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.

December 2018
Amended December 2021, October 2023

Summary of Amendments

December 2021

Table 3A revised to include language noting that uses whose primary purpose is to serve vulnerable occupants within 3,000 feet from the side of the runway and 5,000 feet from the end of the runway shall require ALUC review.

Exhibits A1, B1, C1, D1, E1, F1, G1, H1, J1 were updated to include the vulnerable occupants review area (3,000 feet from the side of the runway and 5,000 feet from the end of the runway).

October 2023

Exhibits C1, C2, C3, C4, C5, C6, C7, C8 were updated to reflect the condition shown on the 2023 Airport Layout Plan for Fresno Chandler Airport which no longer includes a runway extension.

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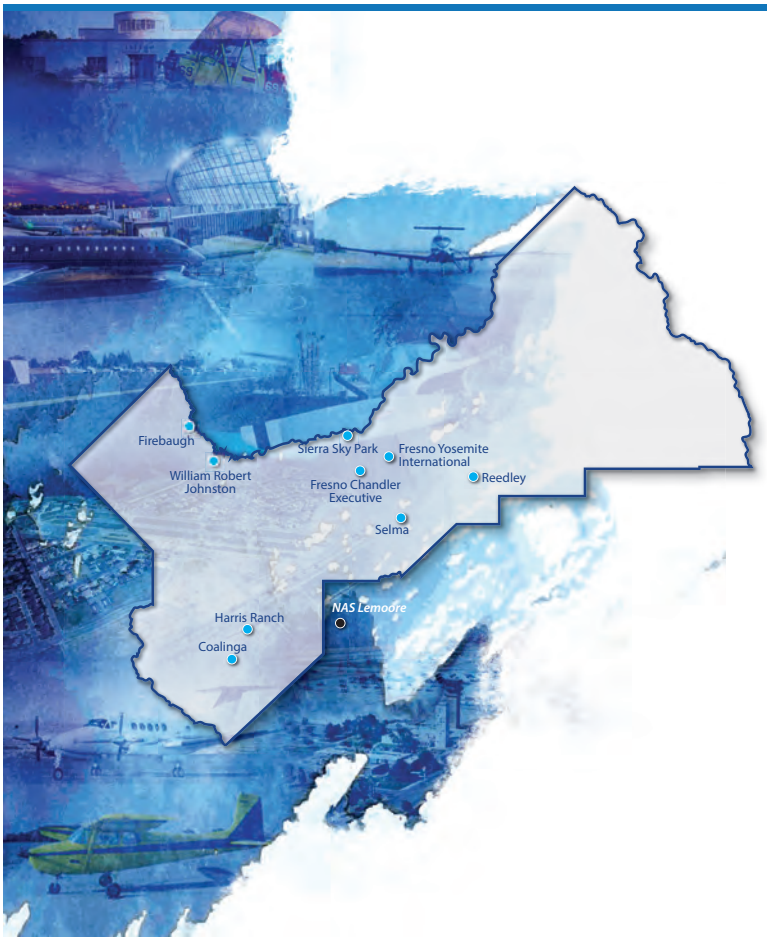


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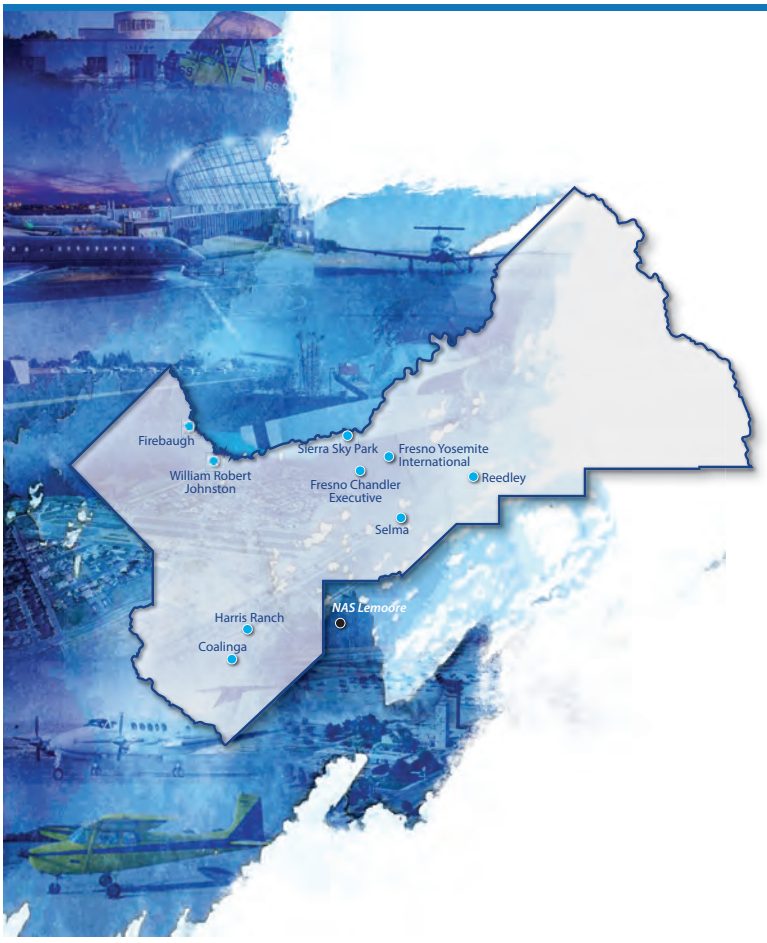
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Chapter One

PURPOSE AND SCOPE



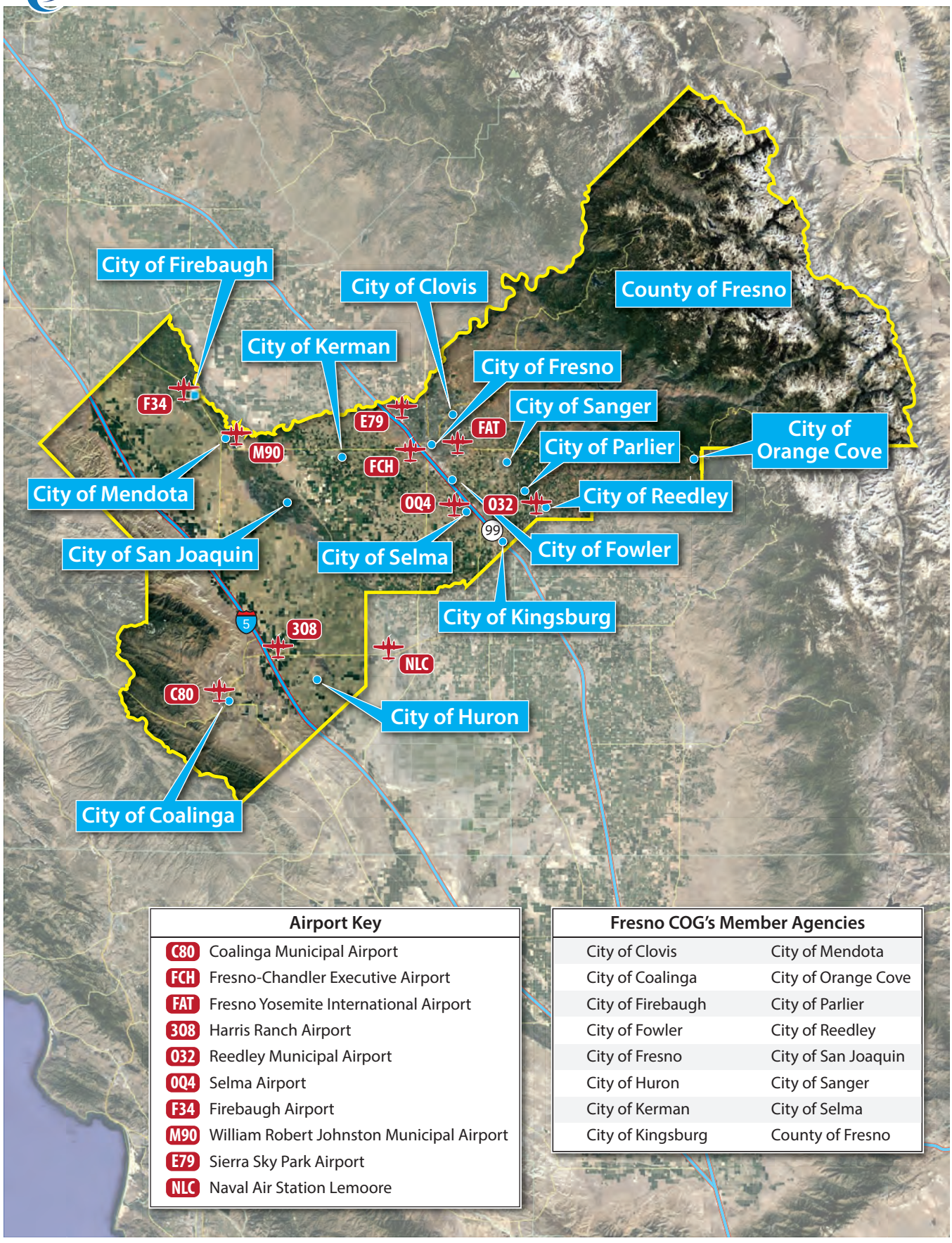
Chapter One
PURPOSE AND SCOPE

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**.

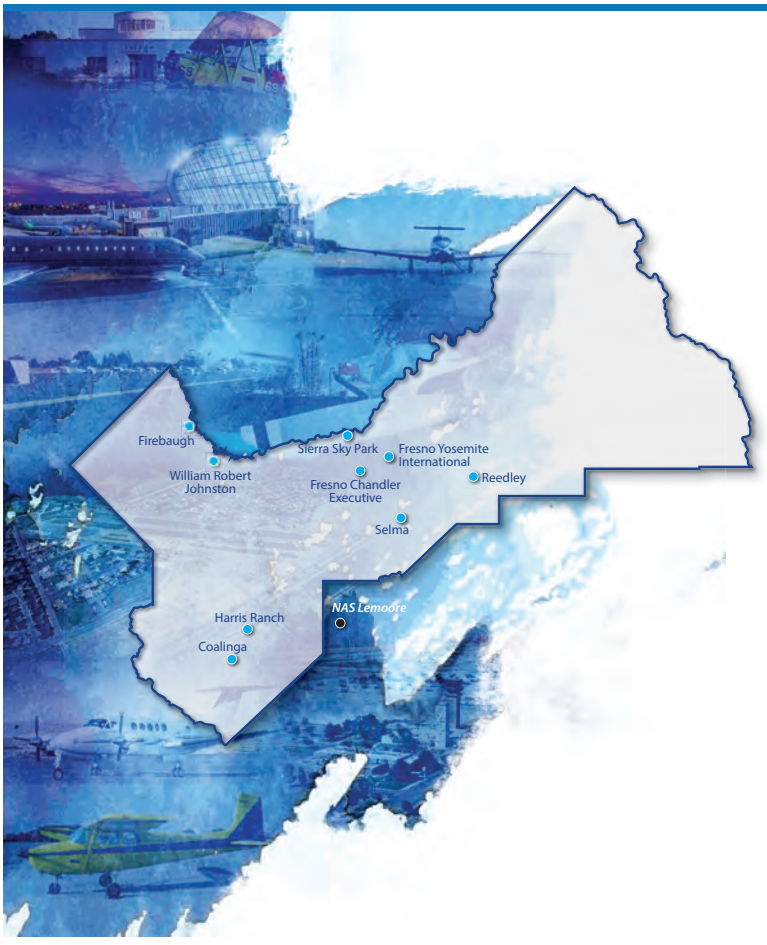
Additionally, appendices to supplement the analysis are presented in the ALUCP. These include airport facilities, operations, area land use, noise analysis, and safety information for all nine public use airports in Fresno County as well as NAS Lemoore.

