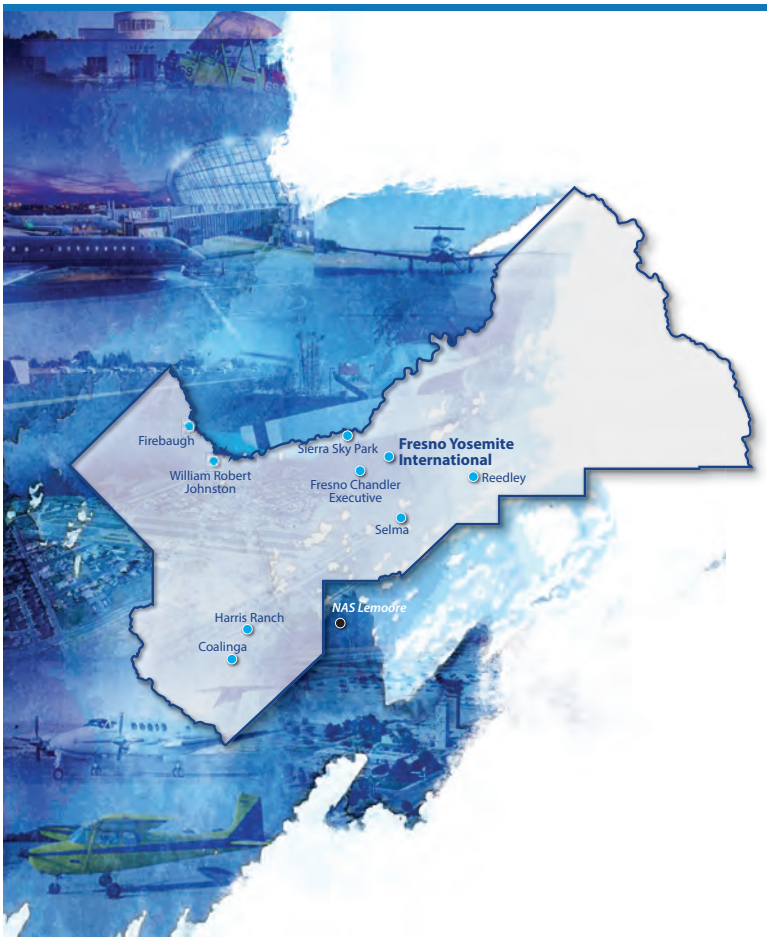
Fresno Council of Governments

Appendix D

FRESNO YOSEMITE INTERNATIONAL AIRPORT



Appendix D: Fresno Yosemite International Airport

Appendix D provides an overview of Fresno Yosemite International Airport's (Airport) setting, airport influence area (AIA), 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.

Fresno Yosemite International Airport is owned and operated by the City of Fresno. The Airport is approximately five miles northeast of downtown Fresno. The 2017 – 2021 *National Plan of Integrated Airport Systems* classifies the Airport as a small hub primary facility, and the 2013 *California Aviation System Plan* (CASP) considers it a primary small hub metropolitan airport. The Airport sits at an elevation of 336 feet above mean sea level. The Airport is a joint use civilian and military facility used by commercial air carriers, air cargo operators, charter operators, the State of California, general aviation, and the United States military. The California National Guard uses a 58-acre portion of the southeastern part of the Airport. The Army National Guard, the California Division of Forestry, corporate aviation businesses, and two fixed base operators also lease facilities from the Airport.

SAFETY ZONES

The AIA and Safety Zones for Fresno Yosemite International Airport are shown on **Exhibit D1**. Figure 3B of the California Airport Land Use Planning Handbook (Handbook) provides example zones for 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, there are two runways at Fresno Yosemite International Airport: Runway 11L-29R is 9,539 feet long and Runway 11R-29L is 8,008

feet long. The Federal Aviation Administration (FAA)-approved Airport Layout Plan (ALP) identifies extending the length of both runways. Using these extended dimensions, the Large Air Carrier Runway classification was assumed for both runways. 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 Fresno Yosemite International Airport. Additional information regarding the safety compatibility zones can be found in **Appendix M**.

NOISE

AIRPORT ACTIVITY

Exhibit D2 depicts the forecast 2022 noise exposure contours from the Fresno Yosemite International Airport Draft Noise Exposure Map Update dated July 2017. It is assumed that these noise contours reflect long range noise conditions at the airport.

AIRSPACE AND OVERFLIGHT

Exhibit D3 depicts the Airspace Plan from the 2013 Fresno Yosemite International 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 Fresno Yosemite International Airport.

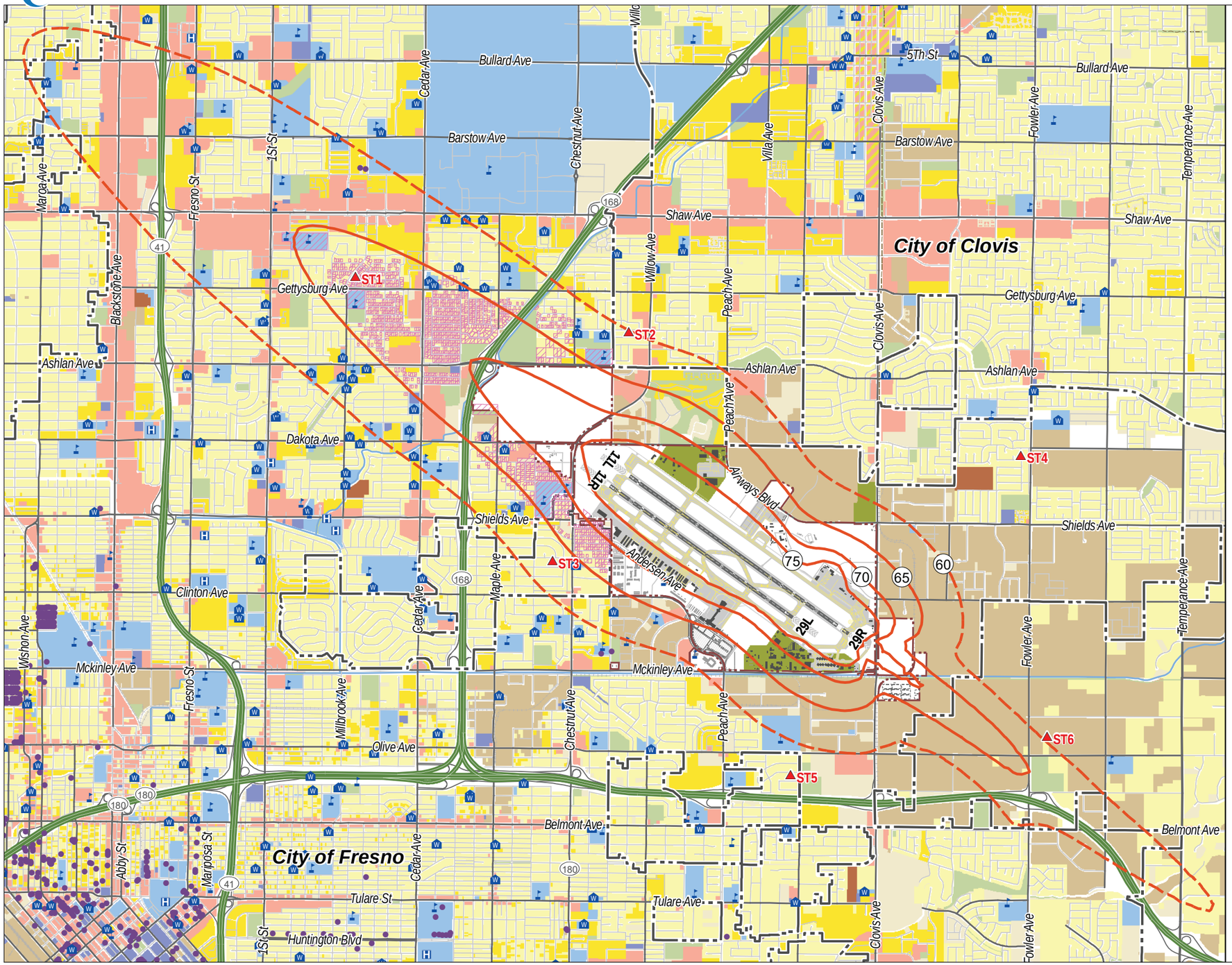
AIRPORT INFORMATION

AIRPORT FACILITIES

Table D1 summarizes the details of the runway facilities at the Airport and **Exhibit D4** shows the Airport Layout Plan (January 2013).

The Airport has two parallel runways, Runway 11L-29R and Runway 11R-29L. Runway 11L-29R is 9,539 feet long and 150 feet wide. It is grooved asphalt and in good condition. Runway 11L has a left-handed traffic pattern and Runway 29R has a right-handed traffic pattern. Runway 11L-29R can withstand up to 250,000 pounds. Its pavement markings are precision and in good condition. The runway has high intensity runway lighting (HIRL) with an approach lighting system on Runway 29R only. There is a touchdown point on both runway ends; however, only Runway 29R is lighted. There are runway end identifier lights (REILs) on both runway ends as well. Runway 11L-29R has both visual and instrument approach aids.

