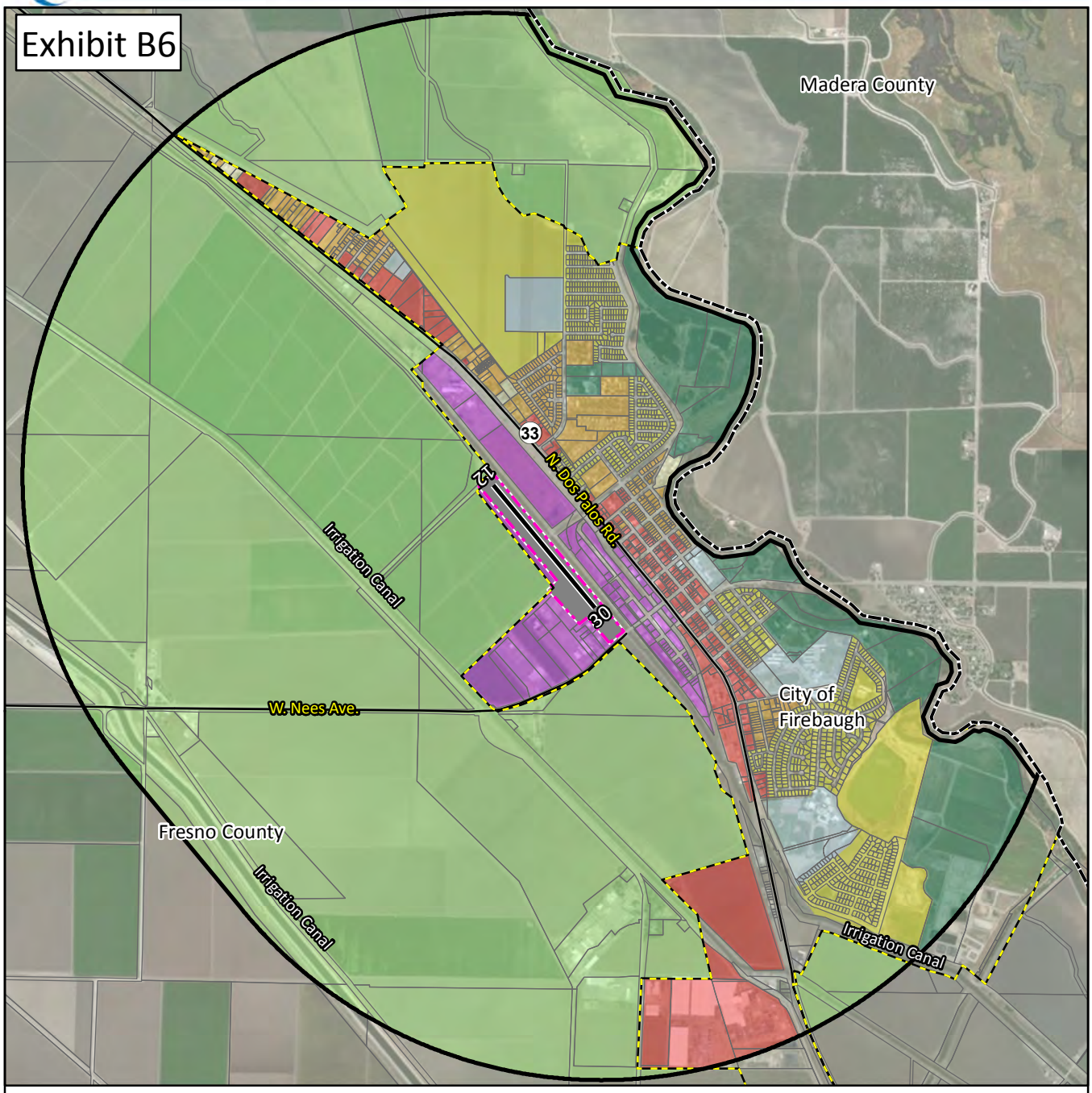
- Single Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Public
- Agricultural
- Open Space
- Transportation/Right-of-Way
- Vacant/Other
- No Data

N 0 3,000 6,000

1" = 3,000'

[1]Firebaugh Airport Layout Plan (2013).
[2]AIA drawn from Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[3]Fresno Council of Governments.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit B6



LEGEND

- Runway[1]
- Airport Boundary[1]
- Parcel Boundary
- Municipal Boundary
- County Boundary
- Streets
- Airport Influence Area (AIA)[2]

Zoning[3]

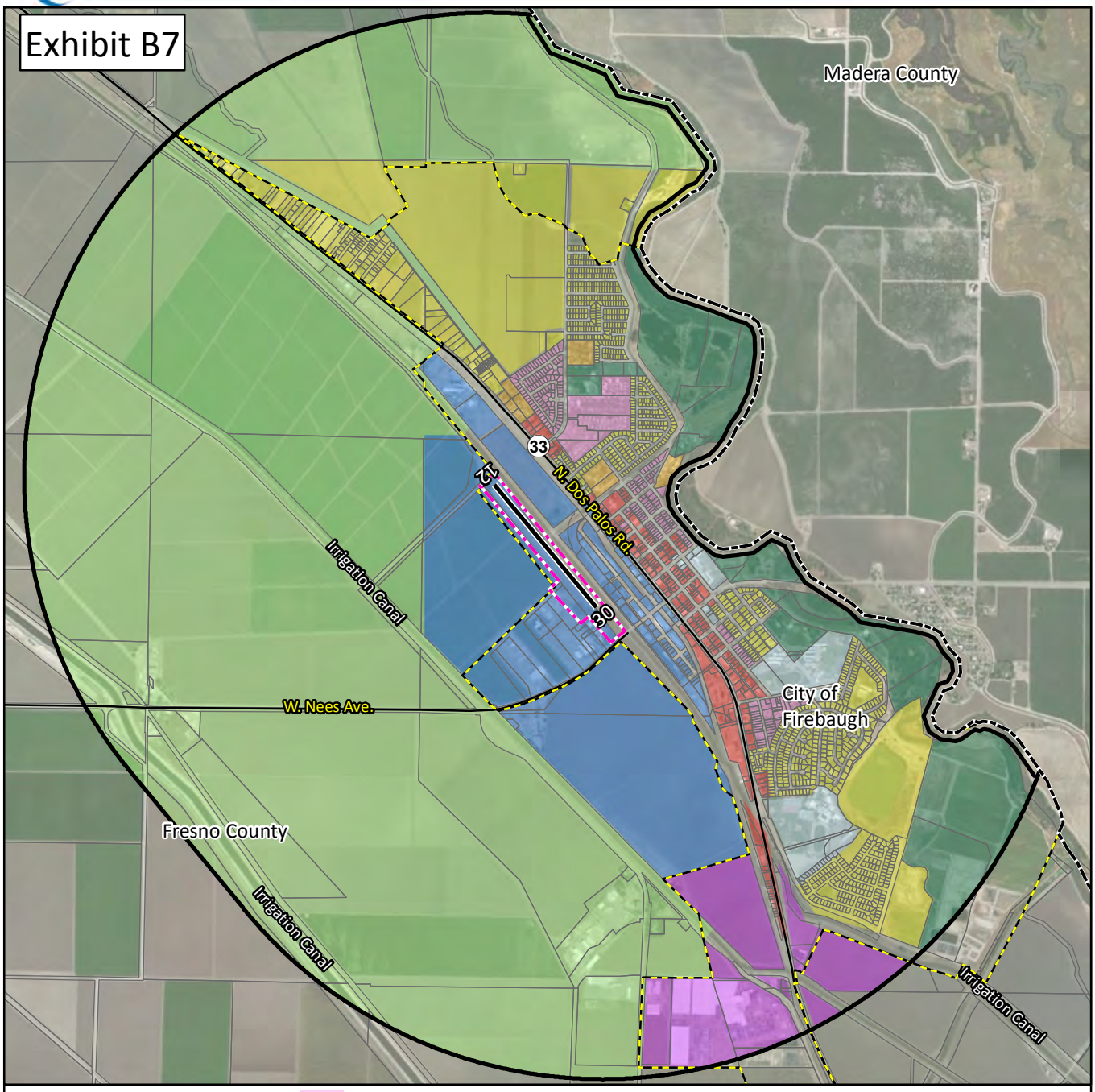
- Mobile Home Park
- Single Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Public
- Agriculture
- Open Space

N 0 3,000 6,000

1" = 3,000'

[1]Firebaugh Airport Layout Plan (2013).
[2]AIA drawn from Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[3]City of Firebaugh Zoning, Fresno County Zoning.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).
Note: This plan only applies to property within Fresno County.