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.

Fresno Council
of Governments

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%).

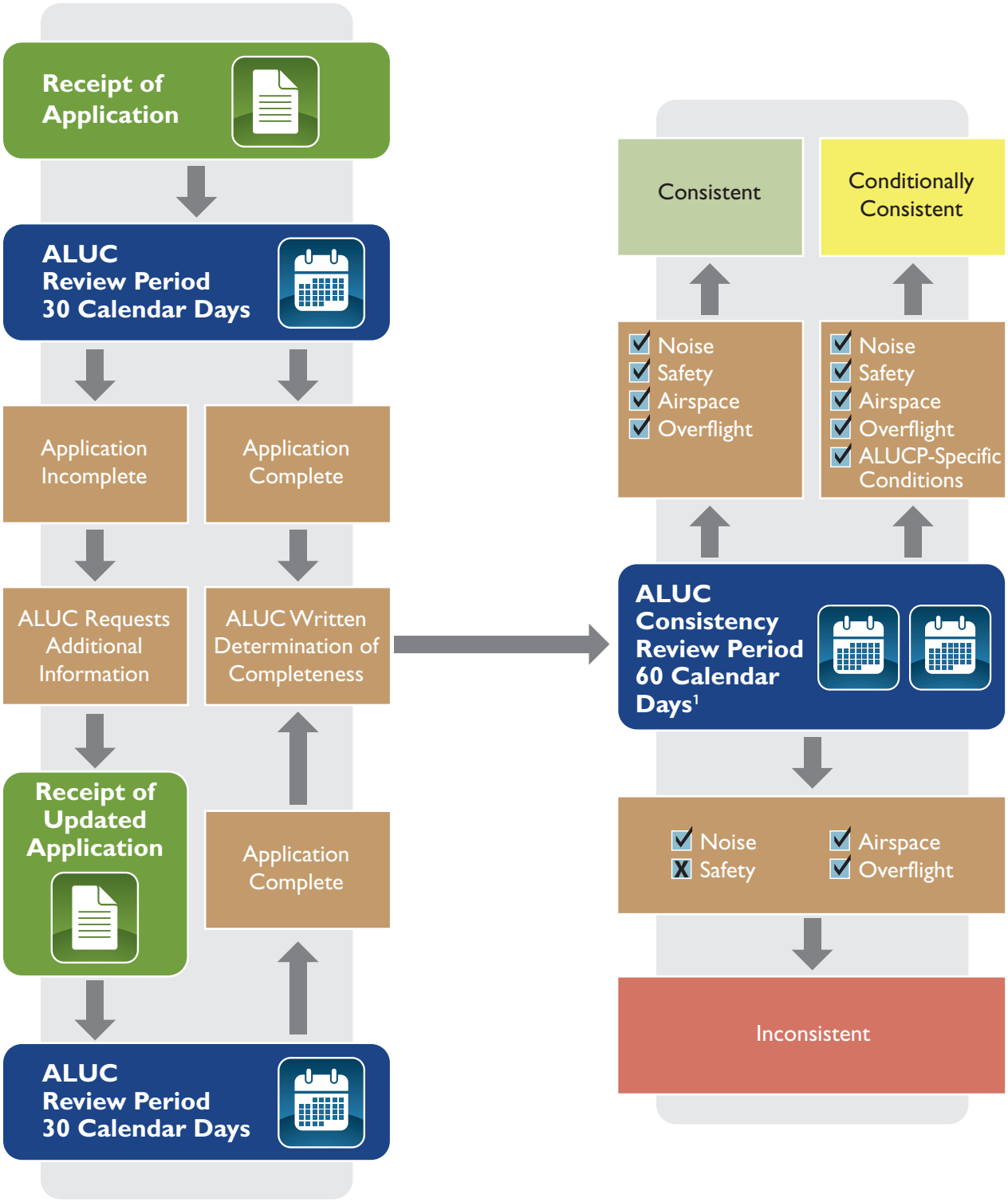
2.6.8 Land Use Compatibility Planning Coordination

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

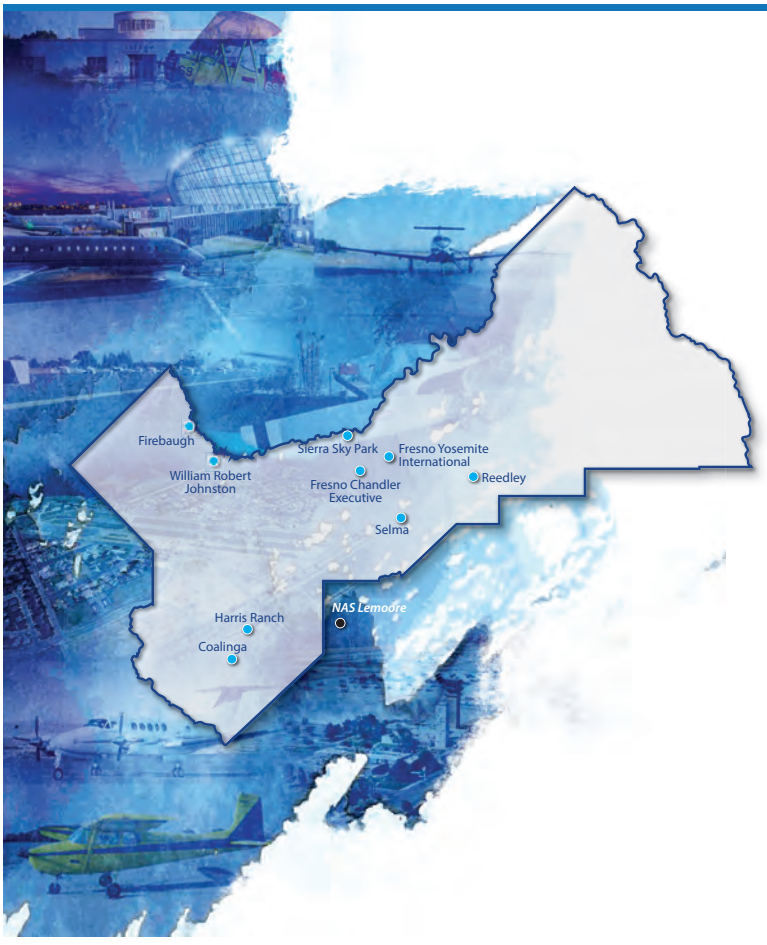
(b) A development agreement that has been executed pursuant to California Government Code Section 65866, and remains in effect

(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
of Governments

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 unused	-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

Zone	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
	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 aboveground 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 attractant -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 habitable floors -Highly noise-sensitive outdoor nonresidential uses[7] -Hazards to flight[6]	-Airport disclosure notice required -Airspace review required 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

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]
6 – TPZ	No Limit	300 persons per acre No limit in areas designated as Urban on Exhibit C1, Fresno-Chandler Executive Airport and Exhibit D1, Fresno Yosemite International Airport	10%	-Hazards to flight[6] -Outdoor stadiums and similar uses with very high intensity uses	-Airport disclosure notice required -Airspace review required 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 penetration buffer[9] -Proposed uses whose primary purpose is to serve vulnerable occupants[11] within 3,000 feet from the side of the runway and 5,000 feet from the end of the runway shall require ALUC review. In addition to the prohibited uses listed within Table 3A, any use whose primary purpose is to serve vulnerable occupants in the area described above is strongly discouraged.
7 – PAZ[12]	No Limit	No Limit	0%	-Hazards to flight[6]	No object shall have a height that would penetrate the airspace protection surface of the airport. Any object that penetrates one of these surfaces is, by FAA definition, considered an obstruction. A proposed object having a height that exceeds the airport's airspace protection surface 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	Vulnerable occupants include children, the elderly, and people with disabilities.
12	The definition of infill can be found in Section 2.10.26.
13	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	

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.

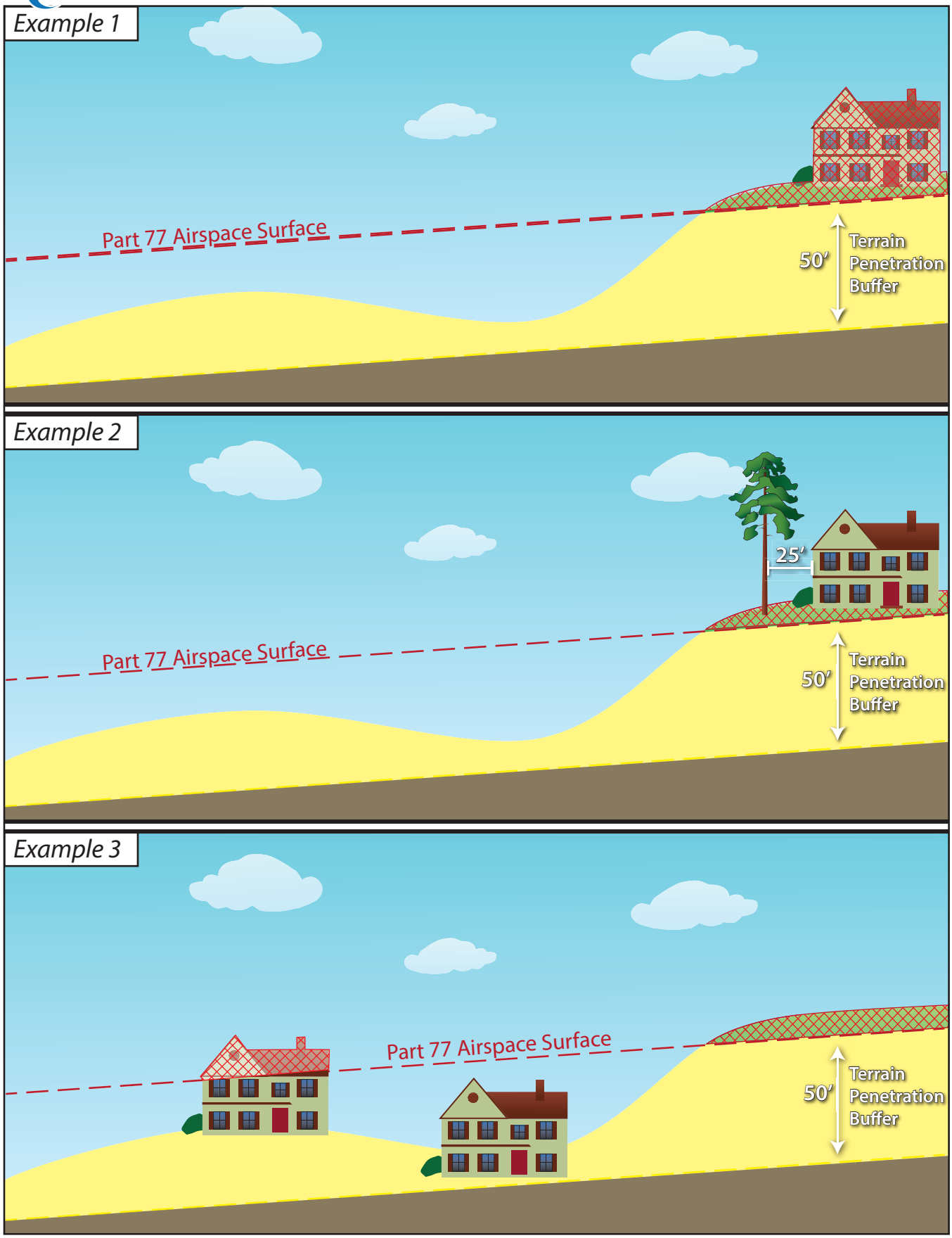
This exception does not apply within Zone 1 (RPZ).