Runway 11R-29L is 8,008 feet long and 150 feet wide. It is grooved asphalt and considered in good condition. Runway 11R has a right-handed traffic pattern and Runway 29L has a left-handed traffic pattern. Runway 11R-29L also has a pavement bearing strength of 250,000 lbs. with precision runway pavement



LEGEND

- Forecast (2022) NEM Contour (65-75 dB CNEL)
- Forecast (2022) NEM Contour (60 dB CNEL)
- ST# Noise Monitor Location
- Airport Boundary
- Runway
- Taxiway / Apron
- Airport Buildings
- Municipal Boundary
- Highways
- Major Roads
- Local Roads
- Railroad
- Residential Use
- Multi-Family Residential
- Mobile Homes
- Public Use 1 (School, Place of Worship, Hospitals)
- Public Use 2 (Government, Transportation, Parking)
- Military Use
- Recreational / Open Space
- Commercial Use
- Industrial Use
- Vacant / Undefined
- Water
- Sound Insulated Property
- School
- Library
- Place of Worship
- Hospital
- Historic Site

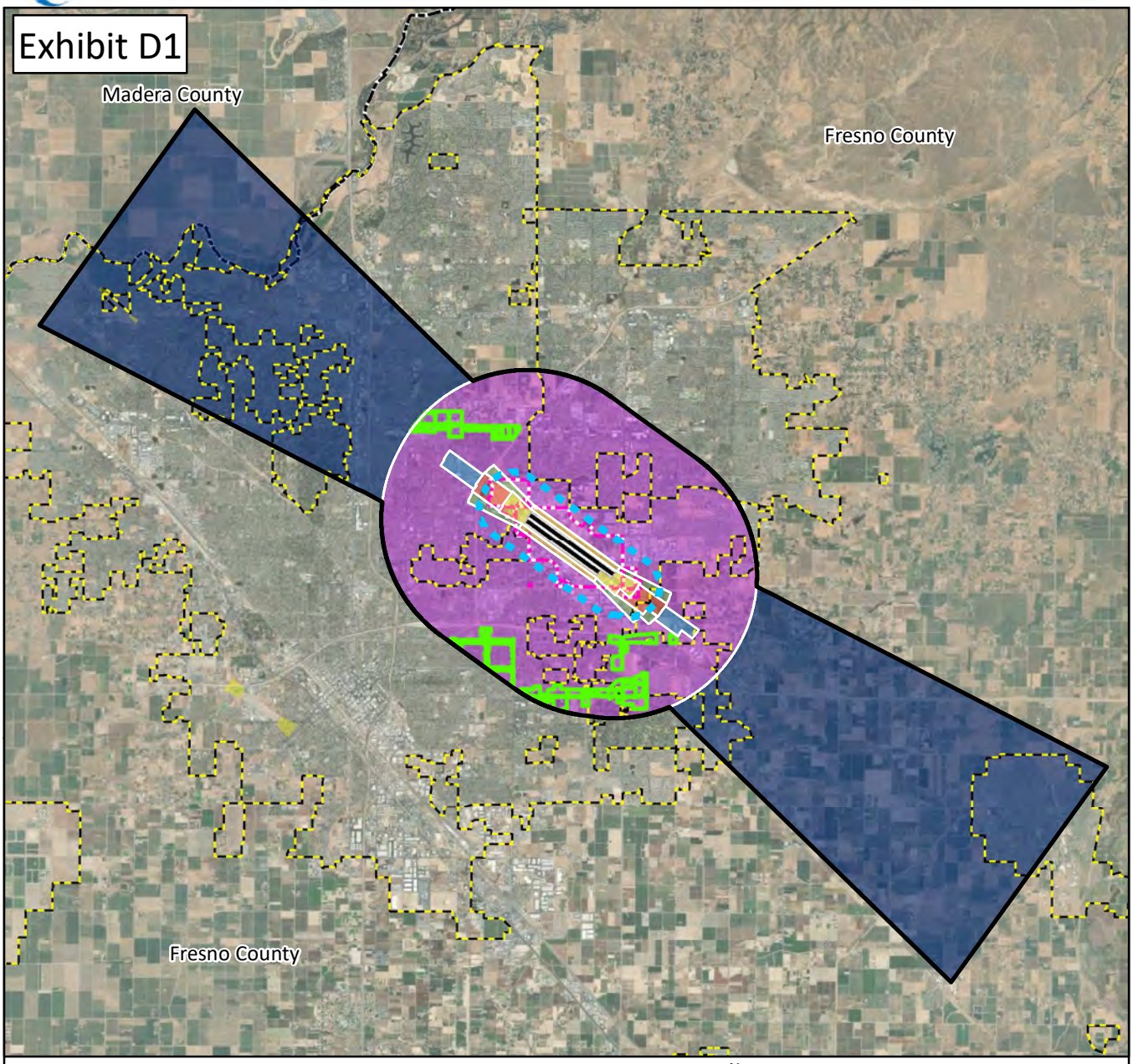
Service Layer Credits: Fresno County GIS; City of Fresno, CA; City of Clovis, CA; California Department of Water Resources (DWR); Environmental Systems Research Institute (ESRI);

0 1" 2" 3"

0 2,000 4,000 8,000 Feet

Exhibit D2
FUTURE NOISE CONTOURS
FRESNO YOSEMITE INTERNATIONAL AIRPORT

Exhibit D1



LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Municipal Boundary
- Airport Influence Area (AIA)[2]
- Urban[3]
- Vulnerable Occupants Review Area (See Section 3.2.2 & Table 3A)

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
7. Precision Approach Zone

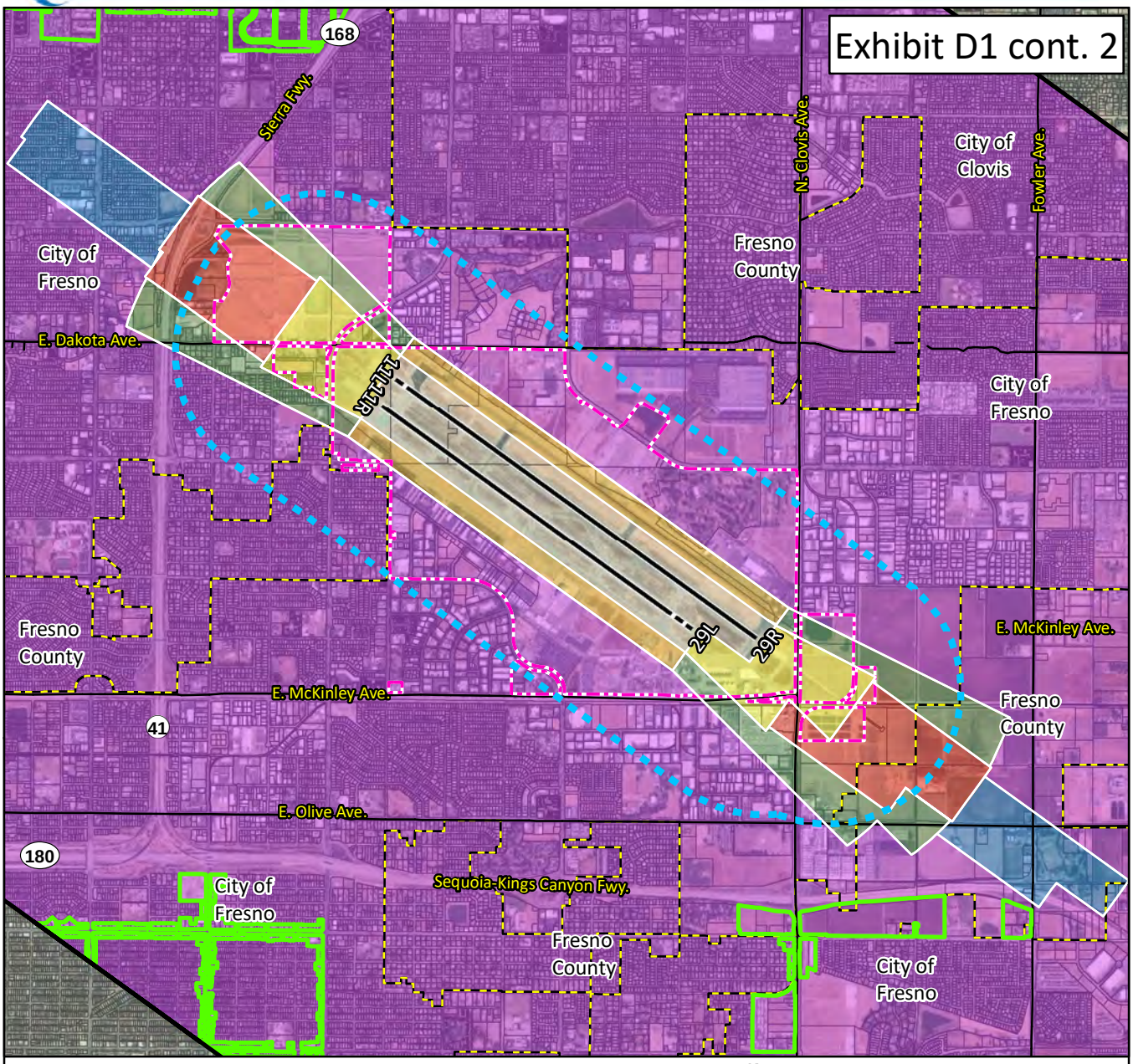
N

0 15,000 30,000

1" = 15,000'

[1]FresnoYosemite Intl. Airport Layout Plan (2013)
[2]AIA drawn from Part 77 Conical and Outer-Transitional surfaces. See 14 CFR, Subchapter E, Part 77, §77.25.
[3]City of Fresno, 2018
[4]Figure 3B, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, ESRI Basemap Imagery (2020).