Exhibit B7



LEGEND

- Runway[1]
- Airport Boundary[1]
- Parcel Boundary
- Municipal Boundary
- County Boundary
- Streets
- Airport Influence Area (AIA)[2]

General Plan[3]

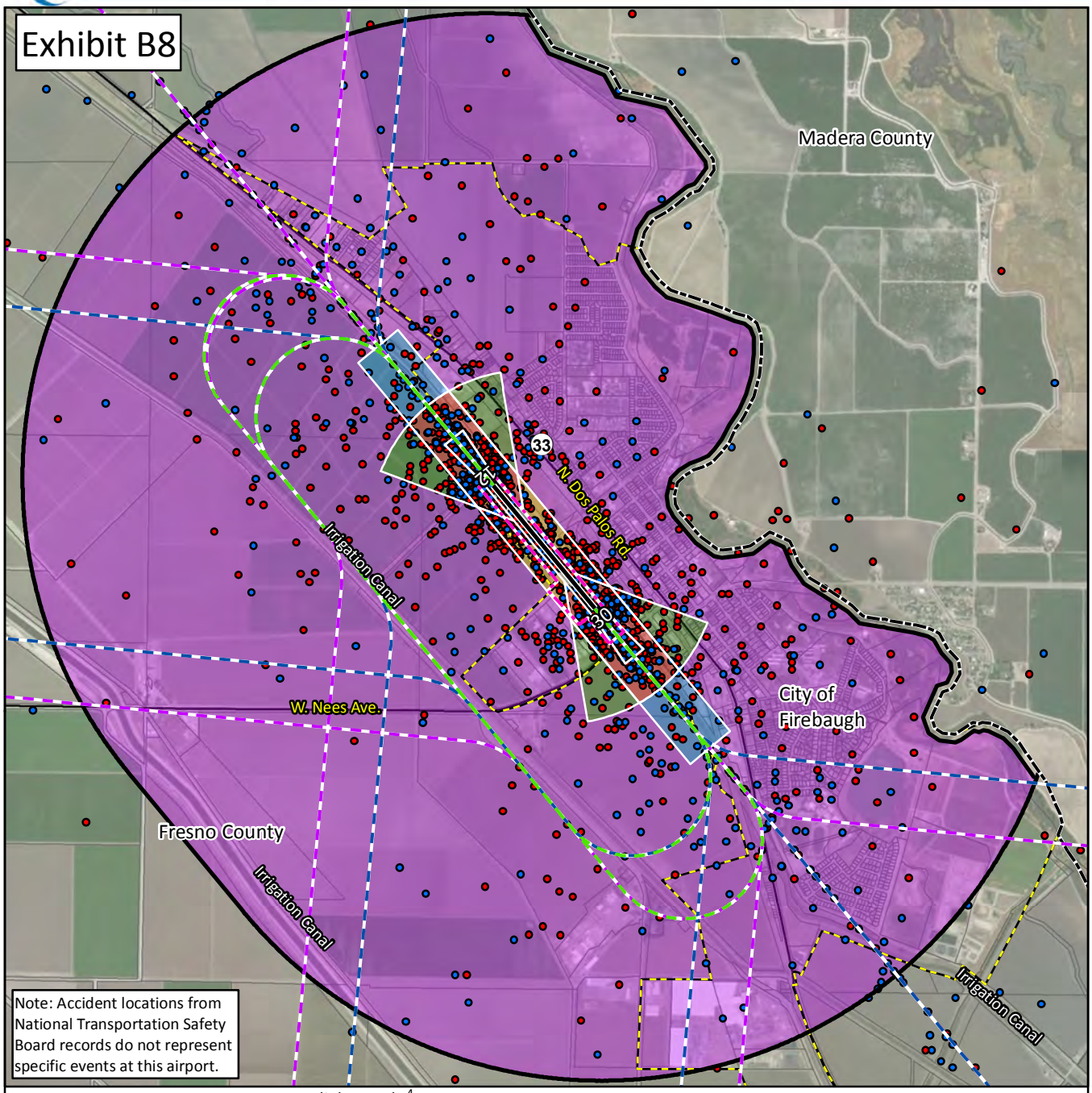
- Single Family Residential
- Multi-Family Residential
- Mixed Use
- Commercial
- Industrial
- Public
- Office
- Open Space
- Agriculture
- No Data

N 0 3,000 6,000

1" = 3,000'

[1]Firebaugh Airport Layout Plan (2013).
[2]AIA drawn from Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[3]Fresno County General Plan.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).
Note: This plan only applies to property within Fresno County.

Exhibit B8



LEGEND

- Runway[1]
- Airport Boundary[1]
- Parcel Boundary
- Municipal Boundary
- County Boundary
- Streets
- Arrival Accidents[2]
- Departure Accidents[2]
- Airport Influence Area (AIA)[3]

Flight Tracks[4]

- Approach
- Departure
- Touch And Go

Safety Zones[5]

1. Runway Protection Zone
2. Inner Approach/Departure Zone
3. Inner Turning Zone
4. Outer Approach/Departure Zone
5. Sideline Zone
6. Traffic Pattern Zone

N 0 3,000 6,000

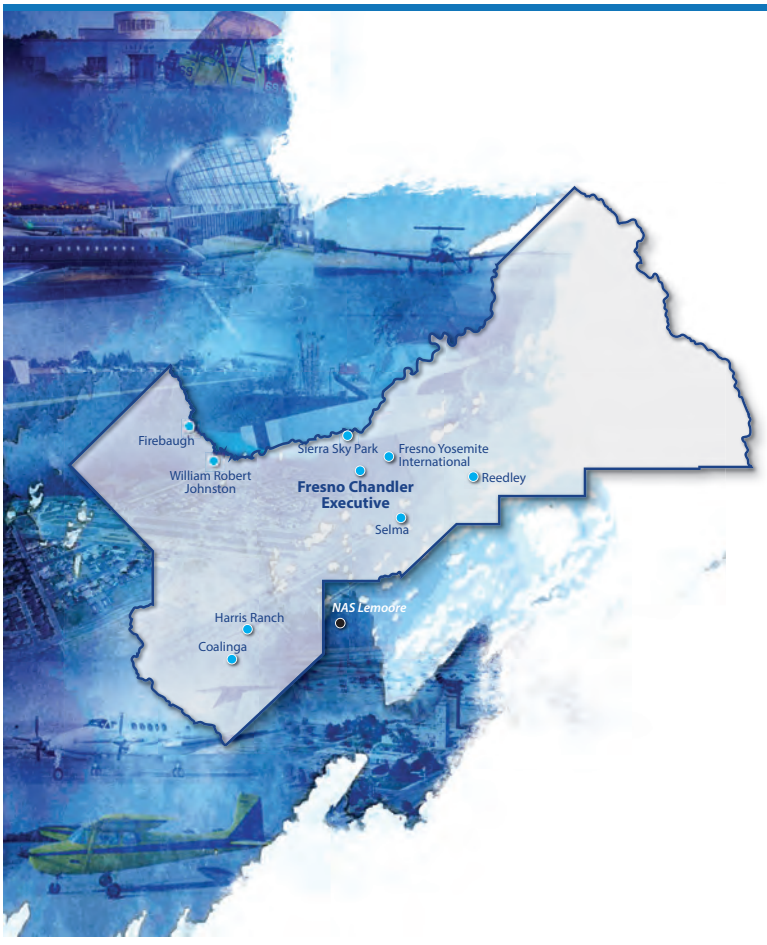
1" = 3,000'

[1]Firebaugh Airport Layout Plan (2013).
[2]California Airport Land Use Planning Handbook, 2011. Normalized from airports in United States.
[3]AIA drawn from Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]Coffman Associates analysis.
[5]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Fresno Council of Governments

Appendix C

FRESNO-CHANDLER EXECUTIVE AIRPORT



Appendix C: Fresno-Chandler Executive Airport

Appendix C provides an overview of Fresno-Chandler Executive Airport's (Airport) setting, airport influence area (AIA), safety zones, noise, and airspace and overflight areas. This Appendix will also discuss existing and planned land uses, as well as current and future Airport facilities.

Fresno-Chandler Executive Airport is owned and operated by the City of Fresno. It is approximately two miles west of downtown Fresno. The Airport covers 200 acres at an elevation of 280 feet above mean sea level. It is a public use facility, classified in the 2017 – 2021 *National Plan of Integrated Airport Systems* (NPIAS) as a regional reliever airport and as a regional airport in the *California Aviation System Plan* (CASP).