(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


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

(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 development 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 re-constructed 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 non-residential 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.

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.

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

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
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

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

	CNEL			
	60-64	65-69	70-74	75+
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) shall 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:

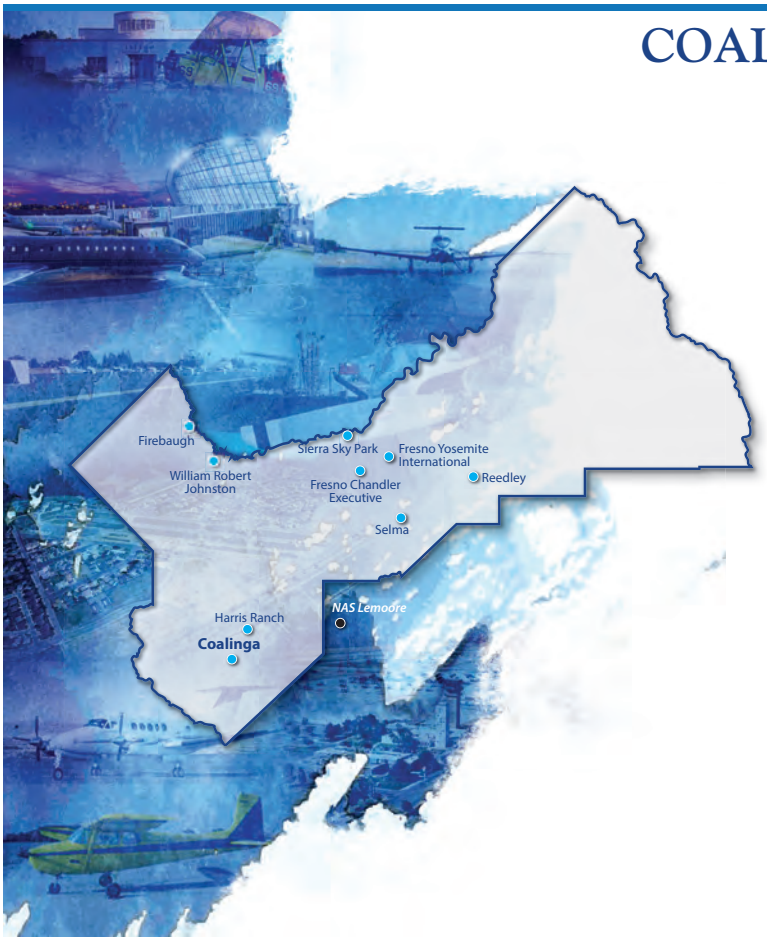
NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, 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
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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

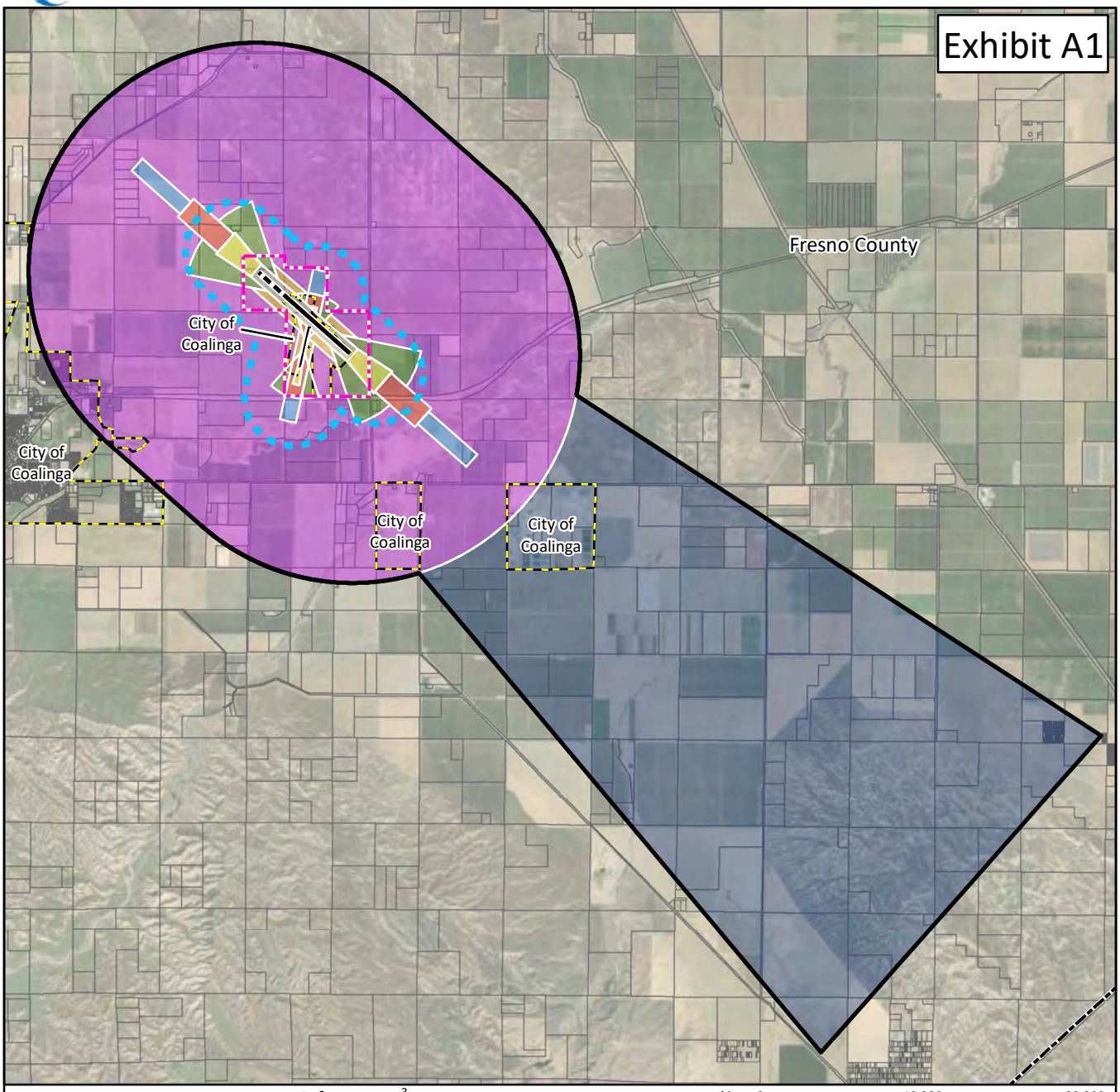
The standard methodology for analyzing noise conditions at airports involves the use of a computer simulation model. The Airport Environmental Design Tool Version 2c (AEDT) is accepted by the State of California and required by the FAA for developing noise exposure contours. This is the model used to 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.

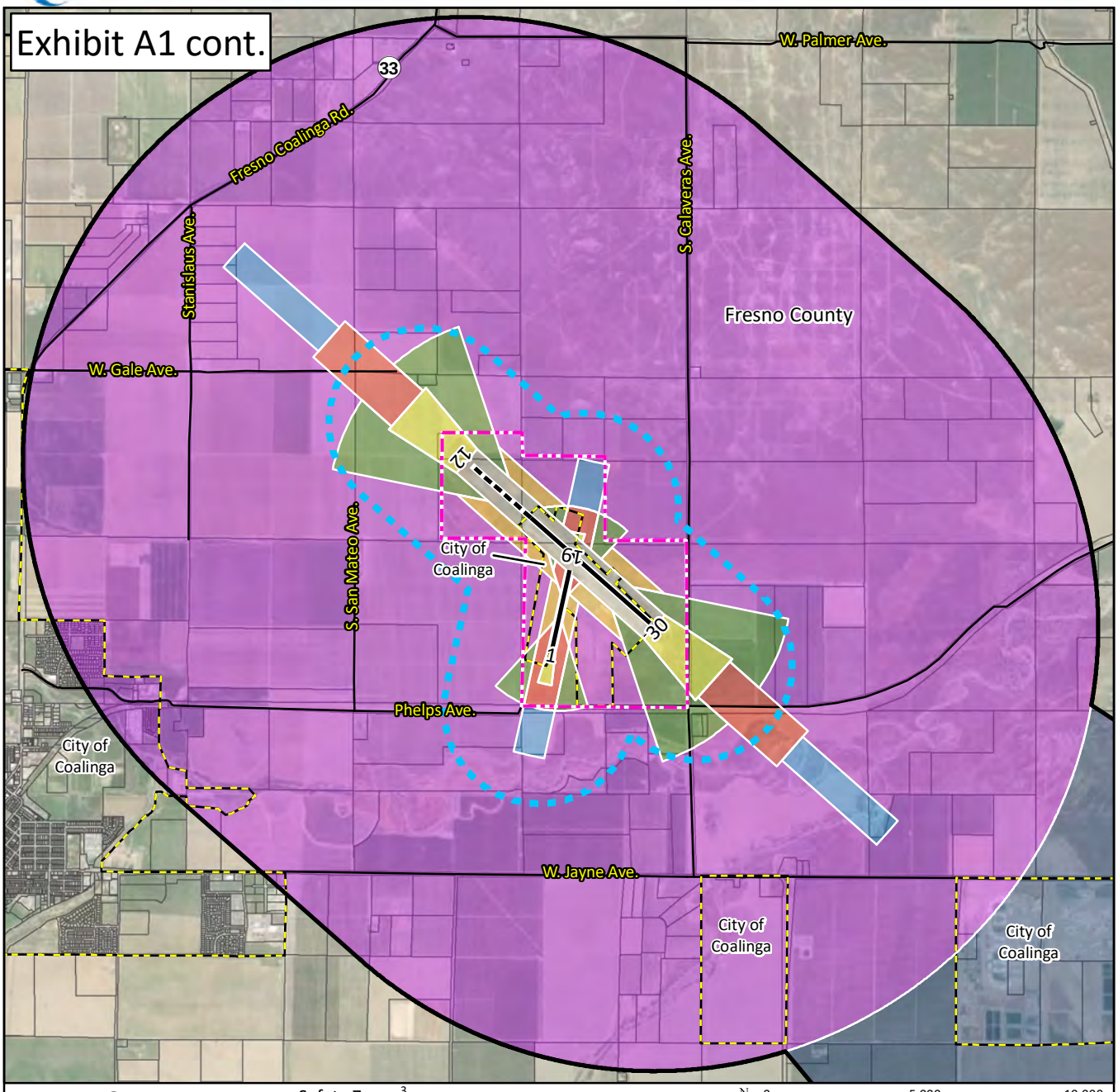
The selection of individual aircraft types is important to the modeling process because different aircraft types generate different noise levels. The aircraft fleet mix for Coalinga Municipal Airport was derived from the 2007 Coalinga Airport Master Plan and interviews with the Airport manager. **Table 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 (2019).

Exhibit A1 cont.