Exhibit D1 cont. 2



LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Airport Influence Area (AIA)[2]
- Urban[3]
- Vulnerable Occupants Review Area (See Section 3.2.2 & Table 3A)

Safety Zones[4]

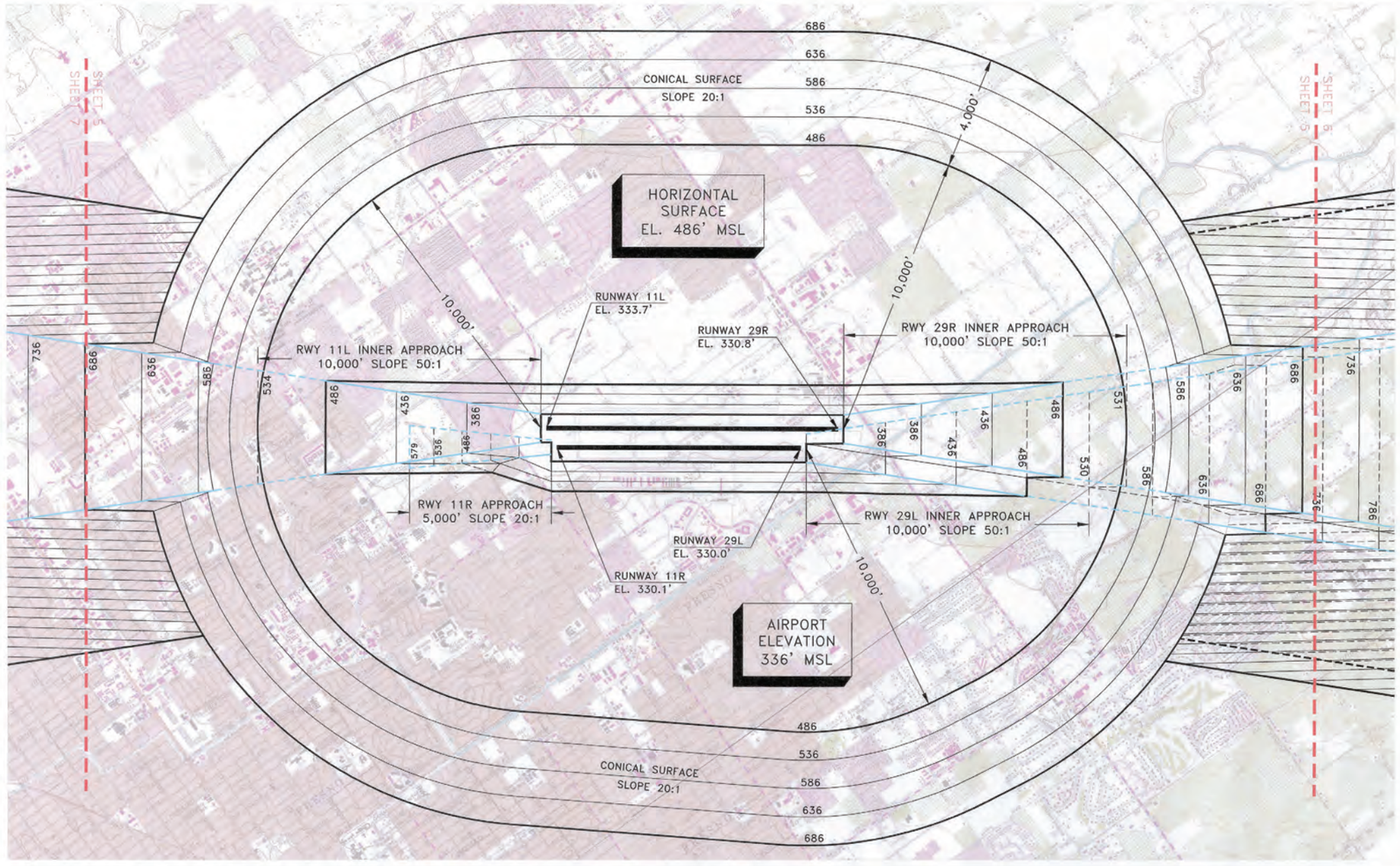
1. Runway Protection Zone
2. Inner Approach/Departure Zone
3. Inner Turning Zone
4. Outer Approach/Departure Zone
5. Sideline Zone
6. Traffic Pattern Zone

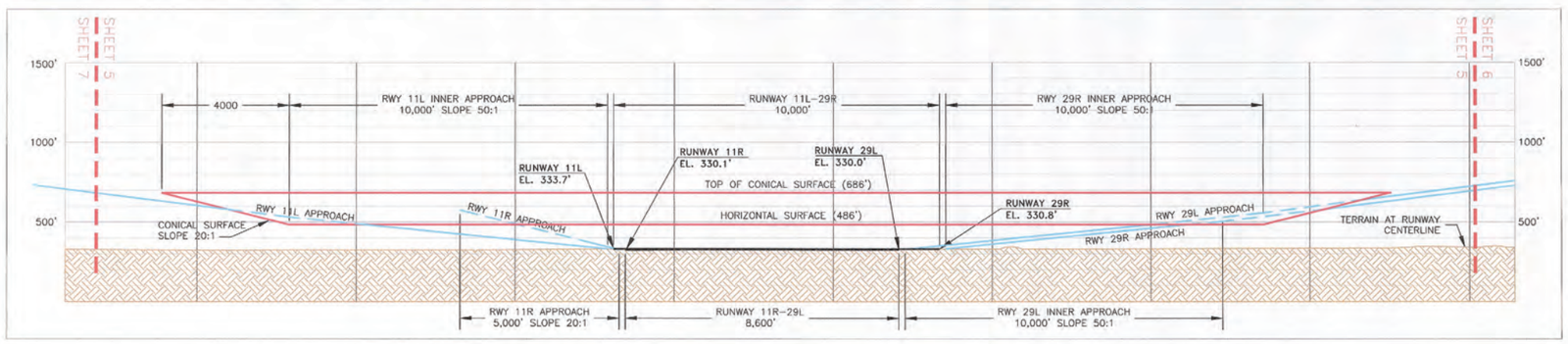
N

0 3,500 7,000

1" = 3,500'

[1]FresnoYosemite Intl. Airport Layout Plan (2013)
[2]AIA drawn from Part 77 Conical and Outer-Transitional surfaces. See 14 CFR, Subchapter E, Part 77, §77.25.
[3]City of Fresno, 2018.
[4]Figure 3B, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).