SAFETY ZONES

The AIA and Safety Zones for Fresno-Chandler Executive Airport are shown on **Exhibit C1**. Figure 3A of the California Airport Land Use Planning Handbook (Handbook) provides three example zones for general aviation airports, which are differentiated by runway length. The Handbook zone examples are provided as a starting point for developing safety zones specific to an airport. As discussed below, Fresno-Chandler Executive Airport has one runway, Runway 12-30, which is 3,627 feet long. The Federal Aviation Administration (FAA)-approved Airport Layout Plan (ALP) includes a runway extension to 4,000 feet. Therefore, the Safety Zones are based on the Medium General Aviation Runway example. For this Airport Land Use Compatibility Plan (ALUCP), the outermost zone in the Handbook examples was replaced by the 14 CFR Part 77 Conical Surface, which also represents the airspace and overflight review area boundaries. Additional information regarding the safety compatibility zones can be found in **Appendix M**.

NOISE

Exhibit C2 depicts the noise exposure contours from the Fresno Chandler Executive ALUCP dated September 2014.

AIRSPACE AND OVERFLIGHT

Exhibit C3 depicts the Airspace Plan from the 2011 *Fresno-Chandler Executive Airport Layout Plan Narrative Report*. This exhibit includes the 14 CFR Part 77 Conical Surface which is also the Airport Influence Area (AIA) for Fresno-Chandler Executive Airport.

AIRPORT INFORMATION

AIRPORT FACILITIES

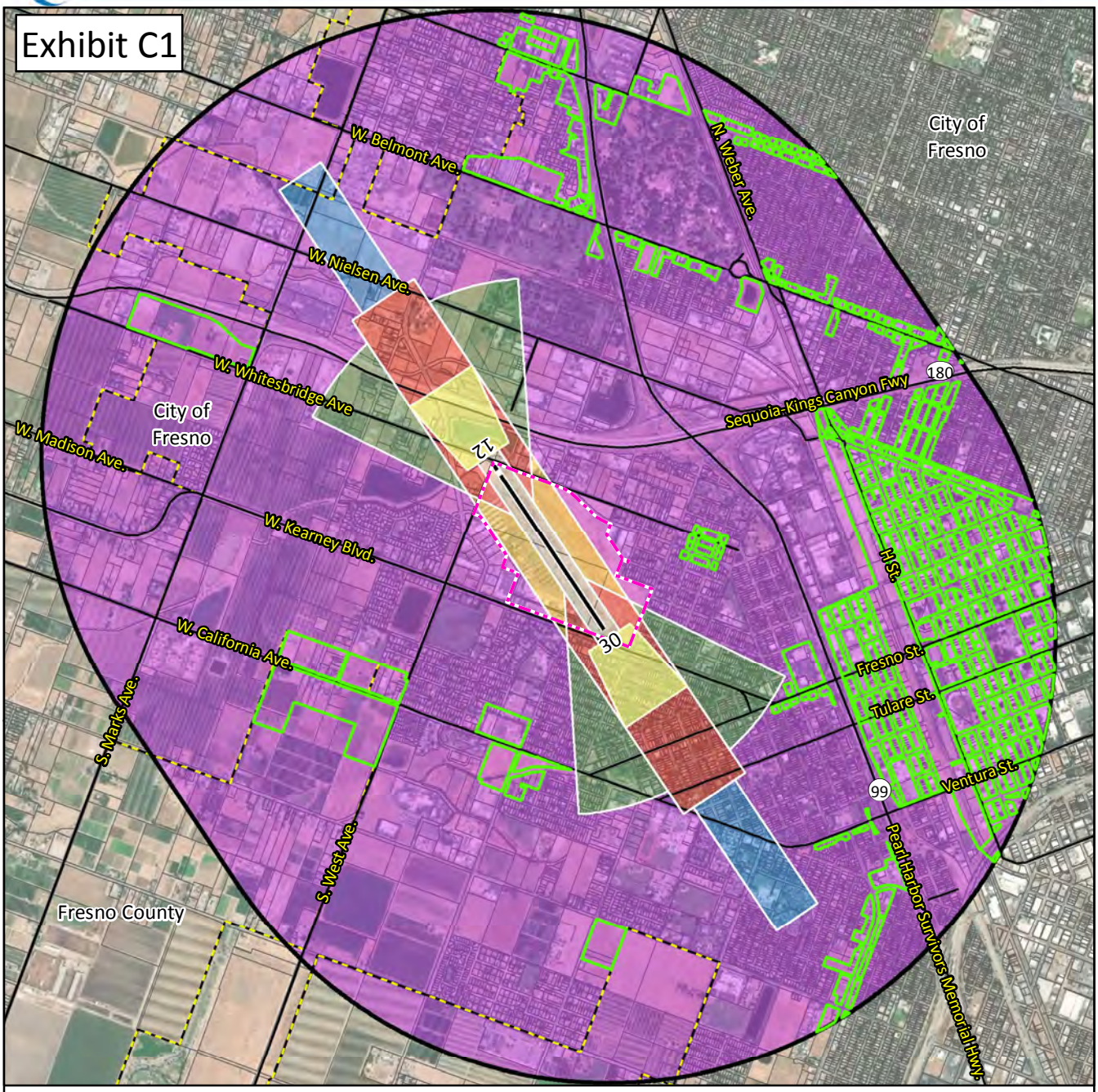
Airport facilities are detailed in **Table C1** and **Exhibit C4** shows the ALP (July 2010).

Fresno-Chandler Executive Airport has one runway, Runway 12-30, which is 3,627 feet long and 75 feet wide. There is a 415-foot displaced threshold on Runway 12 and a 538-foot displaced threshold on Runway 30. The runway is made of asphalt and is in good condition. Runway 12 has a right-handed traffic pattern and Runway 30 has a left-handed traffic pattern. The runway bearing strength for a single wheel aircraft is 17,000 pounds, which is the maximum weight the runway can withstand. There are non-precision runway markings that are in good condition. There is medium intensity runway lighting (MIRL), runway end identifier lights (REILs), and an unlighted touchdown point. Runway 12 has a two-light precision approach path indicator (PAPI) on the left at a three-degree glide angle, and Runway 30 has a four-light PAPI on the right at a three-degree glide angle. Runway 12-30 has two instrument approach aids.

FUTURE AIRPORT PLANS

At the time of this study, the Airport is undergoing an update to its master plan, which will likely include facility and infrastructure updates and enhancements. However, the Airport does have facility improvements planned that are documented in the *Fresno-Chandler Executive Airport Layout Plan Narrative Report* (2011). In this plan, the Runway 30 end would shift 200 feet northwest to allow the full runway safety area, object free area, and object free zone to be included on Airport property inside a perimeter service road. This extension would require land acquisition. The Runway 12 end is extended 500 feet northwest.

Exhibit C1



LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Airport Influence Area (AIA)[2]
- Urban[3]