LEGEND

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

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

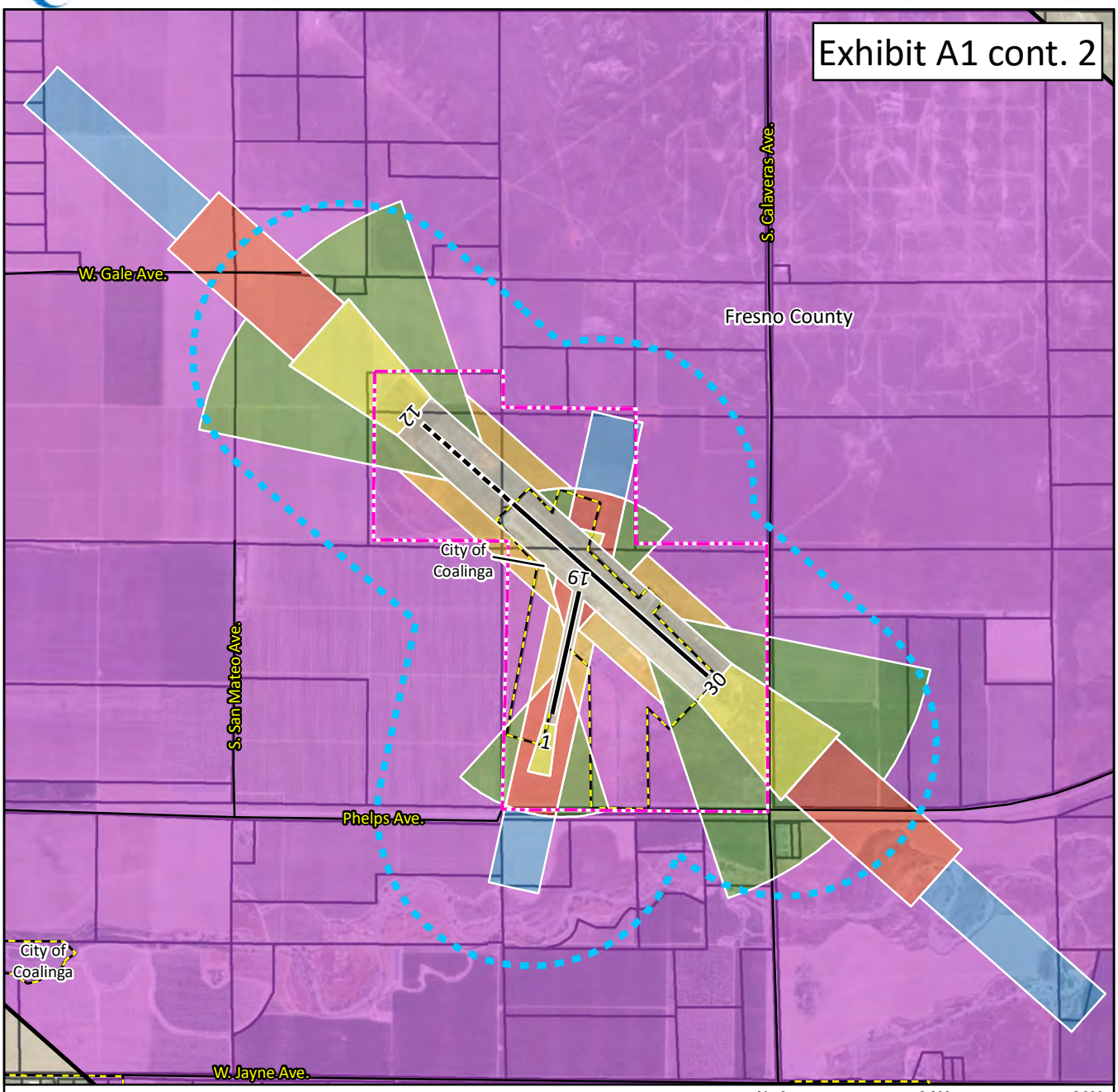
N

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]
- Vulnerable Occupants Review Area (See Section 3.2.2 & Table 3A)

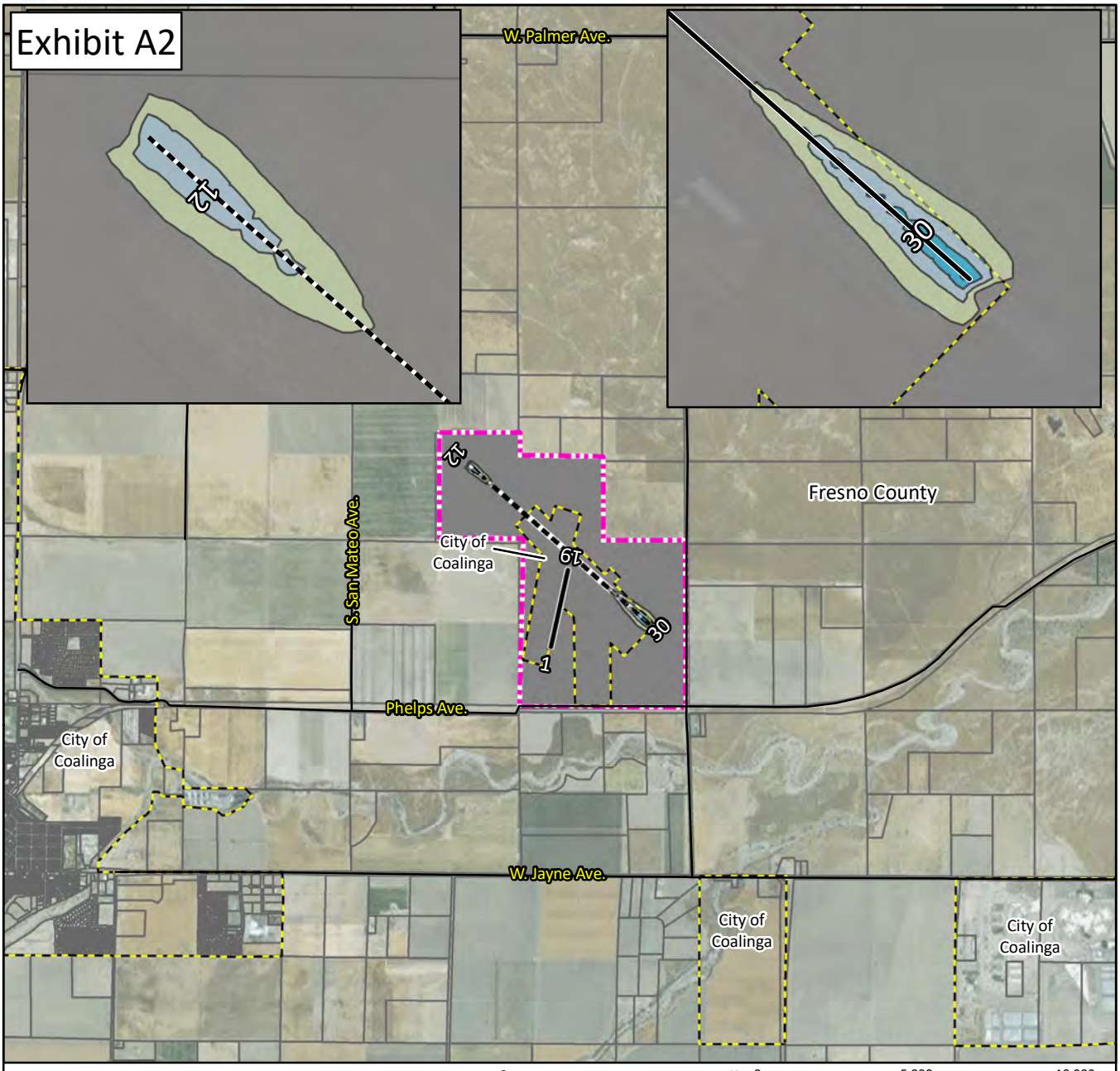
Safety Zones[3]

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

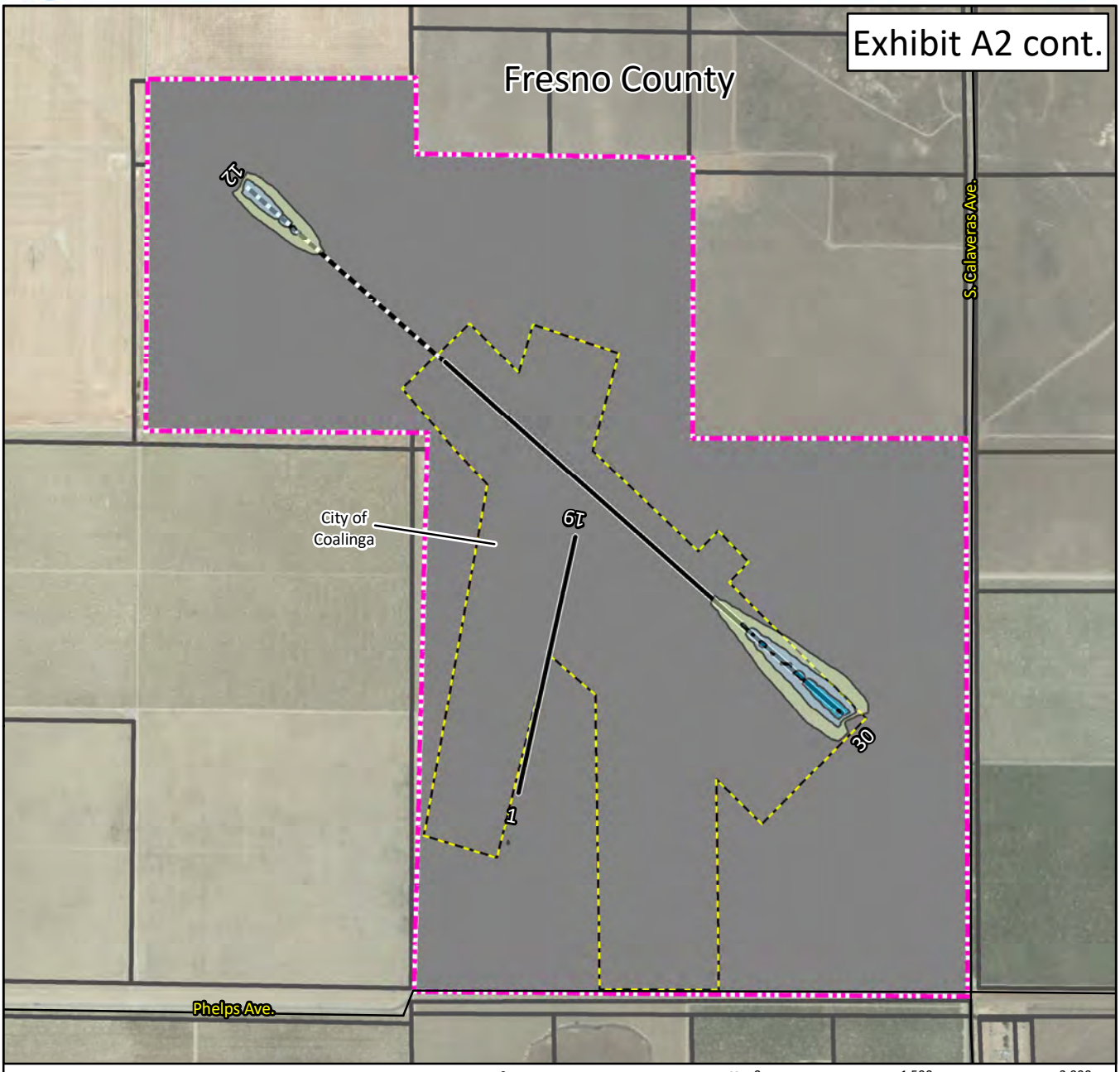
Future Noise Contours[2]