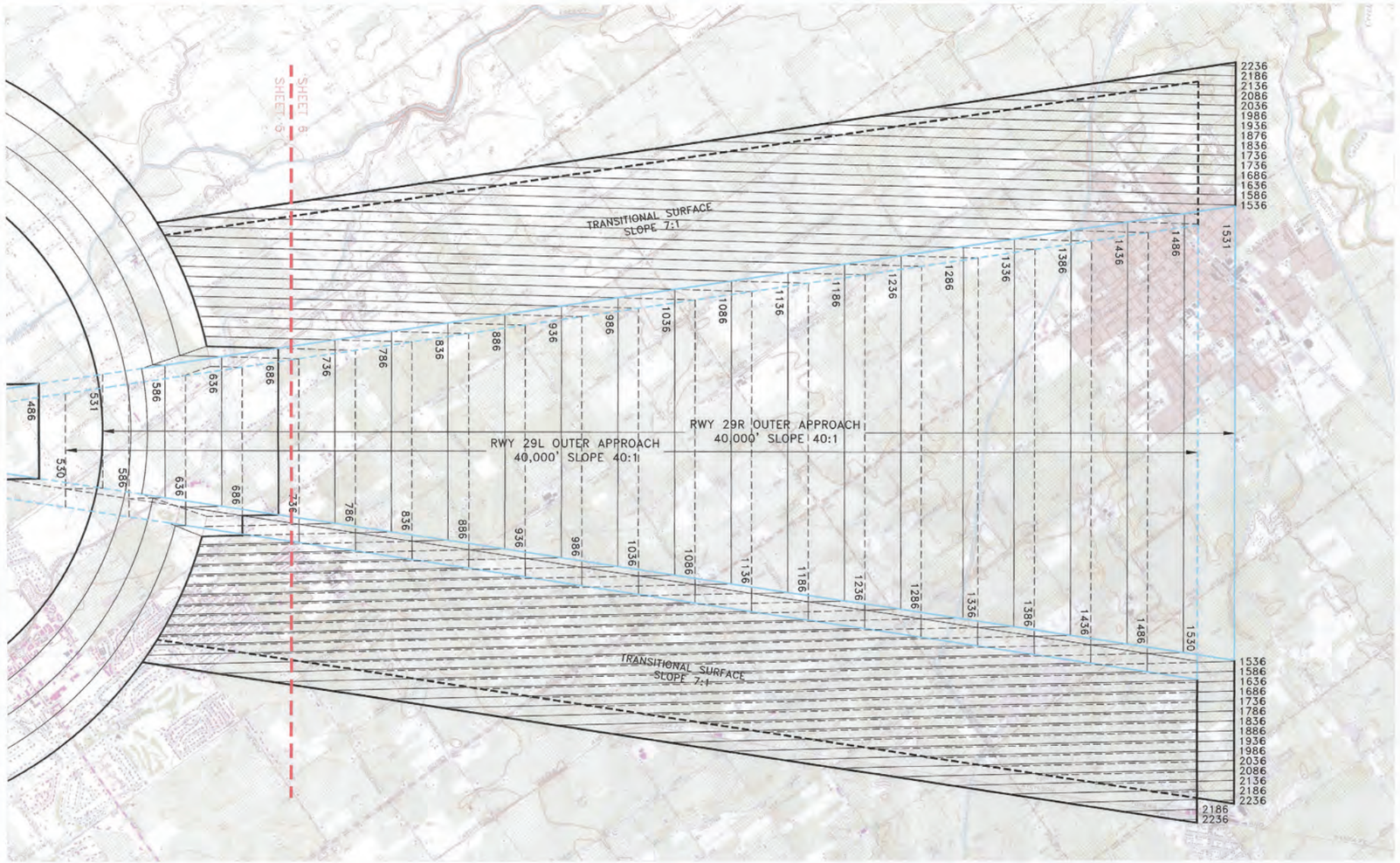


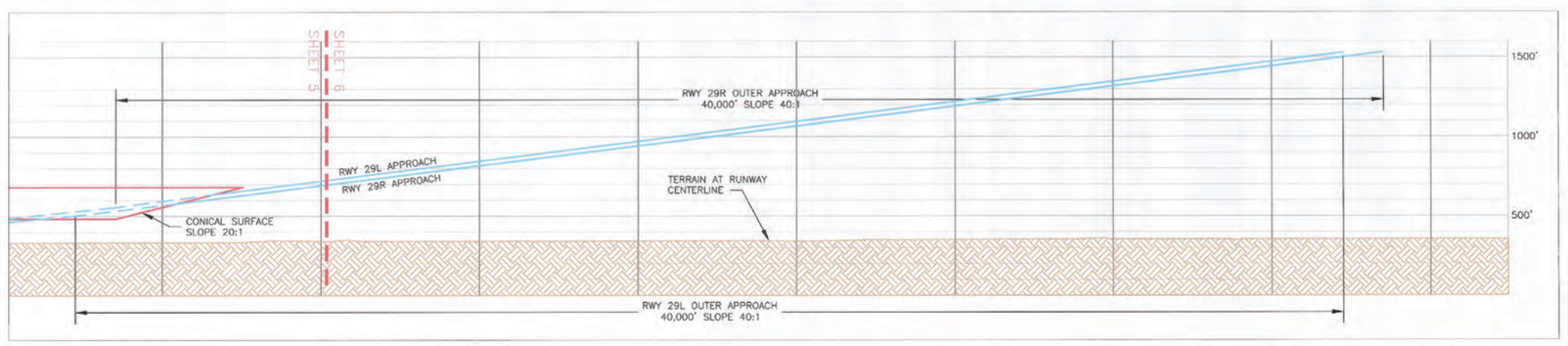
REVISIONS				
NO.	DESCRIPTION	BY	APP.	DATE

FAR PART 77 IMAGINARY SURFACES
INNER APPROACH

FRESNO YOSEMITE
INTERNATIONAL AIRPORT

DESIGNED BY:		DATE: JANUARY 2013
DRAWN BY:	LNS	SHEET 5 OF 15
CHECKED BY:	DY	
PROJECT MANAGER:		





2000 0 2000 4000
HORIZONTAL SCALE IN FEET

400 0 400 800
VERTICAL SCALE IN FEET

NOTES:

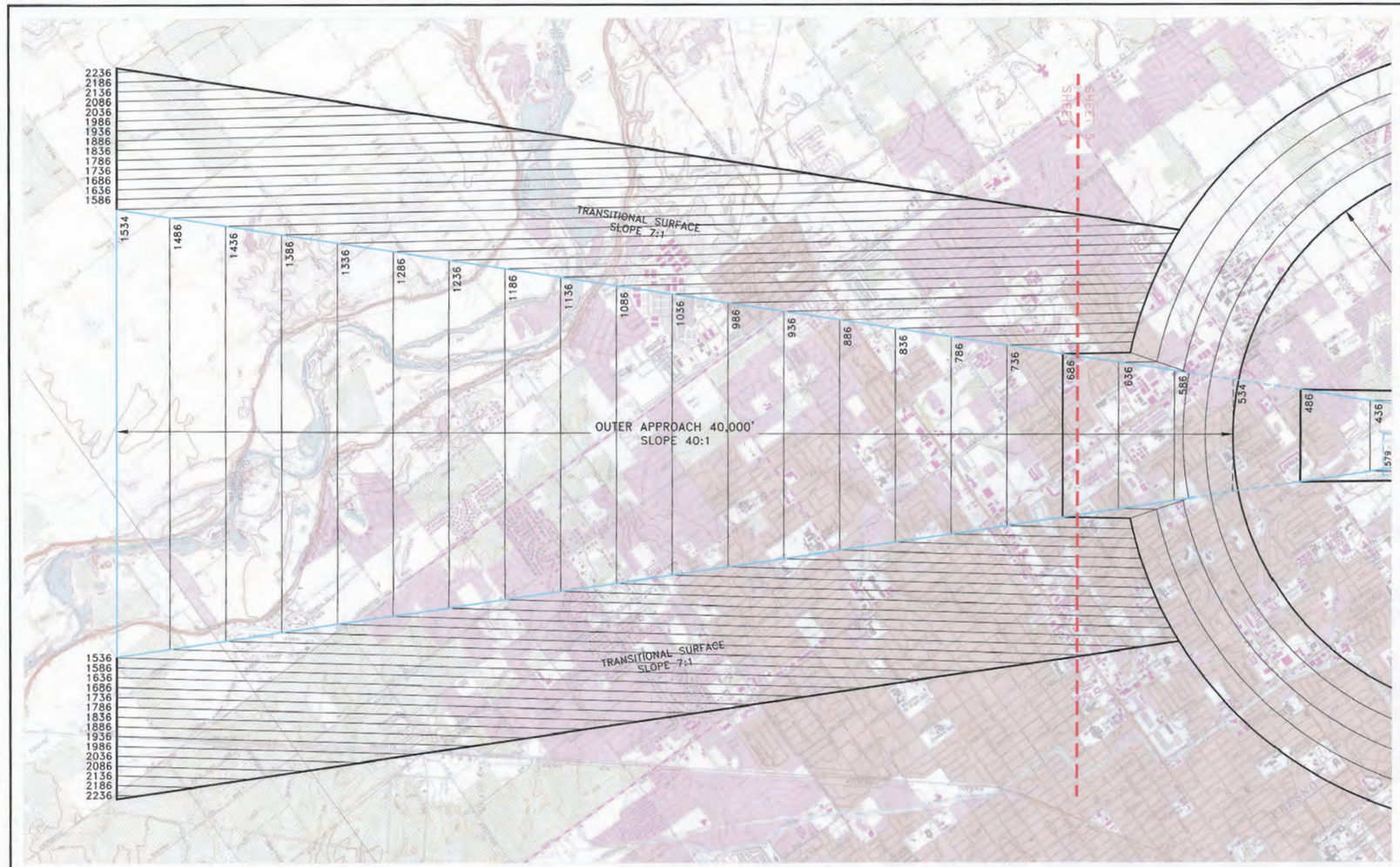
1. NO OBSTRUCTIONS LOCATED IN OUTER APPROACH AREA.

REVISIONS				
NO.	DESCRIPTION	BY	APP.	DATE

FAR PART 77 IMAGINARY SURFACES OUTER APPROACH RWYS 29L & 29R

FRESNO YOSEMITE
INTERNATIONAL AIRPORT

DESIGNED BY:		DATE: JANUARY 2013
DRAWN BY:	LNS	SHEET 6 OF 15
CHECKED BY:	DY	
PROJECT MANAGER:		



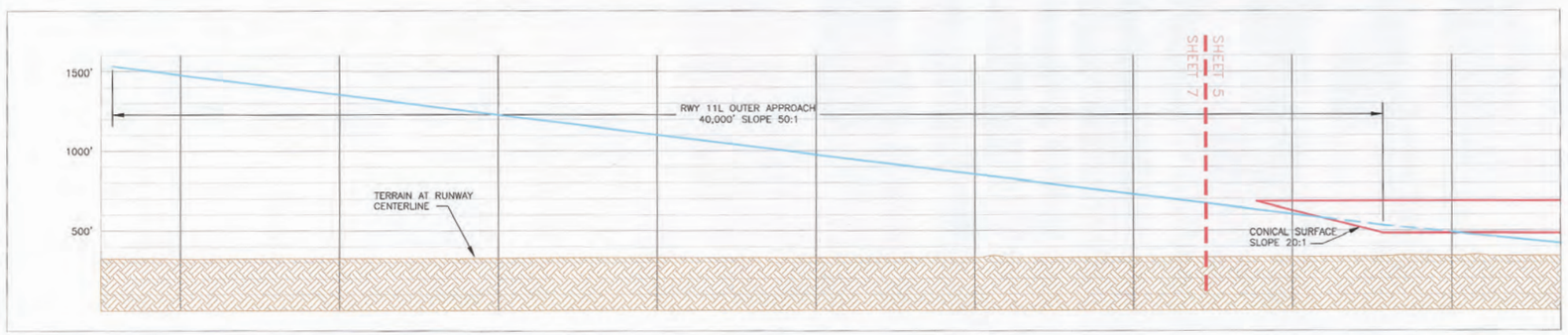
2000 0 2000 4000
HORIZONTAL SCALE IN FEET