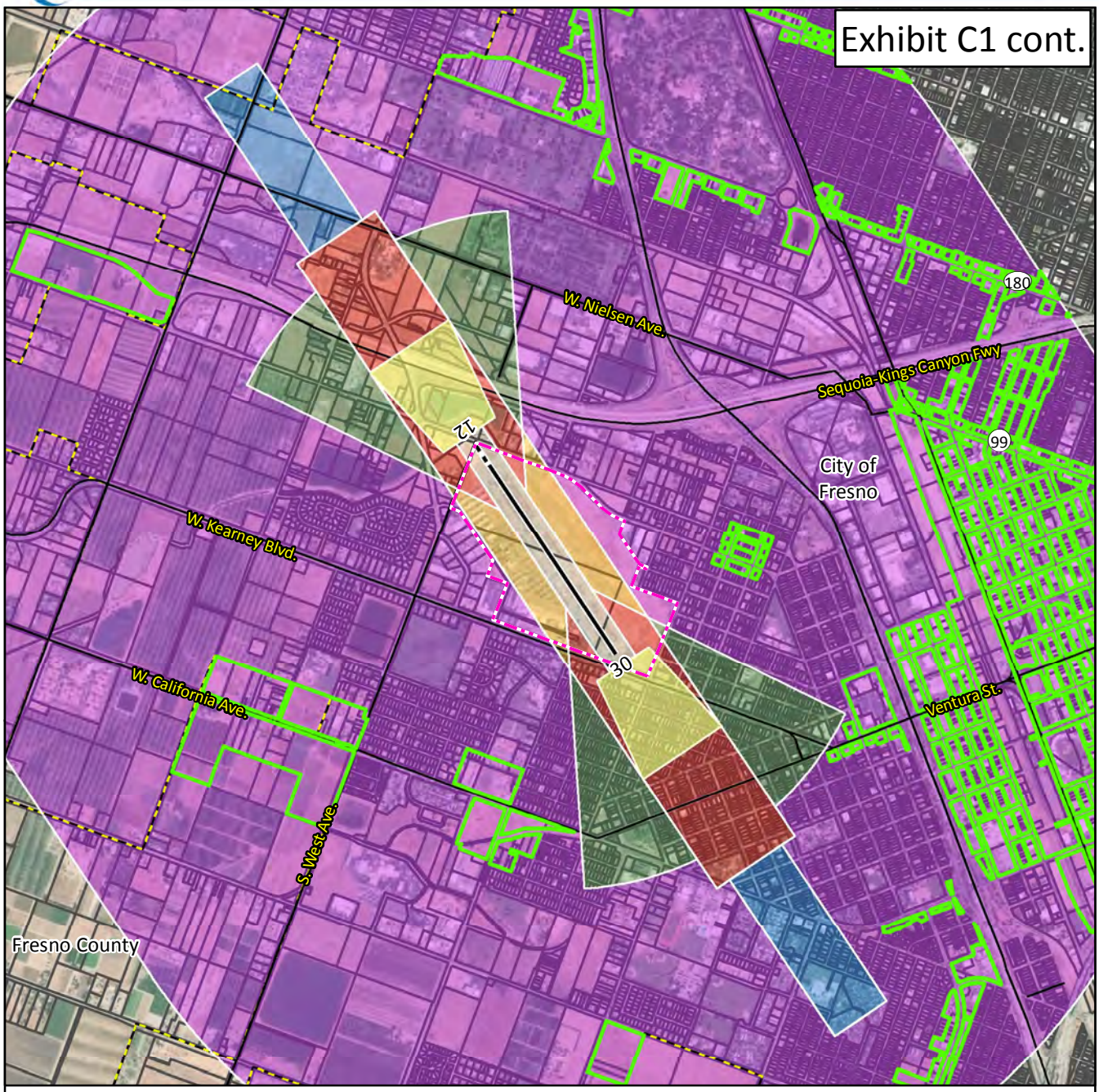
Safety Zones[4]

1. Runway Protection Zone
2. Inner Approach/Departure Zone
3. Inner Turning Zone
4. Outer Approach/Departure Zone
5. Sideline Zone
6. Traffic Pattern Zone

N 0 3,000 6,000

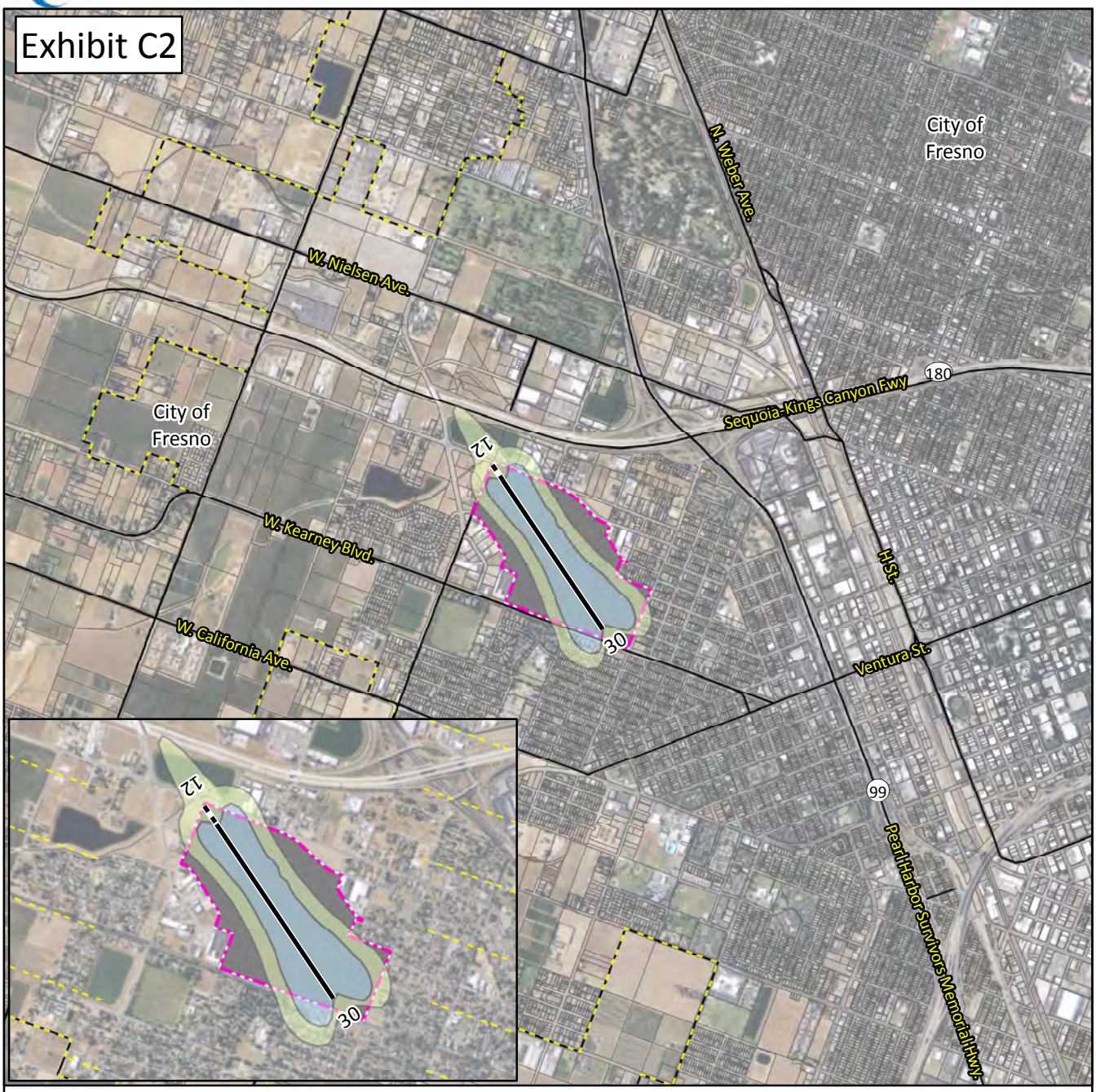
1" = 3,000'

[1]Fresno Chandler Airport Layout Plan (2010).
[2]AIA drawn from Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[3] City of Fresno, 2018.
[4]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).



[1]Fresno Chandler Airport Layout Plan (2010).
[2] City of Fresno, 2018.
[3]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit C2



LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets

Future Noise Contours[2]