- 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

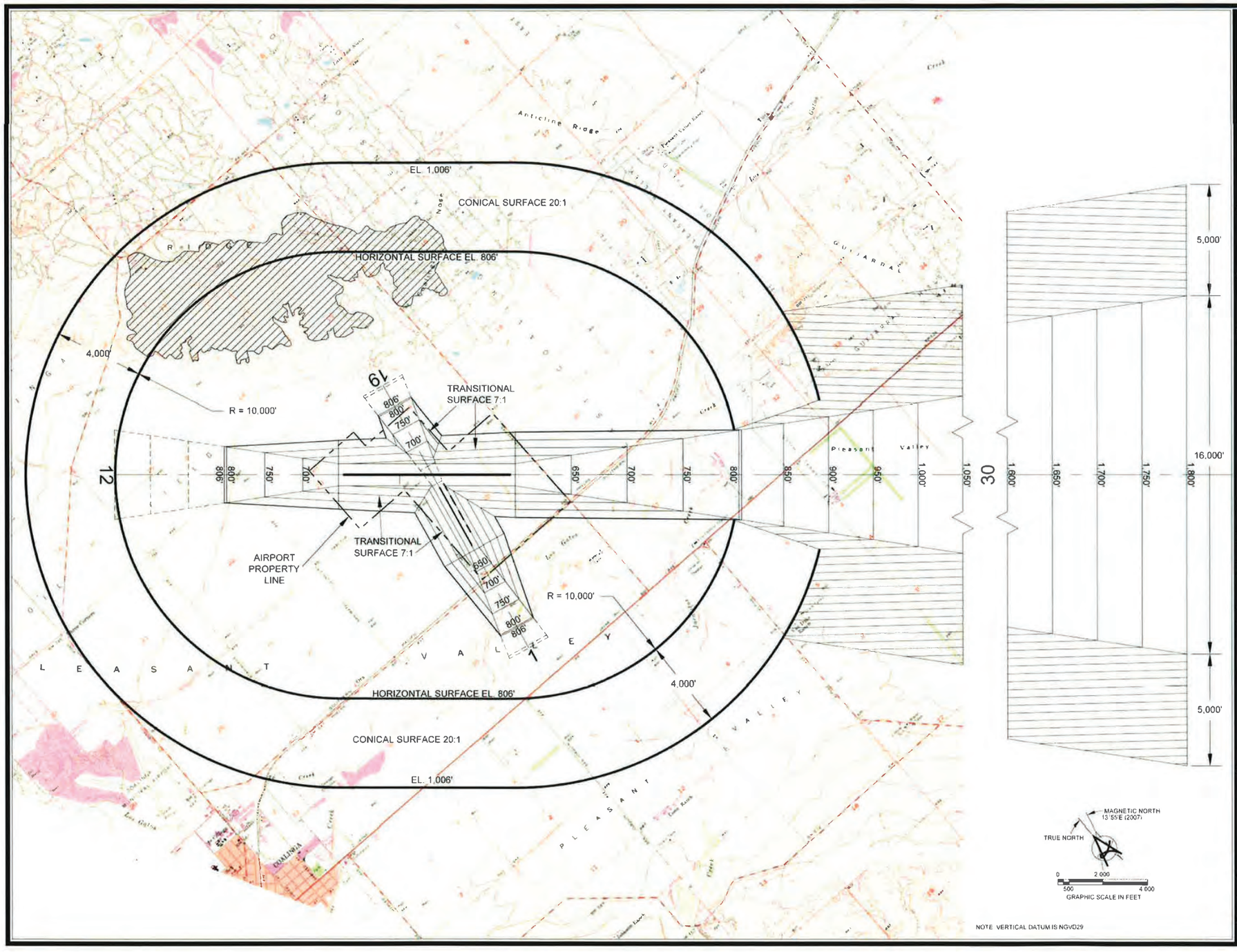
Coalinga Municipal Airport has two runways, 12-30 and 1-19, as well as one helipad. **Table A2** provides additional details about the Airport's facilities and **Exhibit A4** shows the ALP.

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

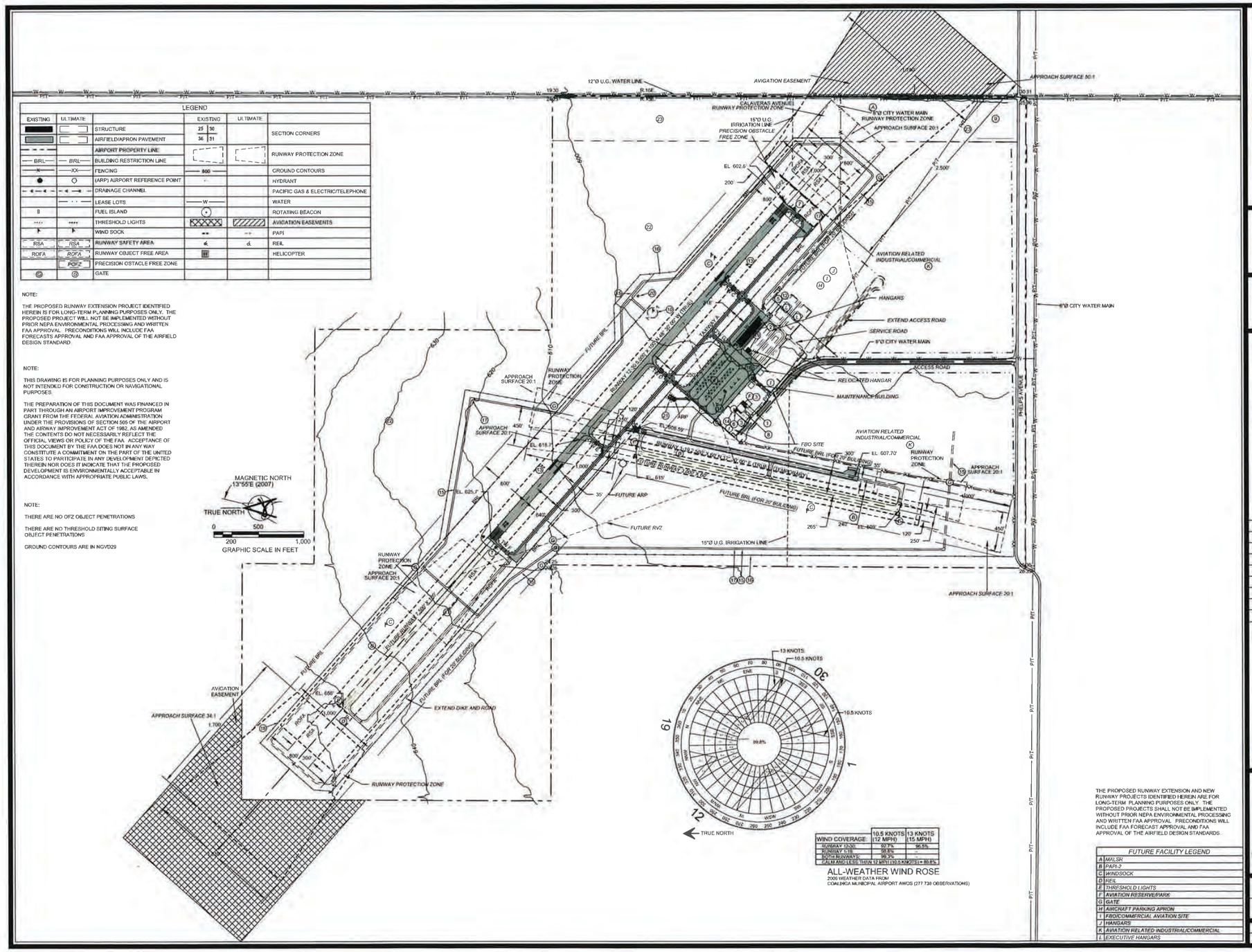
NO	REVISIONS	DATE
1	ALP APPROVED	08/01/94

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**.

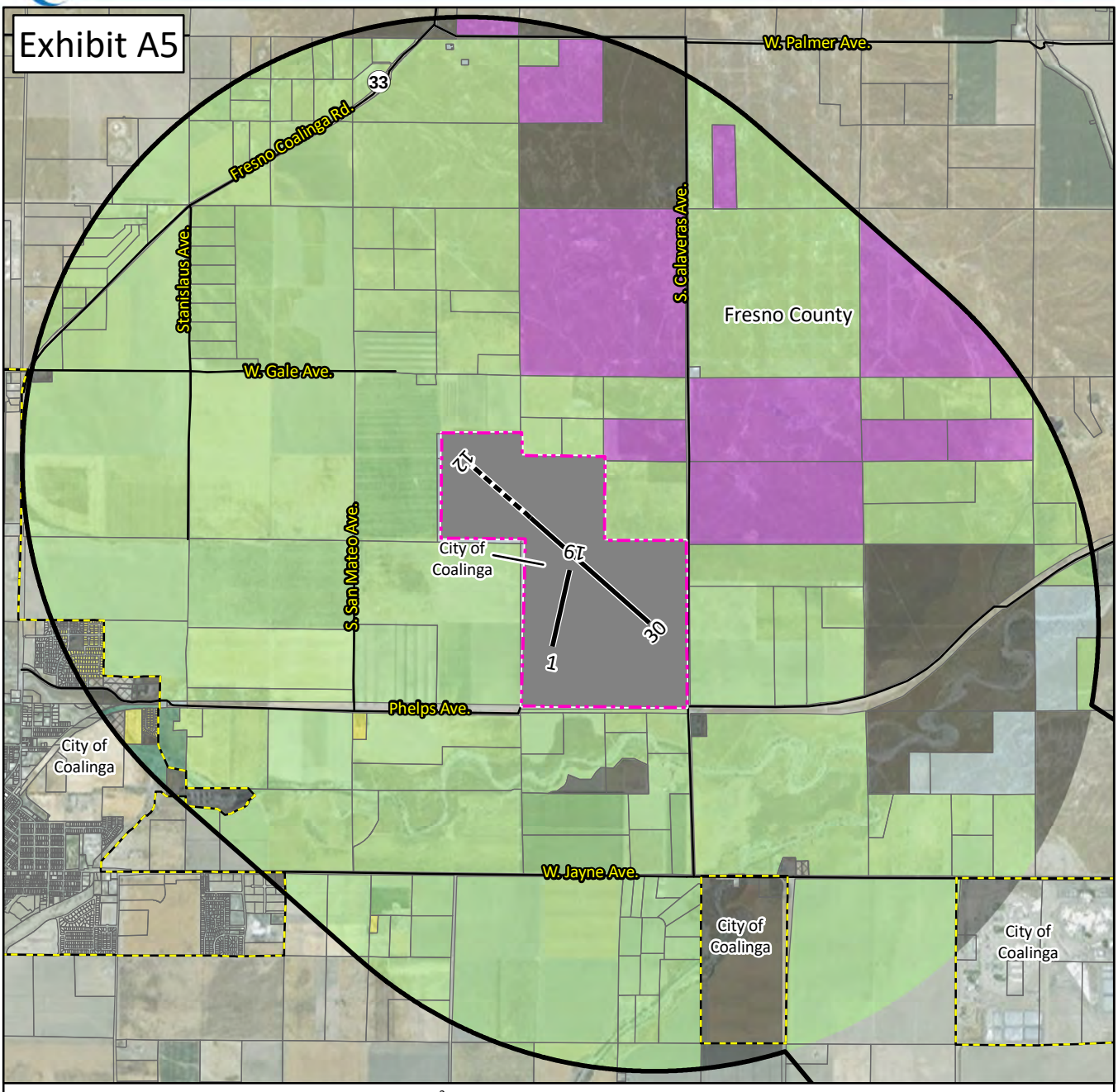
Half of Airport property is considered City of Coalinga jurisdiction and the other half unincorporated Fresno County. Besides the parts of Airport property that are within the City of Coalinga's municipal boundaries, the area surrounding the Airport is entirely unincorporated, and mostly dominated by 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.