400 0 400 800
VERTICAL SCALE IN FEET

NOTES:

1. NO OBSTRUCTIONS LOCATED IN OUTER APPROACH AREA.

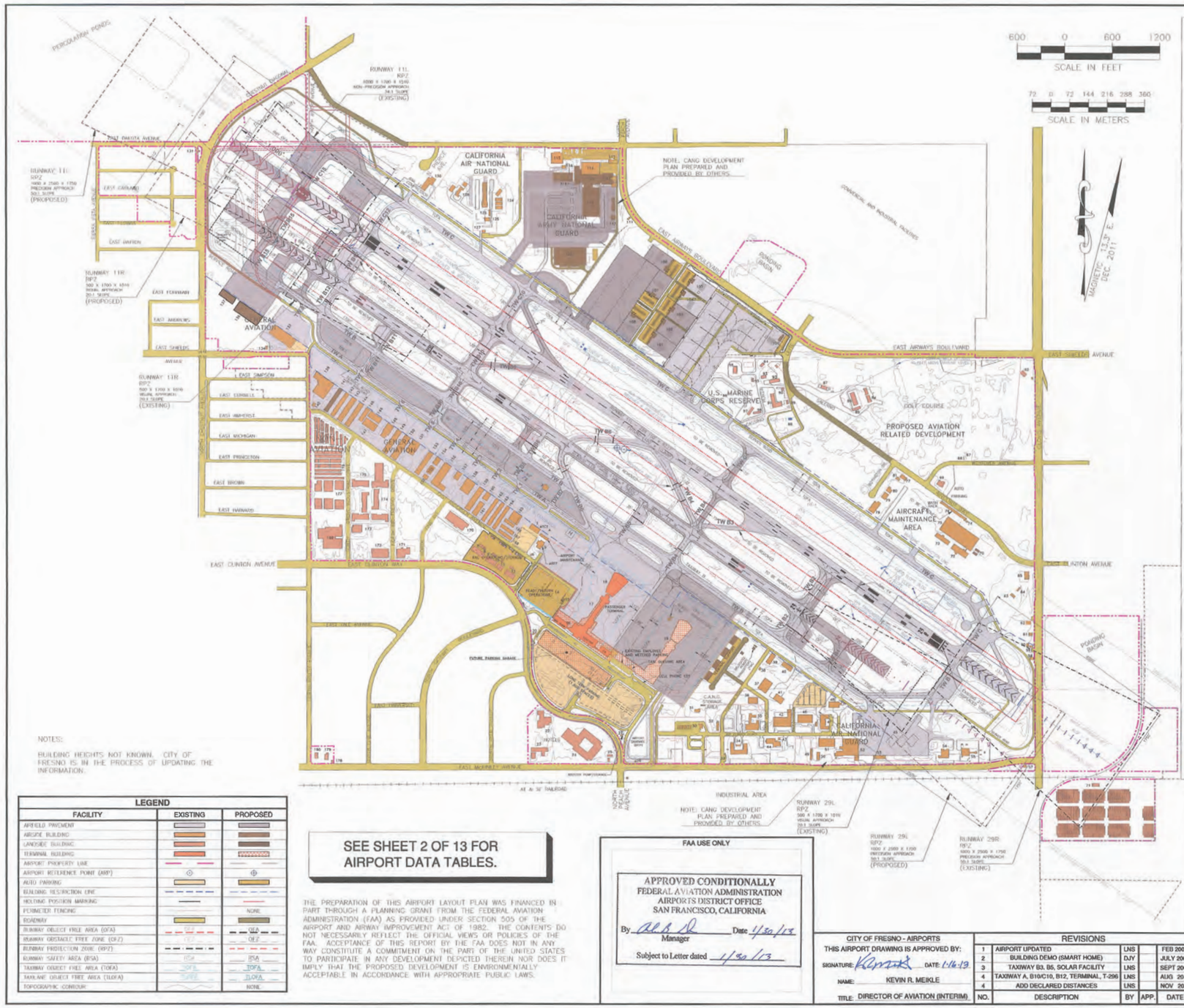
REVISIONS				
NO.	DESCRIPTION	BY	APP.	DATE



FAR PART 77 IMAGINARY SURFACES
OUTER APPROACH RUNWAY 11L

FRESNO YOSEMITE
INTERNATIONAL AIRPORT

DESIGNED BY:		DATE: JANUARY 2013	
DRAWN BY:	LNS		
CHECKED BY:	DY	SHEET 7 OF 15	
PROJECT MANAGER:			



NOTES:

BUILDING HEIGHTS NOT KNOWN. CITY OF FRESNO IS IN THE PROCESS OF UPDATING THE INFORMATION.

LEGEND

FACILITY	EXISTING	PROPOSED
AIRFIELD PAVEMENT		
AIRSIDE BUILDING		
LANDSIDE BUILDING		
TERMINAL BUILDING		
AIRPORT PROPERTY LINE		
AIRPORT REFERENCE POINT (ARP)	⊙	⊕
AUTO PARKING		
BUILDING RESTRICTION LINE		
HOLDING POSITION MARKING		
PERIMETER FENCING		NONE
ROADWAY		
RUNWAY OBJECT FREE AREA (OFA)	OFA	OFA
RUNWAY OBSTACLE FREE ZONE (OFZ)		OFZ
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY SAFETY AREA (RSA)	RSA	RSA
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA
TAXILANE OBJECT FREE AREA (TLOFA)	TLOFA	TLOFA
TOPOGRAPHIC CONTOUR		NONE

SEE SHEET 2 OF 13 FOR AIRPORT DATA TABLES.

THE PREPARATION OF THIS AIRPORT LAYOUT PLAN WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA. ACCEPTANCE OF THIS REPORT 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 IMPLY THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

FAA USE ONLY

APPROVED CONDITIONALLY
FEDERAL AVIATION ADMINISTRATION
AIRPORTS DISTRICT OFFICE
SAN FRANCISCO, CALIFORNIA

By _____ Manager Date 1/30/13

Subject to Letter dated 1/30/13

CITY OF FRESNO - AIRPORTS

THIS AIRPORT DRAWING IS APPROVED BY:

SIGNATURE: _____ DATE: 1-16-13

NAME: KEVIN R. MEIKLE

TITLE: DIRECTOR OF AVIATION (INTERIM)

REVISIONS

NO.	DESCRIPTION	BY	APP.	DATE
1	AIRPORT UPDATED	LNS		FEB 2008
2	BUILDING DEMO (SMART HOME)	DJY		JULY 2008
3	TAXIWAY B3, B5, SOLAR FACILITY	LNS		SEPT 2008
4	TAXIWAY A, B10/C10, B12, TERMINAL, T-296	LNS		AUG 2010
4	ADD DECLARED DISTANCES	LNS		NOV 2011