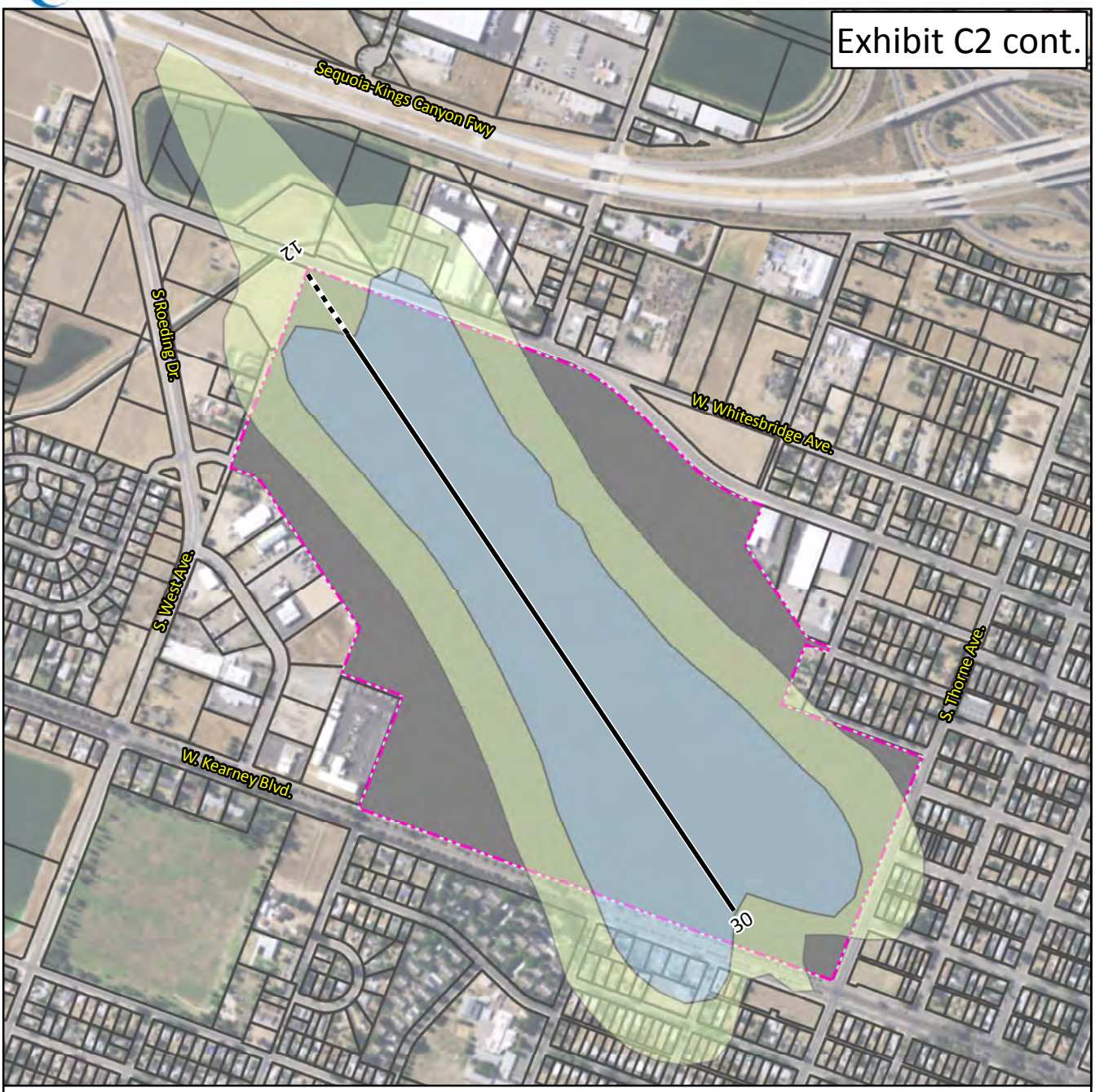
- 60 CNEL
- 65 CNEL

N 0 3,000 6,000

1" = 3,000'

[1]Fresno Chandler Airport Layout Plan (2010).
[2]Fresno Chandler Executive ALUCP, 2014.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit C2 cont.



LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Parcel Boundary

Future Noise Contours[2]

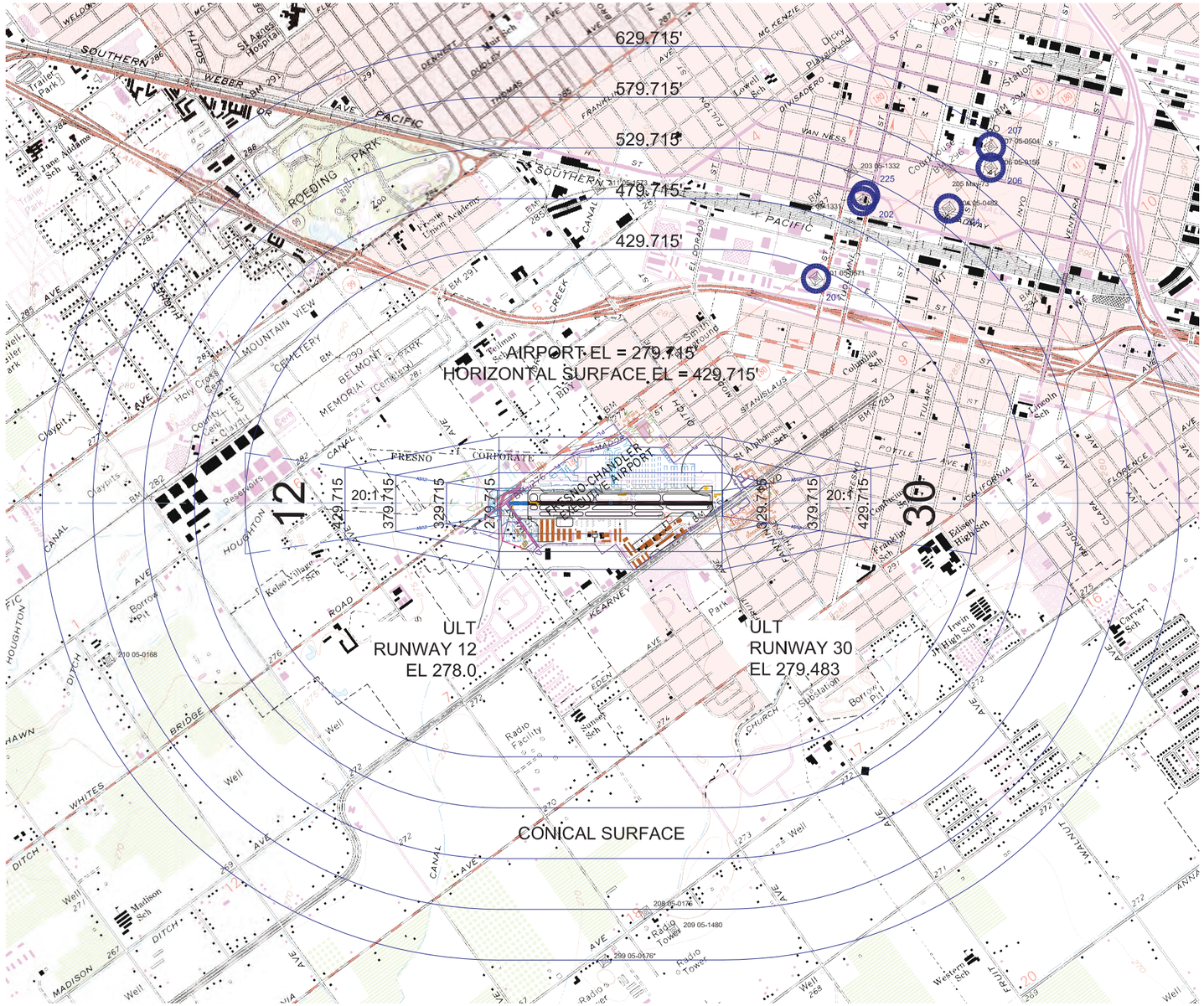
- 60 CNEL
- 65 CNEL

N

0 800 1,600

1" = 800'

[1]Fresno Chandler Airport Layout Plan (2010).
[2]Fresno Chandler Executive ALUCP, 2014.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).



AIRPORT AIRSPACE

AIRSPACE OBSTRUCTION TABLE							
No.	Object Description	Latitude	Longitude	Top Elevation (Above MSL)	Obstructed Surface	Penetration	Remediation
201	TOWER	36° 44' 09.00" N	119° 45' 03.00" W	632	HORIZONTAL	202.3	TO REMAIN LIGHTED
202	TOWER	36° 44' 16.00" N	119° 47' 43.00" W	546	CONICAL	33.9	TO REMAIN LIGHTED
204	BLDG-TOWER	36° 44' 05.00" N	119° 47' 47.00" W	660	CONICAL	107.8	TO REMAIN LIGHTED
206	BLDG-TOWER	36° 44' 06.70" N	119° 47' 13.00" W	632	CONICAL	22.5	TO REMAIN LIGHTED
207	TOWER	36° 44' 10.00" N	119° 47' 10.00" W	631	CONICAL	5.3	TO REMAIN LIGHTED
225	ANT ON OL TWR ON BLDG	36° 44' 16.57" N	119° 47' 41.61" W	533	CONICAL	16.5	TO REMAIN LIGHTED

GENERAL NOTES

SIGNIFICANT OBJECTS AND OBSTRUCTIONS IDENTIFIED USING THE FRESNO-CHANDLER EXECUTIVE AIRPORT OBSTRUCTION CHART, OC 161, 8TH EDITION, RELEASE DATE SEPTEMBER 2007. SURVEYED AND COMPILED BY THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA), IN ACCORDANCE WITH SPECIFICATIONS AND STANDARDS OF ACCURACY OF THE FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION AND NOAA; AND THE DIGITAL AERONAUTICAL CHART SUPPLEMENT FROM THE NATIONAL AERONAUTICAL CHARTING OFFICE.

SUPPLEMENTAL OBSTRUCTION DATA FROM APPROACH SURFACE DRAWINGS BY SHUTT MOEN ASSOCIATES, SANTA ROSA, CALIFORNIA, DATED JUNE 2006, PROVIDED BY FRESNO-CHANDLER EXECUTIVE AIRPORT.

EXISTING COORDINATES AND RUNWAY END ELEVATIONS FROM THE CITY OF FRESNO AVIATION DEPARTMENT.

HORIZONTAL DATUM NAD 83 STATE PLANE, CALIFORNIA ZONE IV, FIPS 0404; VERTICAL DATUM NAVD 88.

SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN OBSTRUCTIONS.