LEGEND

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

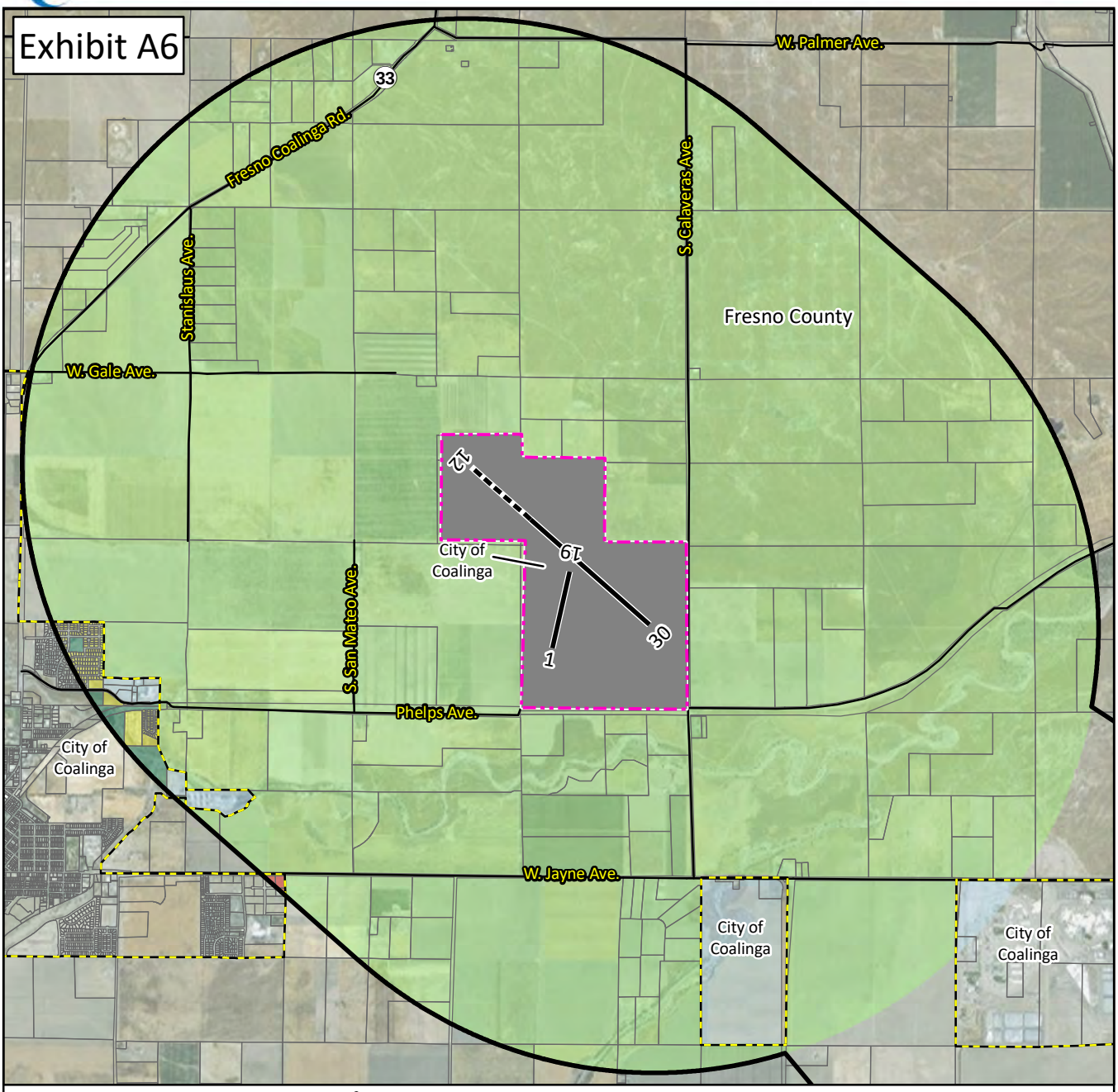
Existing Land Use[3]

- 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

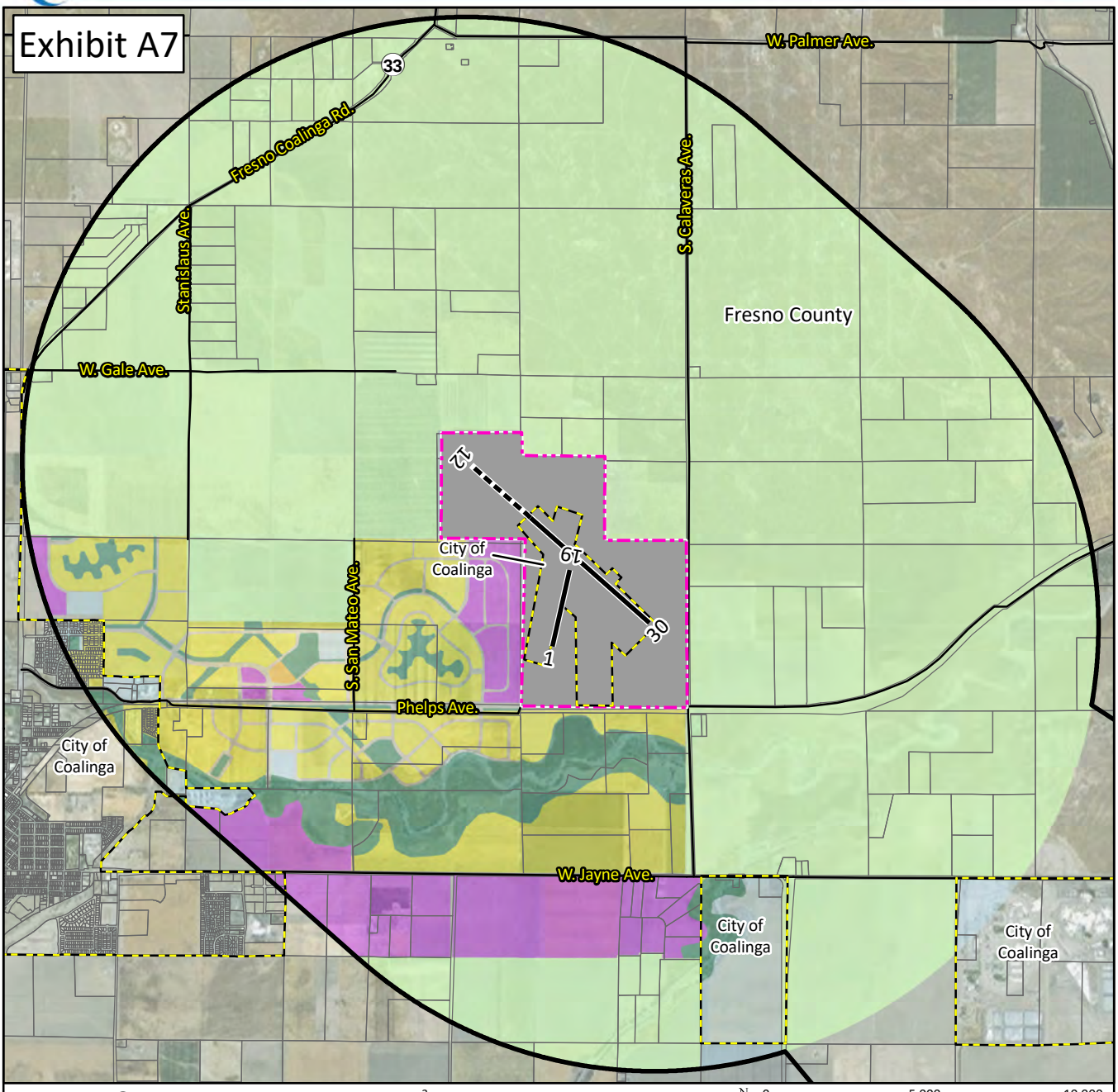
General plan land uses are shown on **Exhibit A7**.