BUILDING INVENTORY

1	AIRPORT TRAFFIC CONTROL TOWER (ATCT) [FSS, FAA ADMINISTRATION OFFICES, BEACON, AIRWAY FACILITIES]	88	U.S.M.C. SHED
2	LIGHTED WINDSOCK	89	U.S.M.C. GUARD HOUSE
3	LIGHTING VAULT & GENERATOR	90	U.S.M.C. CREW READINESS UNIT
4	AIRPORT MAINTENANCE/FUEL VAULT	91	U.S.M.C. GENERAL PURPOSE SHOP
5	AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) BUILDING/FUEL VAULT	92	U.S.M.C. SHED
6	AIRPORT ADMINISTRATIVE STORAGE	93	U.S.M.C. SHED
7	RENTAL CAR SERVICE FACILITY #6 (AVIS)	94	U.S.M.C. SHED
8	RENTAL CAR SERVICE FACILITY #5 (BUDGET)	95	U.S.M.C. SHED
9	RENTAL CAR SERVICE FACILITY #4 (ENTERPRISE)	96	U.S.M.C. OFFICE
10	RENTAL CAR SERVICE FACILITY #3 (VANGUARD)	97	U.S.M.C. OFFICE
11	RENTAL CAR SERVICE FACILITY #2 (DOLLAR)	98	U.S.M.C. MAINTENANCE FACILITY
12	RENTAL CAR SERVICE FACILITY #1 (HERTZ)	99	U.S.M.C. APRON
13	RESERVED	100	AIR CARGO OFFICE/WAREHOUSE (FEDEX)
14	AIR CARGO CENTER	101	AIR CARGO OFFICE/WAREHOUSE (FUTURE)
15	AIRLINE TERMINAL STANDBY GENERATORS (2)	102	AIR CARGO OFFICE/WAREHOUSE (FUTURE)
16	AIRLINE TERMINAL	103	AIR CARGO OFFICE/WAREHOUSE (FUTURE)
17	CONCOURSE (SINGLE LEVEL)	104	AIR CARGO OFFICE/WAREHOUSE (FUTURE)
18	CONCOURSE (TWO LEVELS)	105	AIR CARGO OFFICE/WAREHOUSE (FUTURE)
19	FUTURE TERMINAL /CONCOURSE	106	AIR CARGO OFFICE/WAREHOUSE (FUTURE)
20	PARKING LOT STORAGE	107	AIR CARGO OFFICE/WAREHOUSE (FUTURE)
21	PARKING LOT OFFICE (TEMPORARY & PROPOSED)	108	AIR CARGO OFFICE/WAREHOUSE (FUTURE)
22	OFFICES	109	RESERVED
23	HOTEL	110	RESERVED
24	MOTEL	111	PUMP STATION 308
25	SERVICE STATION	112	A.R.N.G. P.O.L.
26	PUMP STATION (BASIN DISCHARGE, CLINTON/McKINLEY)	113	A.R.N.G. G.S.E.
27	BOOSTER PUMP STATION	114	A.R.N.G. MAINTENANCE HANGAR/OFFICES
28	RESERVED	115	A.R.N.G. OFFICES
29	RESERVED	116	A.R.N.G. STORAGE
30	C.A.N.G. PETROLEUM OR LUBRICANT OPERATIONS	117	A.R.N.G. FUTURE EXPANSION
31	C.A.N.G. SHEDS	118	A.R.N.G. HANGAR FIXED WING
32	C.A.N.G. SMALL ARMS RANGE	119	A.R.N.G. MAINTENANCE HANGAR
33	C.A.N.G. ENTRANCE GUARD HOUSE	120	A.R.N.G. CORROSION CONTROL HANGAR
34	C.A.N.G. WING HEADQUARTERS AND CARPORT	121	RESERVED
35	C.A.N.G. BASE CIVIL ENGINEER/TELECOMMUNICATIONS	122	RESERVED
36	C.A.N.G. BUILDING	123	RESERVED
37	C.A.N.G. BUILDING	124	C.A.N.G. STORAGE
38	C.A.N.G. BUILDING	125	C.A.N.G. MUNITIONS MAINTENANCE FACILITY
39	C.A.N.G. STORAGE	126	C.A.N.G. STORAGE SHELTER
40	C.A.N.G. STORAGE	127	C.A.N.G. ENTRY CONTROL FACILITY
41	C.A.N.G. BUILDING	128	C.A.N.G. STORAGE
42	C.A.N.G. AVIATION GROUND EQUIPMENT SHOP	129	RESERVED
43	C.A.N.G. AMBULANCE SHELTER	130	OFFICE, STORAGE HANGAR (C.H.P. AIR OPERATIONS)
44	C.A.N.G. SECURITY POLICE/MEDICAL	131	PUMP (WELL 10-6, DAKOTA/CHESTNET)
45	C.A.N.G. HANGAR	132	RESERVED
46	C.A.N.G. ENGINE/AVIONICS SHOP	133	OFFICE, MAINTENANCE HANGAR (CORPORATE AIRCRAFT)
47	C.A.N.G. BUILDING	134	UNDERGROUND STORAGE TANK
48	C.A.N.G. FIRE STATION	135	RESERVED
49	C.A.N.G. STORAGE	136	FIXED BASE OPERATOR EXPANSION
50	C.A.N.G. AUTOMOTIVE MAINTENANCE	137	AIRPORT MAINTENANCE WAREHOUSE (FUTURE)
51	C.A.N.G. BASE SUPPLY	138	RESERVED
52	C.A.N.G. HANGAR/AIRCRAFT SHOPS/ GUN MAINTENANCE	139	SCOTT AIRCRAFT
53	C.A.N.G. WEAPONS CALIBRATION SHELTER	140	ABOVE GROUND FUEL VAULT
54	C.A.N.G. FUEL CELL/CORROSION CONTROL HANGAR	141	T-HANGAR, OFFICES (FUTURE)
55	C.A.N.G. GROUND RUN-UP ENCLOSURE	142	T-HANGAR, OFFICES
56	BAK-14 GENERATOR	143	T-HANGAR, OFFICES
57	PUMP STATION (AIRFIELD DISCHARGE, CLOVIS/McKINLEY)	144	T-HANGAR, OFFICES
58	APPROACH LIGHTING SYSTEM SUBSTATION	145	OFFICES, F.S.D.O.
59	GLIDE SLOPE BUILDING	146	OFFICES
60	ALSF-II BUILDING	147	OFFICES
61	FORESTRY AIR ATTACK BASE HANGAR	148	OFFICE, MAINTENANCE HANGAR
62	FORESTRY AIR ATTACK BASE HANGAR	149	T-HANGAR
63	FRESNO AIR ATTACK BASE RETARDANT MIX TANKS	150	T-HANGAR
64	FORESTRY AIR ATTACK BASE OFFICE	151	OFFICE, MAINTENANCE HANGAR (WESTERN PIPER SALES)
65	FORESTRY AIR ATTACK BASE OFFICE	152	ABOVE GROUND FUEL VAULT
66	RESERVED	153	HANGAR
67	WATER TREATMENT PLANT (WESTOVER/WALKER)	154	HANGAR
68	PUMP HOUSE (WELL 8A, WESTOVER/WALKER)	155	HANGAR
69	FIRE STATION #10	156	OFFICE, MAINTENANCE HANGAR
70	FUTURE ABOVE GROUND FUEL VAULT	157	T-SHELTER (OPEN CABANA)
71	SOLAR FACILITY	158	T-HANGAR, OFFICE
72	OFFICES/WAREHOUSE (287)	159	T-HANGAR
73	WAREHOUSE/HANGAR (P-4, T-285)	160	OFFICES, MAINTENANCE HANGAR
74	HANGAR P-3 FIRE SYSTEM	161	T-HANGAR
75	HANGAR, OFFICES (P-3)	162	T-HANGAR
76	OFFICE (261)	163	T-HANGAR
77	OFFICES	164	T-HANGAR
78	HANGAR/OFFICE	165	OFFICE, MAINTENANCE HANGAR
79	HANGAR/OFFICE	166	T-HANGAR
80	MAINTENANCE SHOP	167	T-HANGAR
81	OFFICES (210)	168	T-HANGAR
82	SERVICE STATION/CONVENIENCE STORE/CAR WASH	169	CONCAST
83	RESERVED	170	GHL FACILITY
84	CLUBHOUSE/CART HOUSE	171	AIRPORT ADMINISTRATIVE OFFICE
85	BATH HOUSE	172	GARDEN OFFICE COMPLEX
86	POOL	173	OFFICE
87	AIRWAYS MAINTENANCE SHOP	174	OFFICE/WAREHOUSE
88	AIRPORT SURVEILLANCE RADAR	175	OFFICE/WAREHOUSE
		176	STORAGE UNITS
		177	OFFICES/WAREHOUSE
		178	PUMP (WELL 63, WINERY/McKINLEY)
		179	RESTAURANT
		180	RESTAURANT

AIRPORT LAYOUT PLAN

FRESNO YOSEMITE INTERNATIONAL AIRPORT

DESIGNED BY:		DATE: JANUARY 2013
DRAWN BY:	LNS	SHEET 3 OF 13
CHECKED BY:	DY	
PROJECT MANAGER:		

markings in good condition. This runway has medium intensity runway lights (MIRL) but no approach lighting system. There are unlighted touchdown points and REILs on Runway 11R only. Runway 29L is equipped with a four-light PAPI on the left at a three-degree glide path. The only instrument approach to Runway 11R-29L is a global positioning system (GPS).

TABLE D1
Airport Facilities
Fresno Yosemite International Airport

	Runway 11L-29R	Runway 11R-29L
RUNWAY(S)		
Length (feet)	9,539	8,008
Width (feet)	150	150
Threshold Displacement (feet)	0	0
Runway Pavement Surface Material	Asphalt	Asphalt
Runway Pavement Surface Treatment	Grooved	Grooved
Runway Pavement Condition	Good	Good
Traffic Pattern	Left | Right	Right | Left
Runway Pavement Load Bearing Strength (lbs.)		
Pavement Classification Number (PCN)	75	44
Single Wheel	70,000	70,000
Double Wheel	170,000	170,000
Dual Tandem	N/A	175,000
Double Tandem	250,000	250,000
Double Dual Tandem	N/A	N/A
Runway Pavement Markings		
Type	Precision	Precision
Condition	Good	Good
Runway Lighting		
Runway Edge Lighting	HIRL	MIRL
Approach Lighting System (ALS)	None | ALSF2	None
Touchdown Point	Yes (no lights) | Yes (lighted)	Yes (no lights)
Runway End Identifier Lights (REILs)	Yes	Yes | No
VISUAL APPROACH AIDS		
Type	4-Light PAPI on left	None | 4-Light PAPI on left
Glide Path	3.00 degrees	N/A | 3.00 degrees
INSTRUMENT APPROACH AIDS		
Instrument Landing System (ILS)	LOC/DME | ILS/DME	No
Global Positioning System (GPS)	Yes	Yes
VOR/DME or TACAN	Yes	No
High-VOR/DME or TACAN	Yes	No

N/A: Not Applicable
HIRL: High Intensity Runway Lights
MIRL: Medium Intensity Runway Lights
ALSF2: Approach Lighting System with Sequenced Flashing Lights configuration 2
PAPI: Precision Approach Path Indicator
LOC: Localizer
DME: Distance Measuring Equipment
TACAN: Tactical Air Navigation
VOR: Very High Frequency Omnidirectional Range
Source: AirNav (July 2017)

FUTURE AIRPORT PLANS

At the time of this study, the Airport is undergoing a master plan update; however, the Airport's presently approved ALP shows extensions to both runways. Runway 11L-29R is proposed to be extended to 10,000 feet total and Runway 11R-29L is proposed for an ultimate length of 8,600 feet. Precision approaches are proposed for Runway 29L and Runway 11L.