MAGNETIC DECLINATION
13° 44' E (MAY 2009)
ANNUAL RATE OF CHANGE
0° 5' W (MAY 2009)

0 500 1000 2000
HORIZONTAL SCALE IN FEET

0 50 100 200
VERTICAL SCALE IN FEET

No.	REVISIONS	BY	DATE
6	ALP Update. Added Runway Extension	Coffman Associates	–
5	Single Runway Airport	Mead & Hunt	12/2007
4	Reflect North Side Buildings & Infrastructure	Mead & Hunt	07/07/2005
3	Reflect New Construction – AIP 04, 05, & 07 Projects	Mead & Hunt	04/26/2005
2	Airport Property Boundary	RFD/DJY/JGM	12/18/2000
1	ALP for Airport Master Plan (1999)	Shutt & Moen Assoc.	April 1999

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FRESNO CHANDLER EXECUTIVE AIRPORT

AIRPORT AIRSPACE

FRESNO, CALIFORNIA

PLANNED BY: Stephen C. Wagner
DETAILED BY: Diana L. Hoskins
APPROVED BY: James M. Harris

July 22, 2010 | SHEET 2 OF 6

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Airport Consultants
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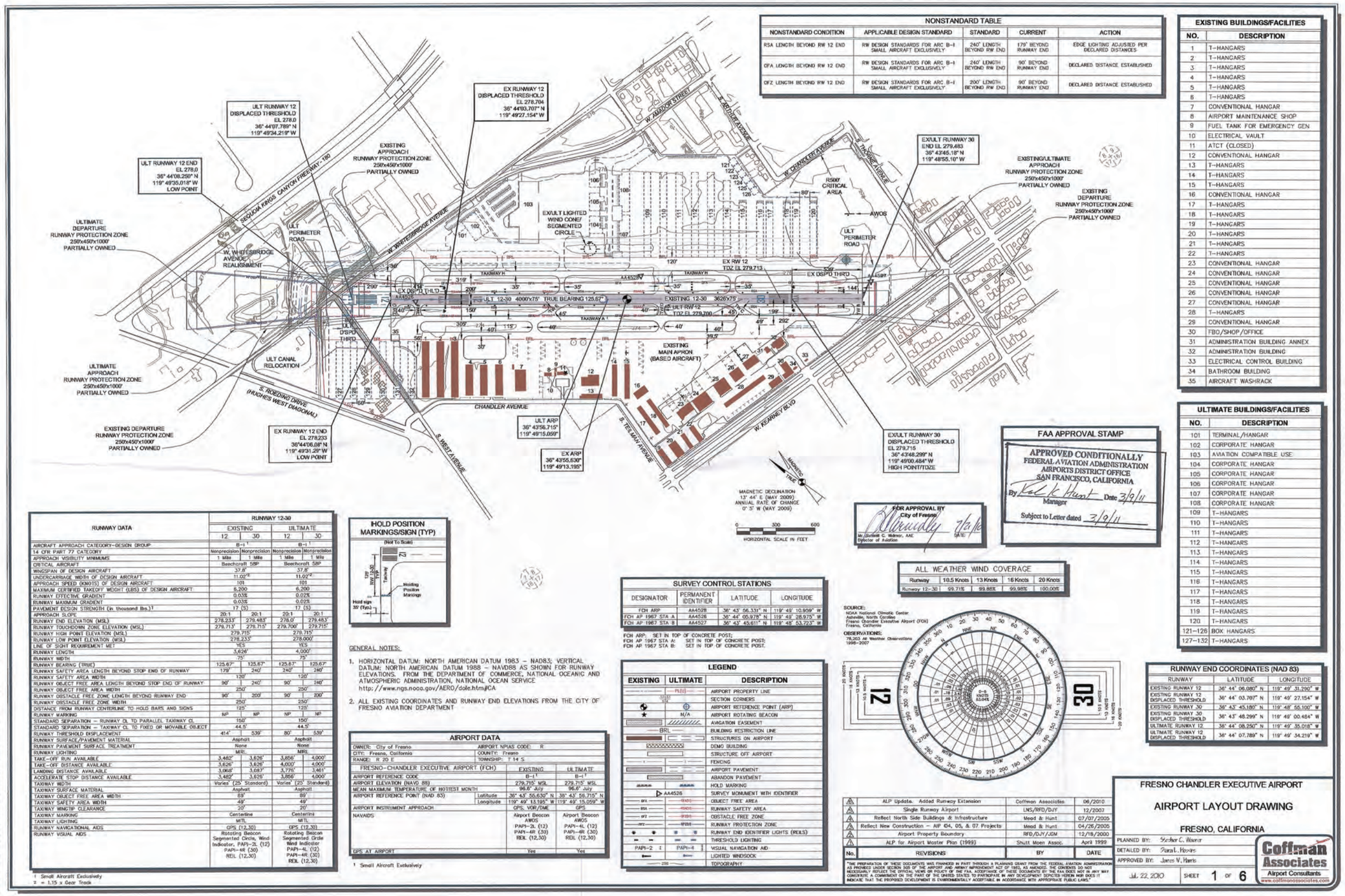
Coffman Associates R:\CAD\Hawkins\ALP\FRESNO\AIRSPACE.dwg Printed Date: 7-29-10 10:01:01 AM dhawkins



NONSTANDARD TABLE

NONSTANDARD CONDITION	APPLICABLE DESIGN STANDARD	STANDARD	CURRENT	ACTION
RSA LENGTH BEYOND RW 12 END	RW DESIGN STANDARDS FOR ARC B-I SMALL AIRCRAFT EXCLUSIVELY	240' LENGTH BEYOND RW END	179' BEYOND RUNWAY END	EDGE LIGHTING ADJUSTED PER DECLARED DISTANCES
OFA LENGTH BEYOND RW 12 END	RW DESIGN STANDARDS FOR ARC B-I SMALL AIRCRAFT EXCLUSIVELY	240' LENGTH BEYOND RW END	90' BEYOND RUNWAY END	DECLARED DISTANCE ESTABLISHED
OFZ LENGTH BEYOND RW 12 END	RW DESIGN STANDARDS FOR ARC B-I SMALL AIRCRAFT EXCLUSIVELY	200' LENGTH BEYOND RW END	90' BEYOND RUNWAY END	DECLARED DISTANCE ESTABLISHED

EXISTING BUILDINGS/FACILITIES

NO.	DESCRIPTION
1	T-HANGARS
2	T-HANGARS
3	T-HANGARS
4	T-HANGARS
5	T-HANGARS
6	T-HANGARS
7	CONVENTIONAL HANGAR
8	AIRPORT MAINTENANCE SHOP
9	FUEL TANK FOR EMERGENCY GEN.
10	ELECTRICAL VAULT
11	ATCT (CLOSED)
12	CONVENTIONAL HANGAR
13	T-HANGARS
14	T-HANGARS
15	T-HANGARS
16	CONVENTIONAL HANGAR
17	T-HANGARS
18	T-HANGARS
19	T-HANGARS
20	T-HANGARS
21	T-HANGARS
22	T-HANGARS
23	CONVENTIONAL HANGAR
24	CONVENTIONAL HANGAR
25	CONVENTIONAL HANGAR
26	CONVENTIONAL HANGAR
27	CONVENTIONAL HANGAR
28	T-HANGARS
29	CONVENTIONAL HANGAR
30	FBO/SHOP/OFFICE
31	ADMINISTRATION BUILDING ANNEX
32	ADMINISTRATION BUILDING
33	ELECTRICAL CONTROL BUILDING
34	BATHROOM BUILDING
35	AIRCRAFT WASHRACK

ULTIMATE BUILDINGS/FACILITIES

NO.	DESCRIPTION
101	TERMINAL/HANGAR
102	CORPORATE HANGAR
103	AVIATION COMPATIBLE USE
104	CORPORATE HANGAR
105	CORPORATE HANGAR
106	CORPORATE HANGAR
107	CORPORATE HANGAR
108	CORPORATE HANGAR
109	T-HANGARS
110	T-HANGARS
111	T-HANGARS
112	T-HANGARS
113	T-HANGARS
114	T-HANGARS
115	T-HANGARS
116	T-HANGARS
117	T-HANGARS
118	T-HANGARS
119	T-HANGARS
120	T-HANGARS
121–126	BOX HANGARS
127–132	T-HANGARS

FAA APPROVAL STAMP

APPROVED CONDITIONALLY
FEDERAL AVIATION ADMINISTRATION
AIRPORTS DISTRICT OFFICE
SAN FRANCISCO, CALIFORNIA
By Kal K Hunt Date 3/9/11
Manager
Subject to Letter dated 3/9/11

FOR APPROVAL BY
City of Fresno
Mr. Garland C. Walmer, AAE
Director of Aviation
DATE: 7/9/10