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

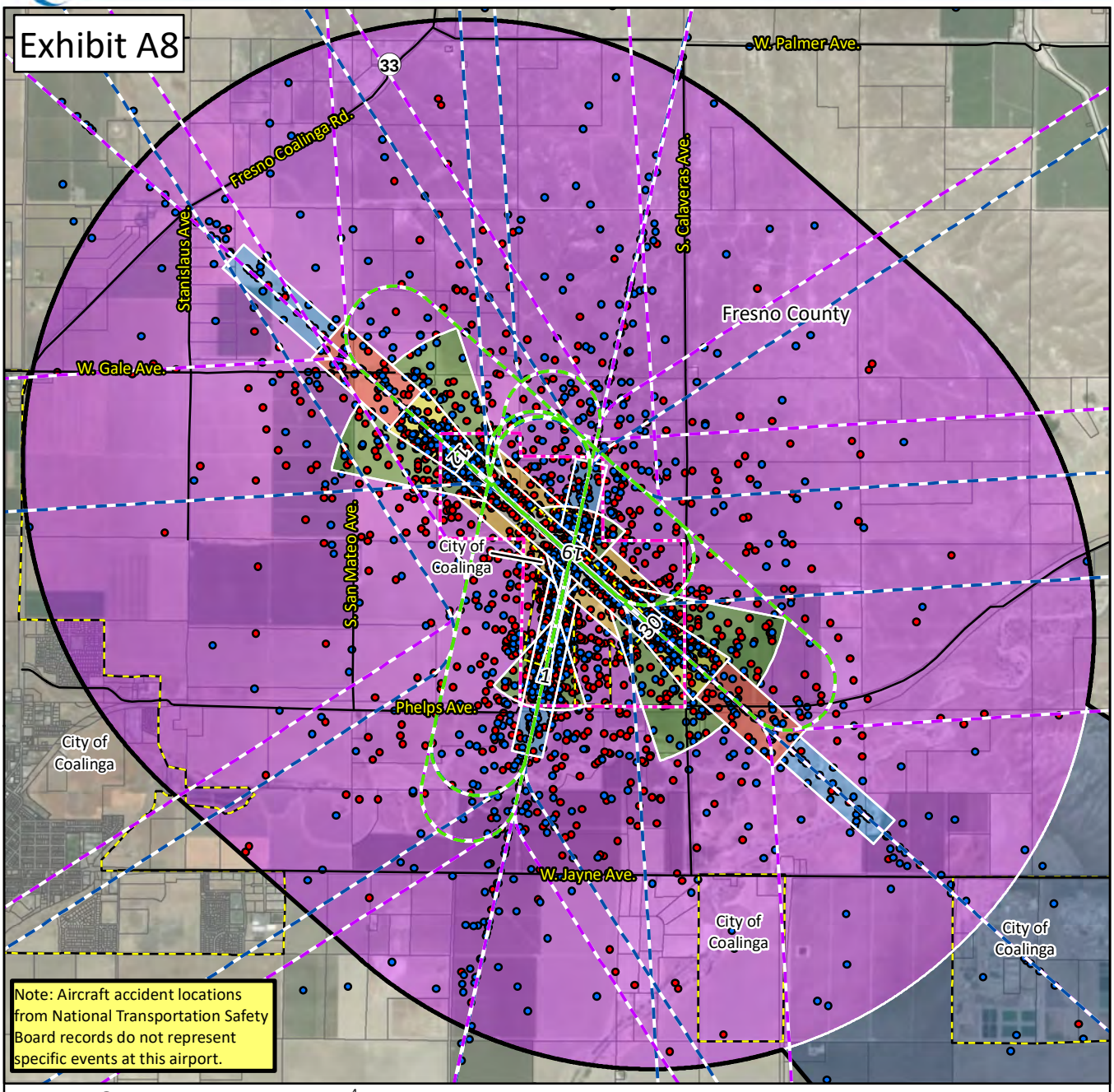
N

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

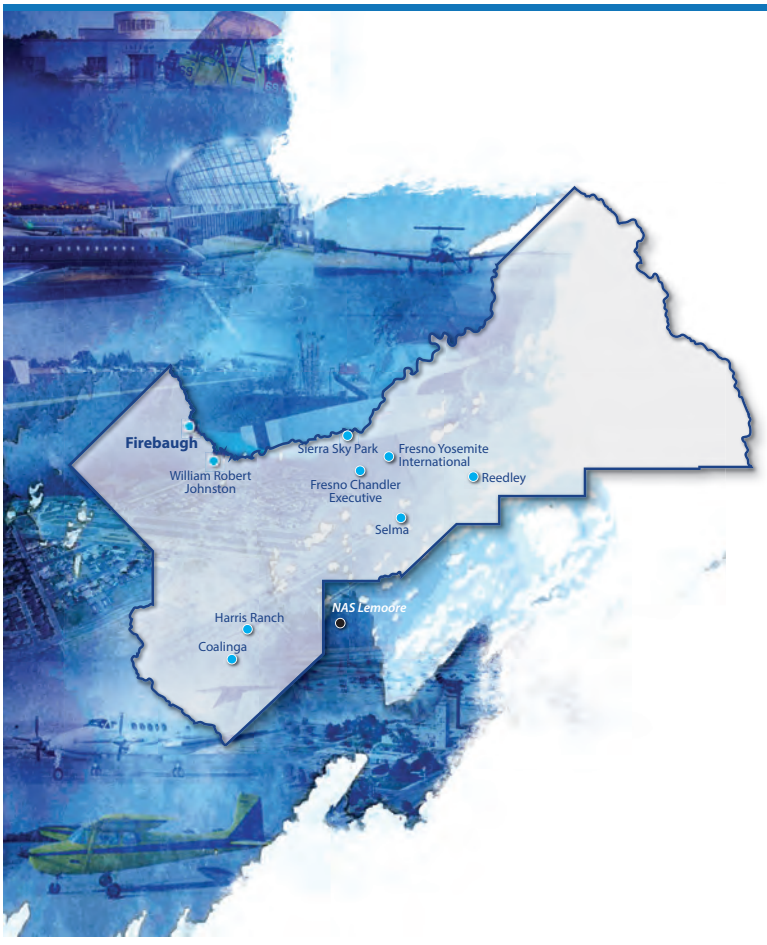
1" = 5,000'

[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**.

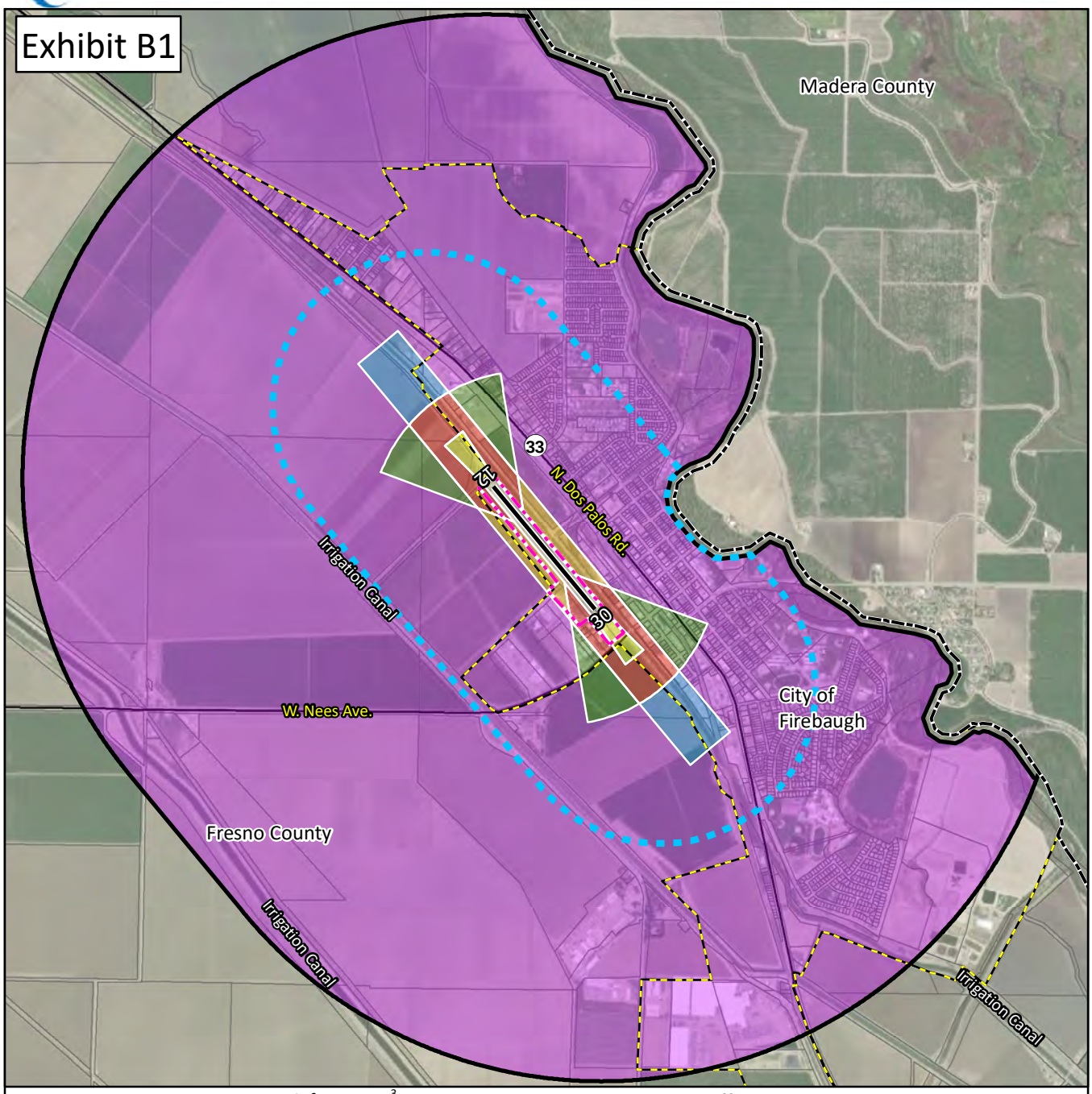
AIRCRAFT OPERATIONS AND FLEET MIX

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.



LEGEND

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

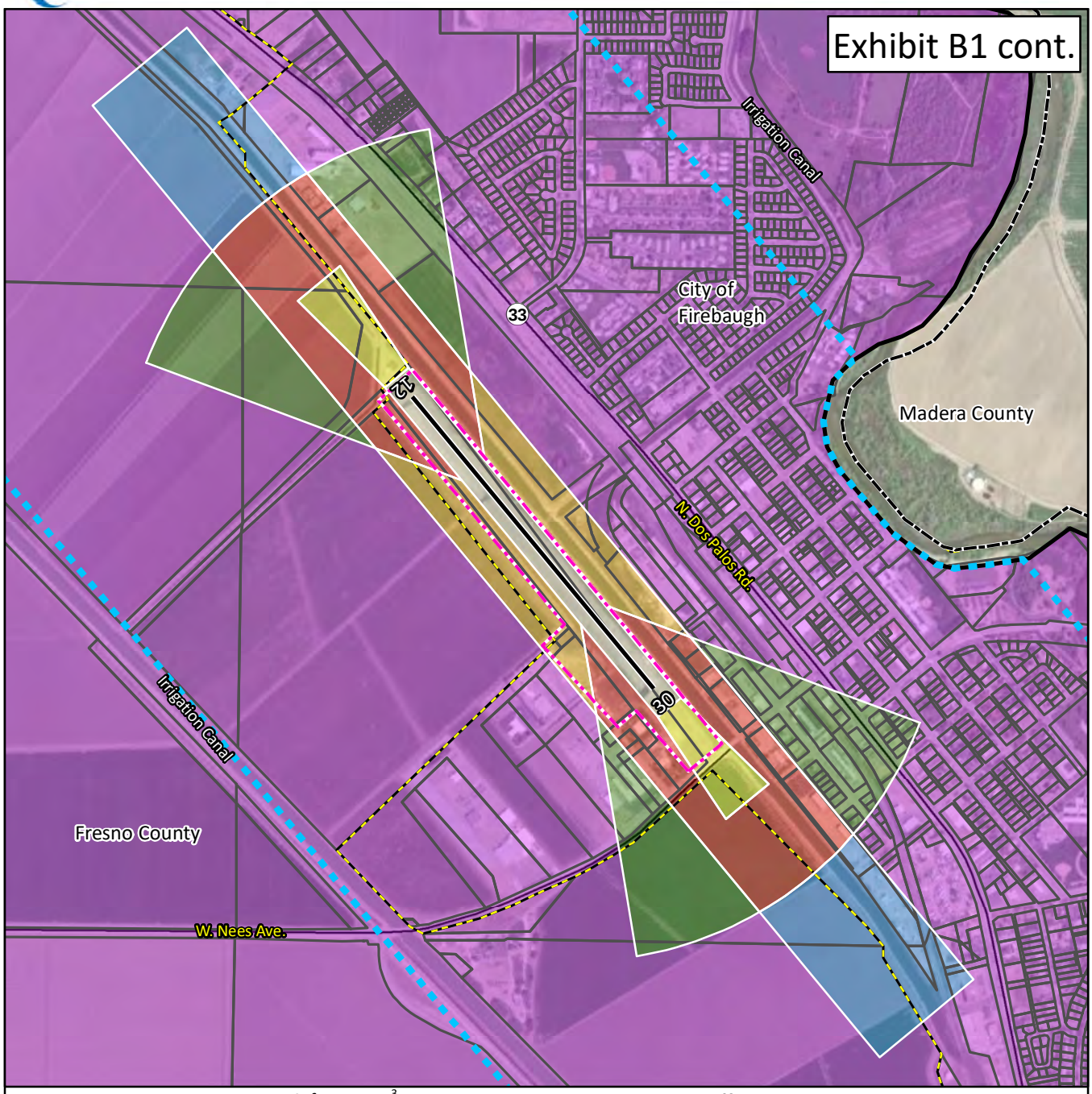
Safety Zones[3]

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 (2020).



LEGEND

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

Safety Zones[3]