AIRPORT ENVIRONS

EXISTING LAND USES

Exhibit D5 shows the existing land uses around the Airport.

Airport property encompasses approximately 2,159 acres of land within the City of Fresno and is generally bounded by Clovis Avenue to the east, Chestnut Avenue to the west, Dakota Avenue to the north, and McKinley Avenue to the south. The Airport is primarily surrounded by urban development including industrial, residential, and mixed commercial uses. A majority of the AIA is composed of single and multi-family residential land uses. Other land uses in the AIA include open space, and agriculture. Right-of-ways/transportation in the AIA make up the street network surrounding the Airport. Major streets connecting the Airport to other areas of Fresno include East Olive Avenue, East McKinley Avenue, East Dakota Avenue, and Clovis Avenue. California State Route 168 and California State Route 180 are the closest highways to the airport.

ZONING

Exhibit D6 shows zoning classifications in the AIA.

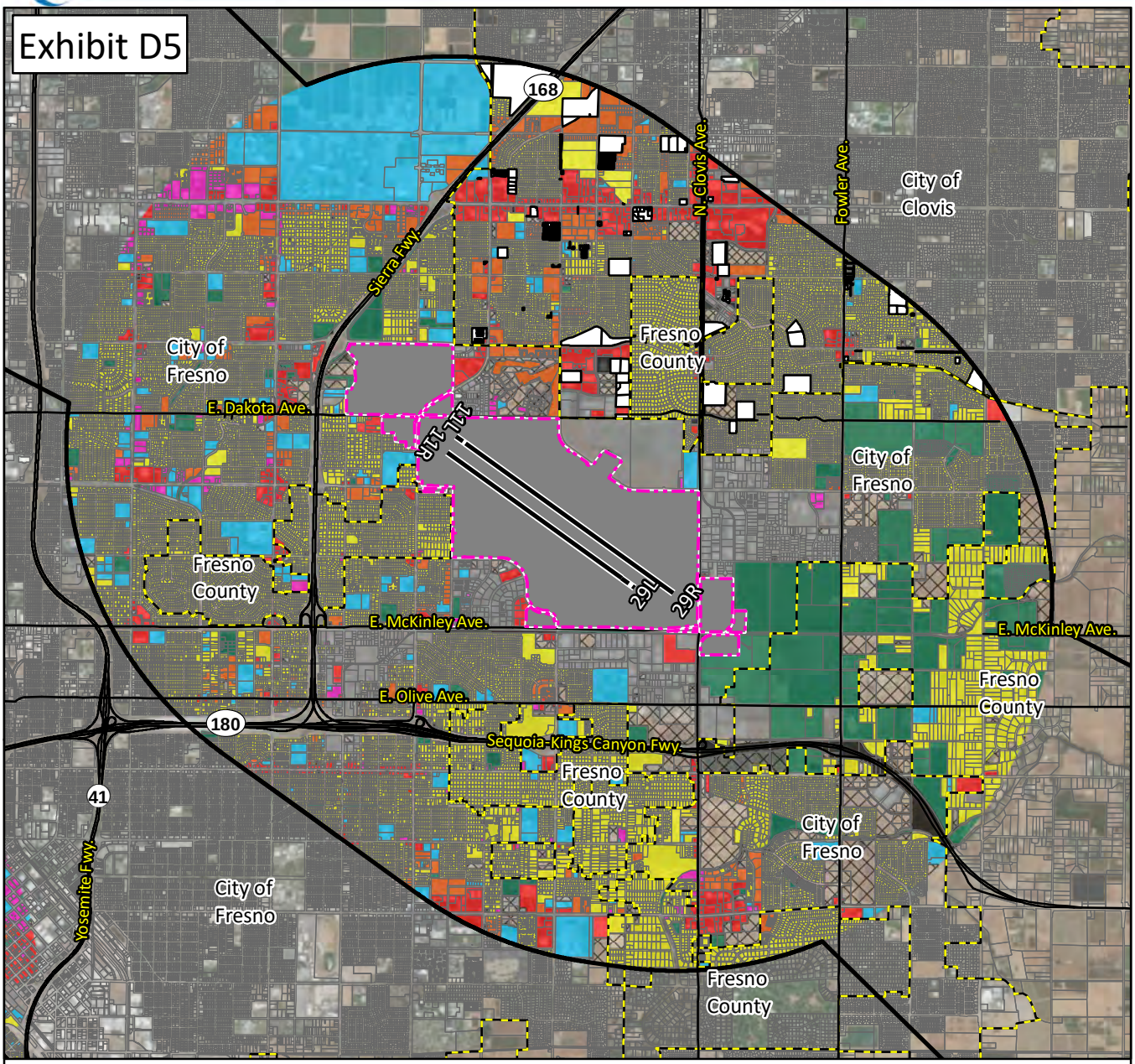
The Airport is surrounded primarily by industrial zones, both on and adjacent to Airport property. In addition to industrial zones, there are single and multi-family residential, open space, and commercial zones around the Airport. Residential zoning dominates much of the AIA. Additional zones in the AIA include commercial, mobile home parks, mixed use, parks and recreation, and agriculture.

GENERAL PLAN

The general plan land uses around the Airport are illustrated on **Exhibit D7**.

Similar to zoning in the AIA, planned land uses in the vicinity of the Airport include industrial, single family residential, and open space. Additionally, there are several parcels planned for mixed use near the Airport. Although the AIA is still heavily planned for residential, much of the AIA is proposed as mixed use in the future. Mixed use development typically includes a combination of commercial and residential uses.

Exhibit D5



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
- Commercial
- Industrial
- Public
- Open Space
- Agricultural
- Transportation/Right-of-Way
- Vacant
- No Data

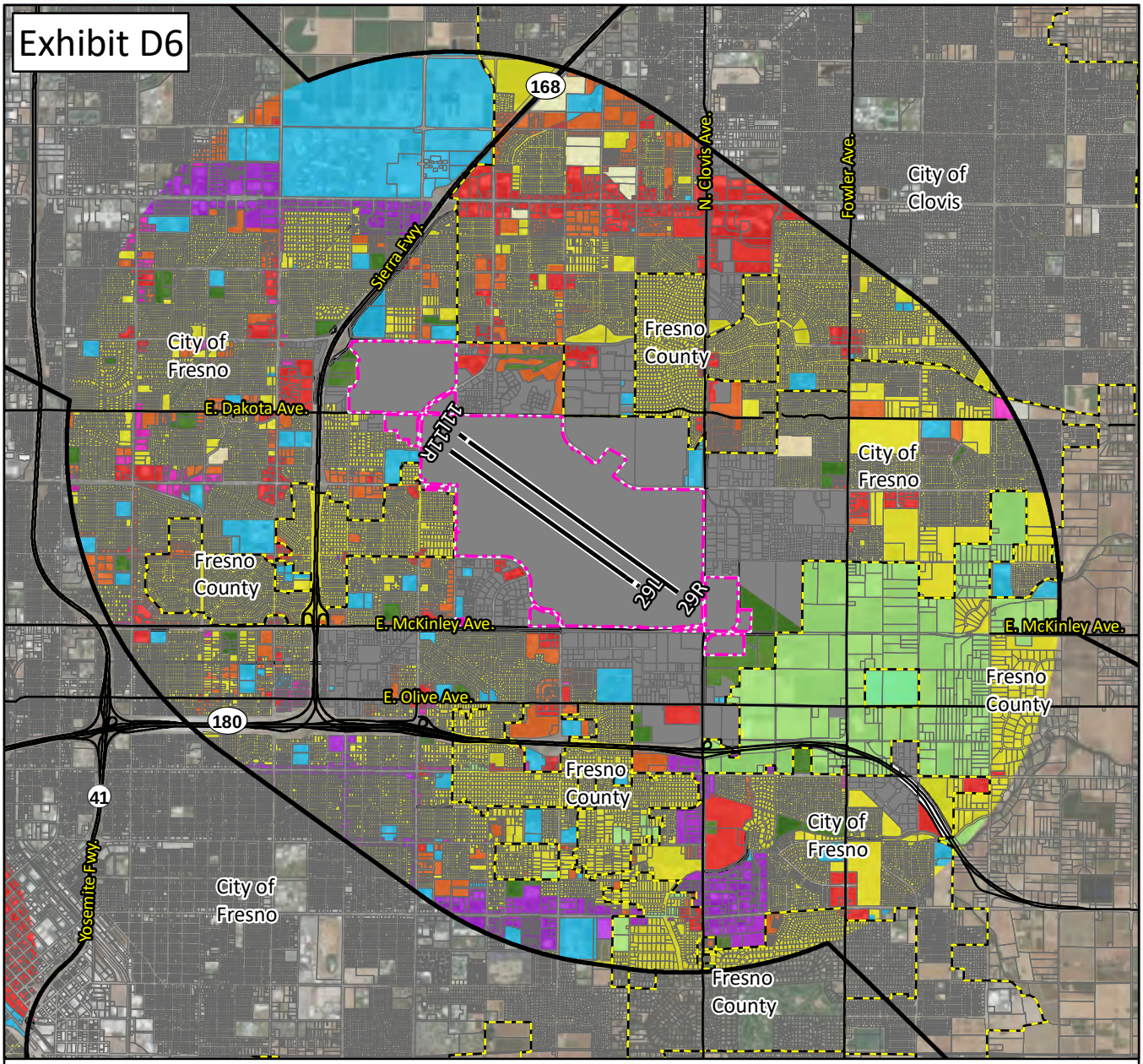
N

0 6,000 12,000

1" = 6,000'

[1]Fresno Yosemite Intl. Airport Layout Plan (2013).
[2]AIA drawn from Part 77 Conical and Outer Transitional surfaces. 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).