RUNWAY DATA	RUNWAY 12-30 EXISTING 12	EXISTING 30	ULTIMATE 12	ULTIMATE 30
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	B-I[1]		B-I[1]	
14 CFR PART 77 CATEGORY	Nonprecision	Nonprecision	Nonprecision	Nonprecision
APPROACH VISIBILITY MINIMUMS	1 Mile	1 Mile	1 Mile	1 Mile
CRITICAL AIRCRAFT	Beechcraft 58P		Beechcraft 58P	
WINGSPAN OF DESIGN AIRCRAFT	37.8'		37.8'	
UNDERCARRIAGE WIDTH OF DESIGN AIRCRAFT	11.02'[2]		11.02'[2]	
APPROACH SPEED (KNOTS) OF DESIGN AIRCRAFT	101		101	
MAXIMUM CERTIFIED TAKEOFF WEIGHT (LBS) OF DESIGN AIRCRAFT	6,200		6,200	
RUNWAY EFFECTIVE GRADIENT	0.03%		0.02%	
RUNWAY MAXIMUM GRADIENT	0.03%		0.02%	
PAVEMENT DESIGN STRENGTH (in thousand lbs.)[1]	17 (S)		17 (S)	
APPROACH SLOPE	20:1	20:1	20:1	20:1
RUNWAY END ELEVATION (MSL)	278.233'	279.483'	278.0'	279.483'
RUNWAY TOUCHDOWN ZONE ELEVATION (MSL)	278.713'	279.715'	279.700'	279.715'
RUNWAY HIGH POINT ELEVATION (MSL)	279.715'		279.715'	
RUNWAY LOW POINT ELEVATION (MSL)	278.233'		278.000'	
LINE OF SIGHT REQUIREMENT MET	YES		YES	
RUNWAY LENGTH	3,626'		4,000'	
RUNWAY WIDTH	75'		75'	
RUNWAY BEARING (TRUE)	125.67°	125.67°	125.67°	125.67°
RUNWAY SAFETY AREA LENGTH BEYOND STOP END OF RUNWAY	179'	240'	240'	240'
RUNWAY SAFETY AREA WIDTH	120'		120'	
RUNWAY OBJECT FREE AREA LENGTH BEYOND STOP END OF RUNWAY	90'	240'	90'	240'
RUNWAY OBJECT FREE AREA WIDTH	250'		250'	
RUNWAY OBSTACLE FREE ZONE LENGTH BEYOND RUNWAY END	90'	200'	90'	200'
RUNWAY OBSTACLE FREE ZONE WIDTH	250'		250'	
DISTANCE FROM RUNWAY CENTERLINE TO HOLD BARS AND SIGNS	125'		125'	
RUNWAY MARKING	NP	NP	NP	NP
STANDARD SEPARATION – RUNWAY CL TO PARALLEL TAXIWAY CL	150'		150'	
STANDARD SEPARATION – TAXIWAY CL TO FIXED OR MOVABLE OBJECT	44.5'		44.5'	
RUNWAY THRESHOLD DISPLACEMENT	414'	539'	80'	539'
RUNWAY SURFACE/PAVEMENT MATERIAL	Asphalt		Asphalt	
RUNWAY PAVEMENT SURFACE TREATMENT	None		None	
RUNWAY LIGHTING	MIRL		MIRL	
TAKE-OFF RUN AVAILABLE	3,462'	3,626'	3,856'	4,000'
TAKE-OFF DISTANCE AVAILABLE	3,626'	3,626'	4,000'	4,000'
LANDING DISTANCE AVAILABLE	3,062'	3,087'	3,776'	3,461'
ACCELERATE STOP DISTANCE AVAILABLE	3,462'	3,626'	3,856'	4,000'
TAXIWAY WIDTH	Varies' (25' Standard)		Varies' (25' Standard)	
TAXIWAY SURFACE MATERIAL	Asphalt		Asphalt	
TAXIWAY OBJECT FREE AREA WIDTH	89'		89'	
TAXIWAY SAFETY AREA WIDTH	49'		49'	
TAXIWAY WINGTIP CLEARANCE	20'		20'	
TAXIWAY MARKING	Centerline		Centerline	
TAXIWAY LIGHTING	MITL		MITL	
RUNWAY NAVIGATIONAL AIDS	GPS (12,30)		GPS (12,30)	
RUNWAY VISUAL AIDS	Rotating Beacon Segmented Circle, Wind Indicator, PAPI-2L (12) PAPI-4R (30) REIL (12,30)		Rotating Beacon Segmented Circle Wind Indicator PAPI-4L (12) PAPI-4R (30) REIL (12,30)	

[1] Small Aircraft Exclusively
[2] = 1.15 x Gear Track

HOLD POSITION MARKINGS/SIGN (TYP)

(Not To Scale)

GENERAL NOTES:

1. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 – NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 – NAVD88 AS SHOWN FOR RUNWAY ELEVATIONS. FROM THE DEPARTMENT OF COMMERCE, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, NATIONAL OCEAN SERVICE http://www.ngs.noaa.gov/AERO/dole.htm#CA
2. ALL EXISTING COORDINATES AND RUNWAY END ELEVATIONS FROM THE CITY OF FRESNO AVIATION DEPARTMENT

AIRPORT DATA

OWNER: City of Fresno	AIRPORT NPIAS CODE: R	
CITY: Fresno, California	COUNTY: Fresno	
RANGE: R 20 E	TOWNSHIP: T 14 S	
FRESNO-CHANDLER EXECUTIVE AIRPORT (FCH)	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	B-I[1]	B-I[1]
AIRPORT ELEVATION (NAVD 88)	279.715' MSL	279.715' MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	96.6° July	96.6° July
AIRPORT REFERENCE POINT (NAD 83) Latitude	36° 43' 55.630" N	36° 43' 56.715" N
Longitude	119° 49' 13.195" W	119° 49' 15.059" W
AIRPORT INSTRUMENT APPROACH	GPS, VOR/DME	GPS
NAVAIDS	Airport Beacon AWOS PAPI-2L (12) PAPI-4R (30) REIL (12,30)	Airport Beacon AWOS PAPI-4L (12) PAPI-4R (30) REIL (12,30)
GPS AT AIRPORT	Yes	Yes

[1] Small Aircraft Exclusively

SURVEY CONTROL STATIONS

DESIGNATOR	PERMANENT IDENTIFIER	LATITUDE	LONGITUDE
FCH ARP	AA4528	36° 43' 56.331" N	119° 49' 10.899" W
FCH AP 1967 STA A	AA4526	36° 44' 05.978" N	119° 49' 28.975" W
FCH AP 1967 STA B	AA4527	36° 43' 45.611" N	119° 48' 53.723" W

FCH ARP: SET IN TOP OF CONCRETE POST;
FCH AP 1967 STA A: SET IN TOP OF CONCRETE POST;
FCH AP 1967 STA B: SET IN TOP OF CONCRETE POST.

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	PLU	AIRPORT PROPERTY LINE
		SECTION CORNERS
		AIRPORT REFERENCE POINT (ARP)
	N/A	AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
BRL		BUILDING RESTRICTION LINE
		STRUCTURES ON AIRPORT
		DEMO BUILDING
		STRUCTURE OFF AIRPORT
		FENCING
		AIRPORT PAVEMENT
		ABANDON PAVEMENT
		HOLD MARKING
AA4526		SURVEY MONUMENT WITH IDENTIFIER
		OBJECT FREE AREA
		RUNWAY SAFETY AREA
		OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY END IDENTIFIER LIGHTS (REILS)
		THRESHOLD LIGHTING
PAPI-2	PAPI-4	VISUAL NAVIGATION AID
		LIGHTED WINDSOCK
256		TOPOGRAPHY

ALL WEATHER WIND COVERAGE

Runway	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 12–30	99.71%	99.85%	99.98%	100.00%

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Fresno Chandler Executive Airport (FCH)
Fresno, California

OBSERVATIONS:
78,203 All Weather Observations
1990–2007

RUNWAY END COORDINATES (NAD 83)

RUNWAY	LATITUDE	LONGITUDE
EXISTING RUNWAY 12	36° 44' 06.080" N	119° 49' 31.290" W
EXISTING RUNWAY 12 DISPLACED THRESHOLD	36° 44' 03.707" N	119° 49' 27.154" W
EXISTING RUNWAY 30	36° 43' 45.180" N	119° 48' 55.100" W
EXISTING RUNWAY 30 DISPLACED THRESHOLD	36° 43' 48.299" N	119° 49' 00.484" W
ULTIMATE RUNWAY 12	36° 44' 08.250" N	119° 49' 35.018" W
ULTIMATE RUNWAY 12 DISPLACED THRESHOLD	36° 44' 07.789" N	119° 49' 34.219" W

No.	REVISIONS	BY	DATE
1	ALP Update. Added Runway Extension	Coffman Associates	06/2010
2	Single Runway Airport	LNS/RFD/DJY	12/2007
3	Reflect North Side Buildings & Infrastructure	Mead & Hunt	07/07/2005
4	Reflect New Construction – AIP 64, 05, & 07 Projects	Mead & Hunt	04/26/2005
5	Airport Property Boundary	RFD/DJY/JDM	12/18/2000
6	ALP for Airport Master Plan (1999)	Shutt Moen Assoc.	April 1999

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FRESNO CHANDLER EXECUTIVE AIRPORT

AIRPORT LAYOUT DRAWING

FRESNO, CALIFORNIA

PLANNED BY: Stecher C. Weaver
DETAILED BY: Floral L. Hawes
APPROVED BY: James V. Harris

Jul. 22, 2010 SHEET 1 OF 6

Coffman Associates
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TABLE C1
Airport Facilities
Fresno-Chandler Executive Airport

	Runway 12-30
RUNWAY	
Length (feet)	3,627
Width (feet)	75
Threshold Displacement (feet)	415 | 538
Runway Pavement Surface Material	Asphalt
Runway Pavement Surface Treatment	None
Runway Pavement Condition	Good
Traffic Pattern	Right | Left
Runway Pavement Load Bearing Strength (lbs.)	
Single Wheel	17,000
Dual Wheel	N/A
Double Tandem	N/A
Double Dual Tandem	N/A
Runway Pavement Markings	
Type	Non-precision
Condition	Good
Runway Lighting	
Runway Edge Lighting	MIRL
Approach Lighting System (ALS)	None
Touchdown Point	Yes (no lights)
Runway End Identifier Lights (REILs)	Yes
VISUAL APPROACH AIDS	
Type	2-Light PAPI on left | 4-Light PAPI on right
Glide Path	3.00 degrees | 3.00 degrees
INSTRUMENT APPROACH AIDS	
Instrument Landing System (ILS)	No
Global Positioning System (GPS)	Yes
VOR/DME	Yes

N/A: Not Applicable
MIRL: Medium Intensity Runway Lights
PAPI: Precision Approach Path Indicator
VOR/DME: Very High Frequency Omnidirectional Range Distance Measuring Equipment
Source: AirNav (July 2017)

AIRPORT ENVIRONS

EXISTING LAND USES

Exhibit C5 illustrates existing land uses in the AIA.

The Airport is surrounded by a variety of land uses that are both in the City of Fresno and unincorporated Fresno County. There are single and multi-family residential uses around the Airport. In addition to residential uses, there are also industrial and public land uses along the western Airport property boundary, and to the immediate east there are commercial and industrial uses. Farther out from the Airport, there are more varied uses, including agriculture, open space, and areas reserved for parks and recreation.

Transportation and right-of-way land uses included the street network in the AIA. The major streets and highways/freeways in the AIA include California State Route 180, California State Route 99, West Kearney Boulevard, West Nielsen Avenue, North Weber Avenue, West California Avenue, South West Avenue, Ventura Street, H Street, and South Marks Avenue.

ZONING

Exhibit C6 shows the current zoning in the AIA.

To the west and north of the Airport, the areas are zoned for industrial and office uses. Areas to the southwest, the southeast, and east are zoned primarily for single and multi-family residential, as well as parks and open space. Predominant zoning classifications in the AIA include residential, agriculture, and industrial.

GENERAL PLAN

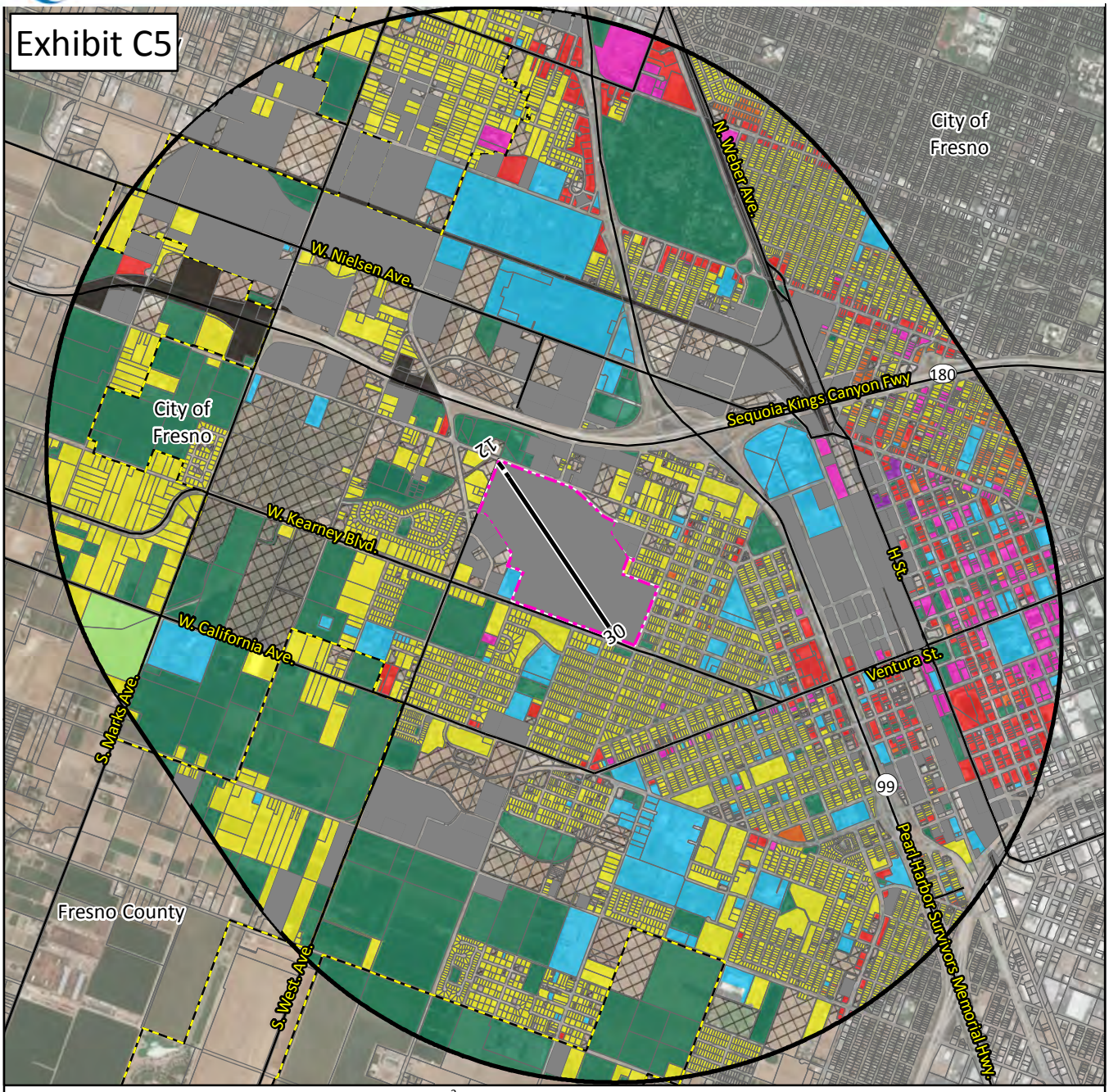
Exhibit C7 illustrates the planned land uses for the areas surrounding the Airport in the future.

The predominant planned land uses are mixed use, residential, and industrial. The areas around the Airport are mostly planned for office uses, industrial, and mixed use, with only a handful of parcels intended for residential uses.

COMPATIBILITY FACTORS

Exhibit C8 is a compatibility factors map, which compiles National Transportation Safety Board flight accident data for all airports in the United States, noise exposure contours, and arrival and departure flight tracks from the noise exposure contours. The purpose of this exhibit is to illustrate the methodology behind the shape and size of the safety, noise, and airspace compatibility zones.

Exhibit C5



LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Airport Influence Area (AIA)[2]

Existing Land Use[3]

- Single Family Residential
- Multi-Family Residential
- Mixed Use
- Commercial
- Office
- Industrial
- Public
- Open Space
- Agricultural
- Transportation/Right-of-Way
- Vacant

N 0 3,000 6,000

1" = 3,000'

[1]Fresno Chandler Airport Layout Plan (2010).
[2]AIA drawn from Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[3]City of Fresno Existing Land Use, Fresno Council of Governments.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).