Exhibit D6



LEGEND

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

Zoning[3]

- Mobile Home Park
- Single Family Residential
- Multi-Family Residential
- Mixed Use
- Commercial
- Industrial
- Public
- Open Space
- Agriculture
- Transportation/Right-of-Way
- No Data

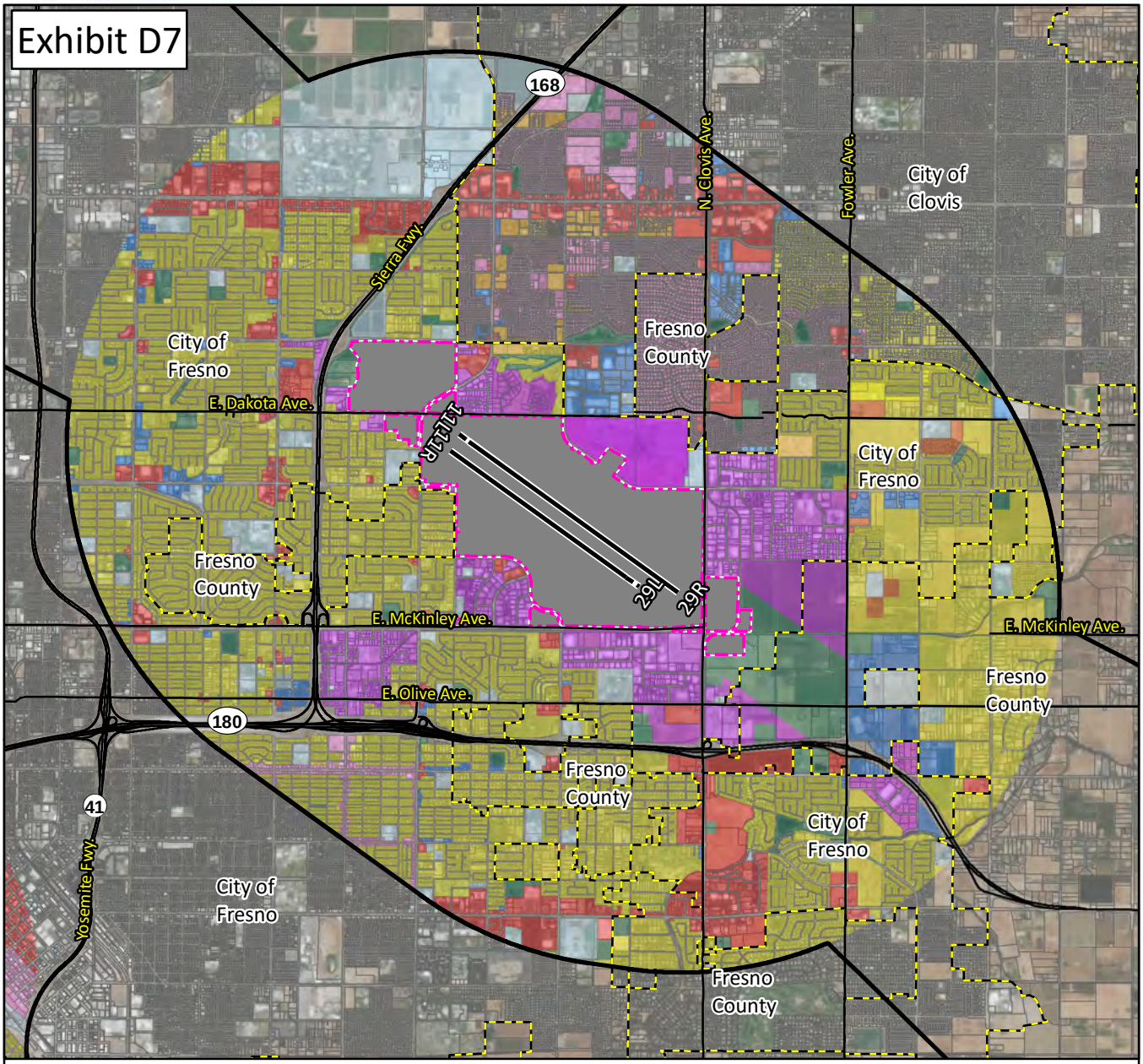
N

0 6,000 12,000

1" = 6,000'

[1]Fresno Yosemite Intl. Airport Layout Plan (2013).
[2]AIA drawn from Part 77 Conical and Outer Transitional surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[3]Fresno County Zoning, City of Clovis Zoning, City of Fresno Zoning.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit D7



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
- Mixed Use
- Commercial
- Office
- Industrial
- Public
- Open Space

N

0 6,000 12,000

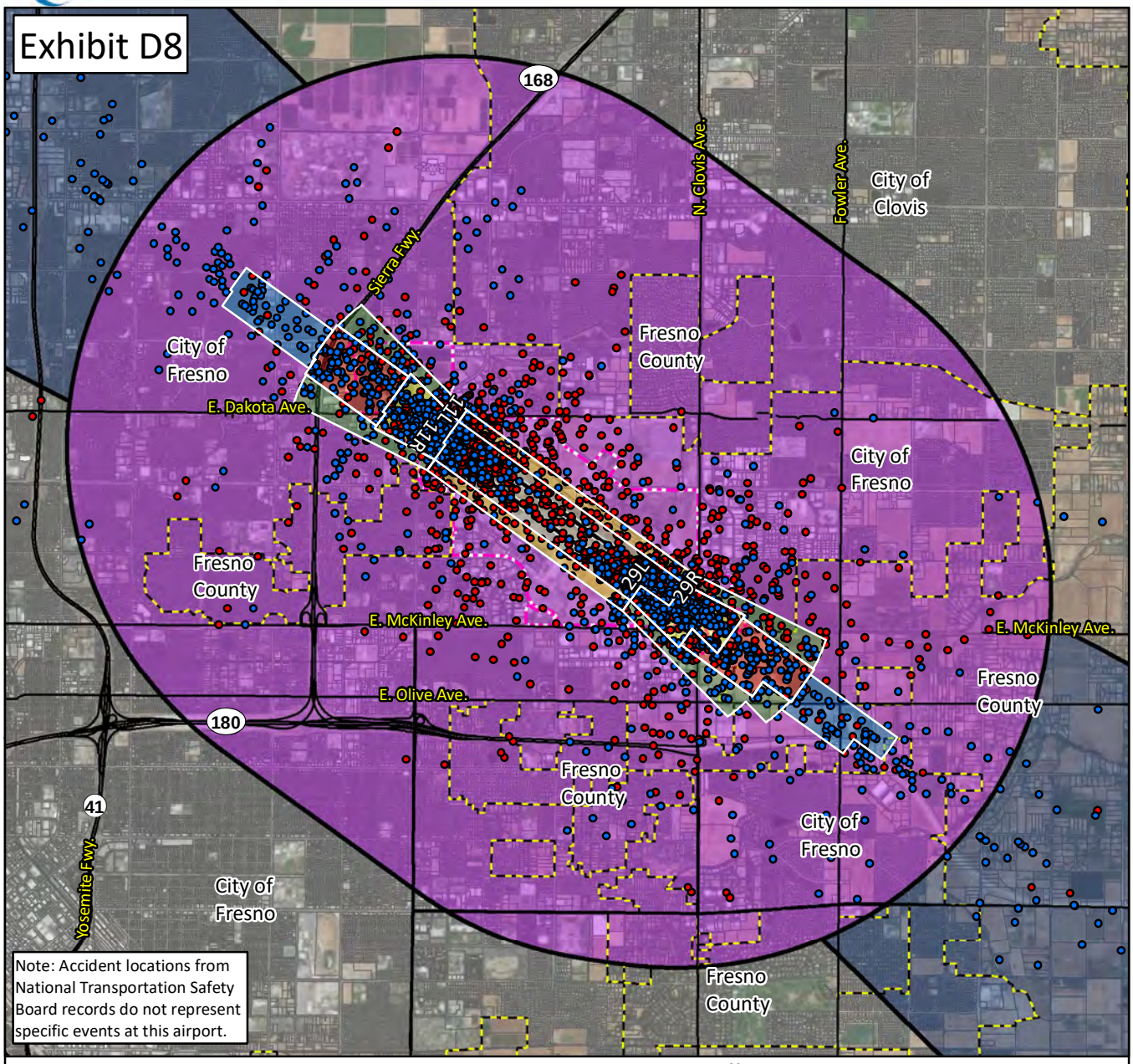
1" = 6,000'

[1]Fresno Yosemite Intl. Airport Layout Plan (2013).
[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).

COMPATIBILITY FACTORS

Exhibit D8 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 D8



LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Arrival Accidents[2]
- Departure Accidents[2]
- Airport Influence Area (AIA)[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
7. Precision Approach Zone

N

0 6,000 12,000

1" = 6,000'

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