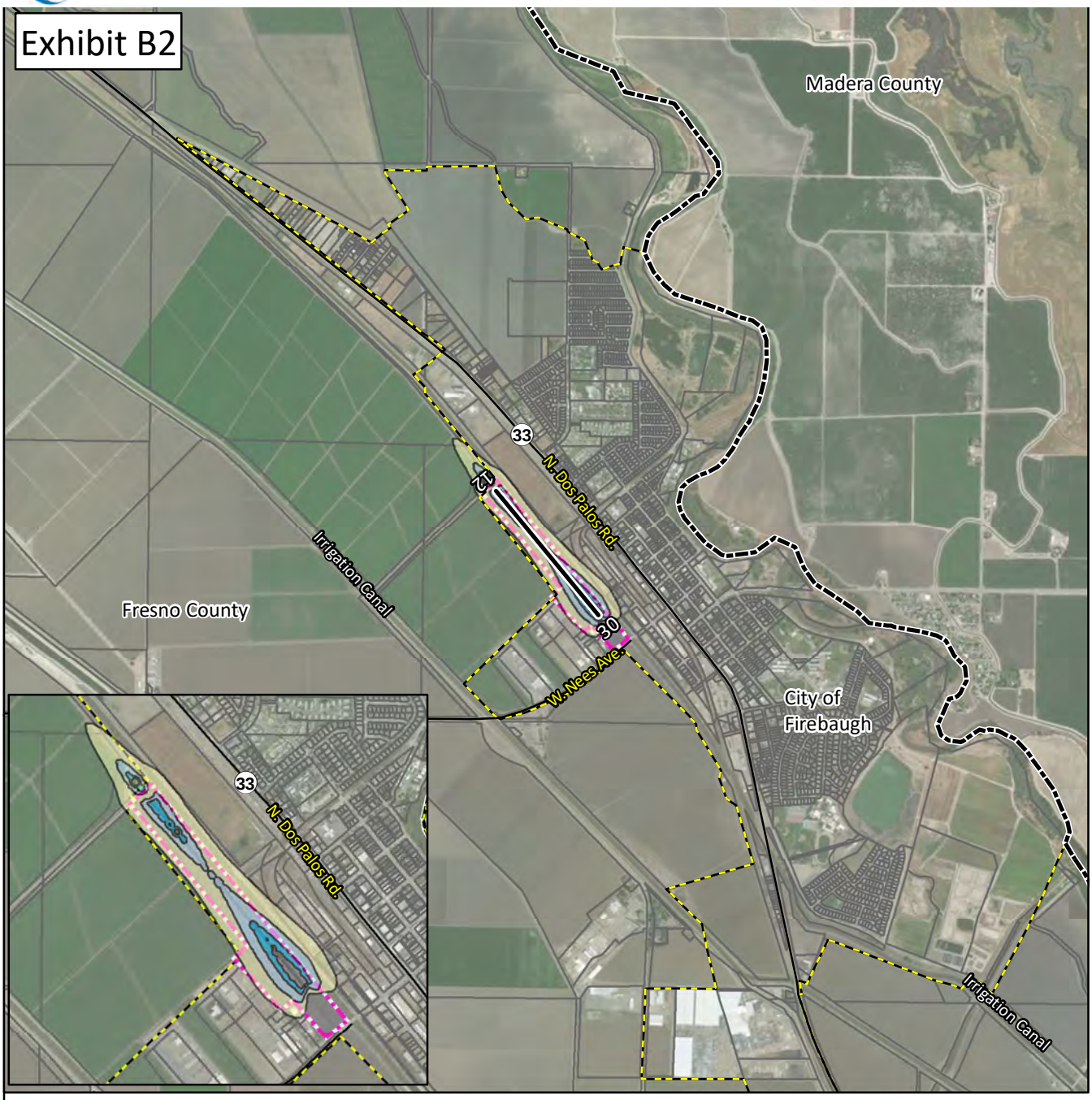
1. Runway Protection Zone
2. Inner Approach/Departure Zone
3. Inner Turning Zone
4. Outer Approach/Departure Zone
5. Sideline Zone
6. Traffic Pattern Zone

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).



LEGEND

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

Future Noise Contours[2]

- 60 CNEL
- 65 CNEL
- 70 CNEL

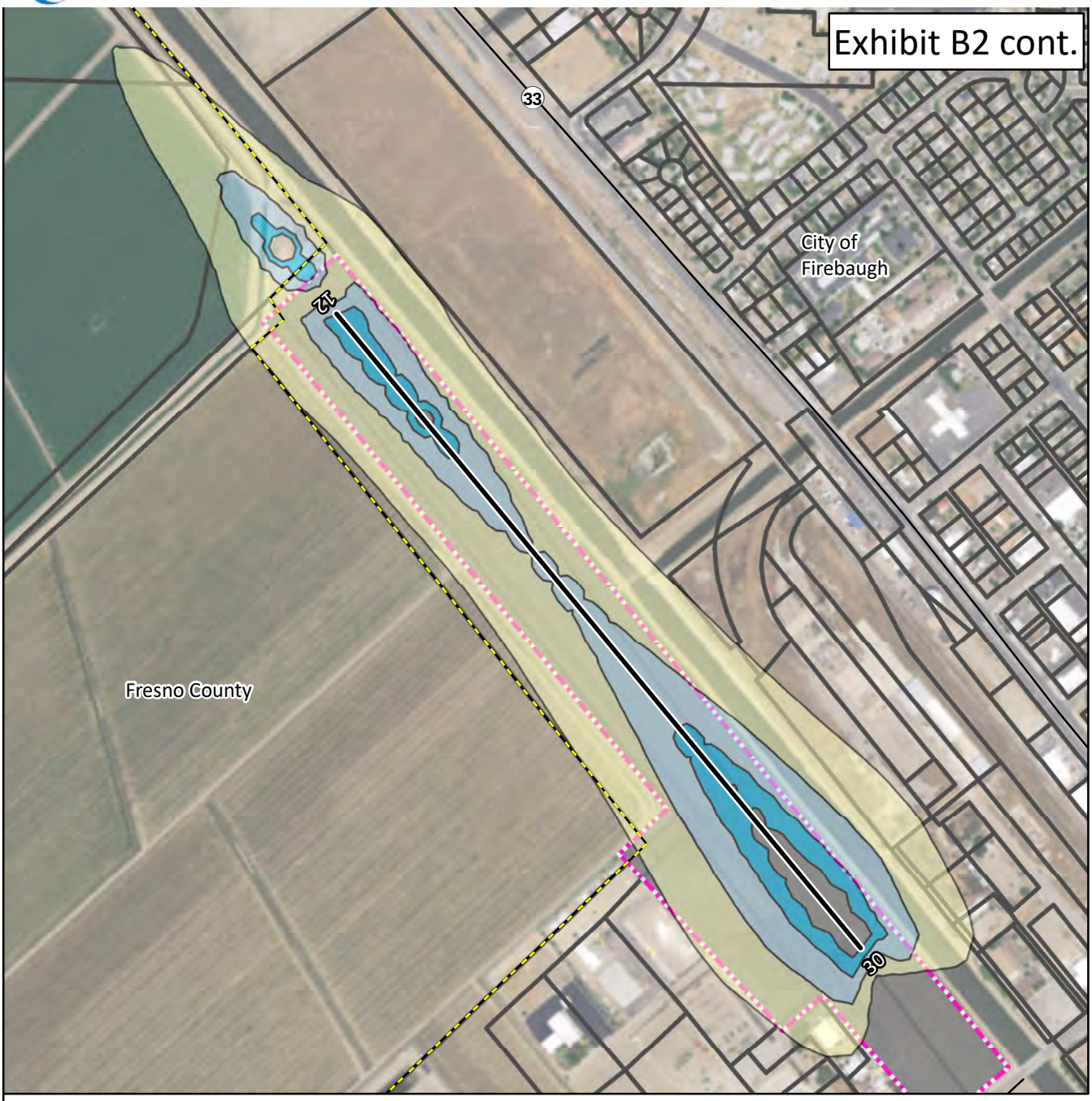
N

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

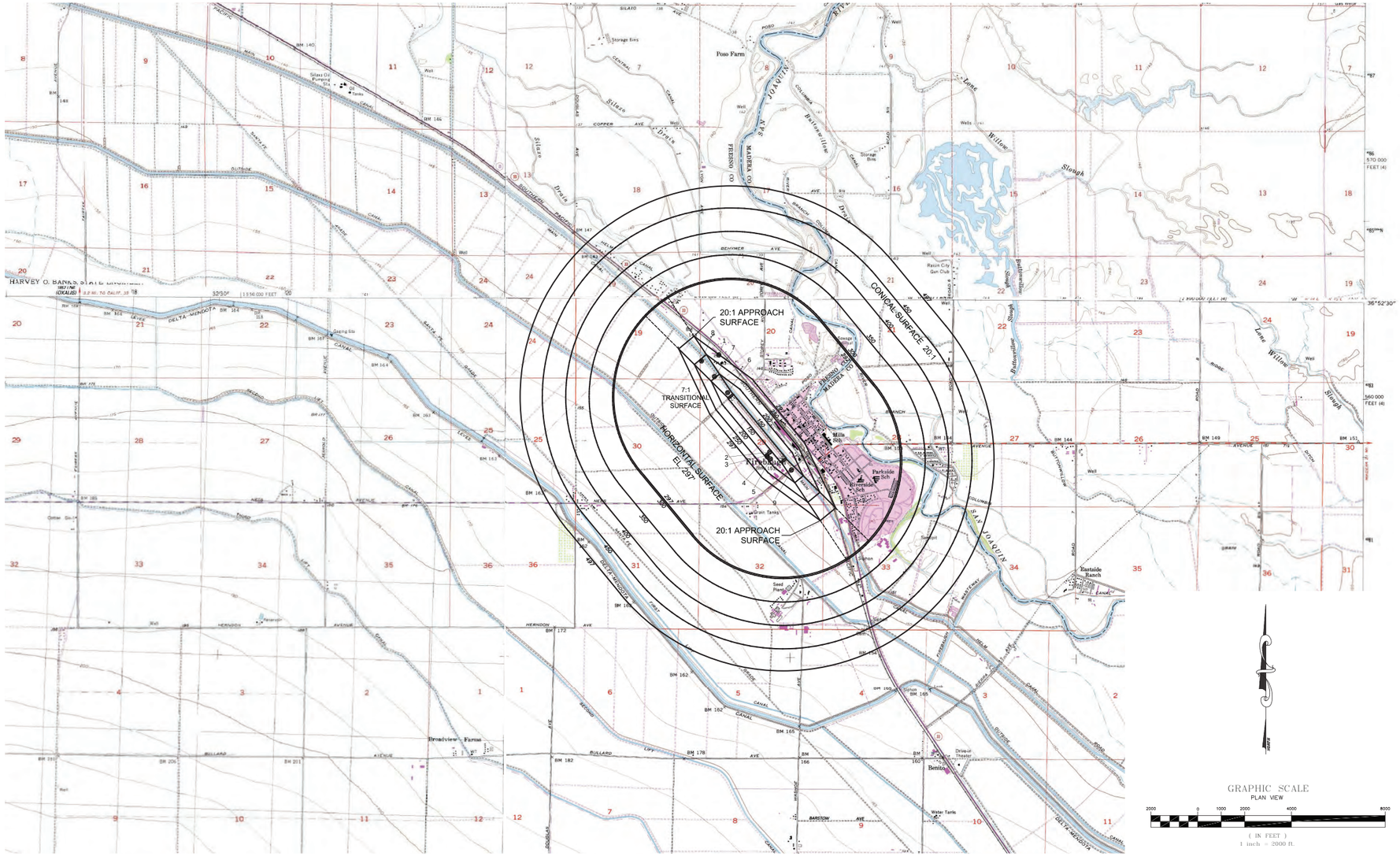
AIRPORT FACILITIES

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

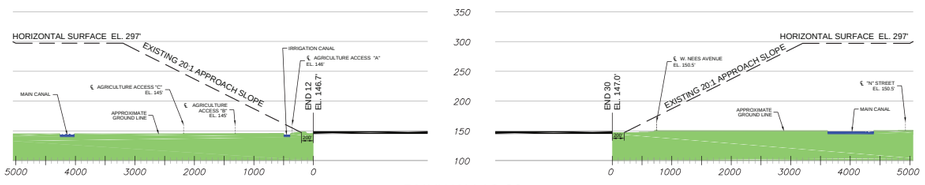
Runway 12-30 is 3,102 feet long and 60 feet wide. It is constructed of asphalt and is in good condition. The traffic pattern is right-handed on Runway 12 and left-handed on Runway 30. The runway lighting consists of medium intensity runway lighting (MIRL) only, as the touchdown point is unlighted and 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.



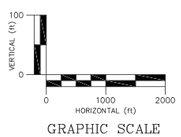
RUNWAY 12-30

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	REVISIONS	BY
6			
5			
4			
3			
2			
1			

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.
096610000
SHEET NUMBER
3 OF 5

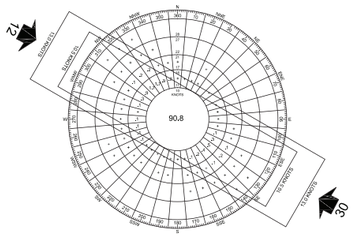
Drawing name: K:\ORA_AVIATION\Firebaugh, CA\096610000 - ALP Update - 2009\6_CADD\CADD\ALP\Firebaugh_Airspace.dwg AIRSPACE Jul 30, 2013 8:53am by: bob.hamilton

this document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

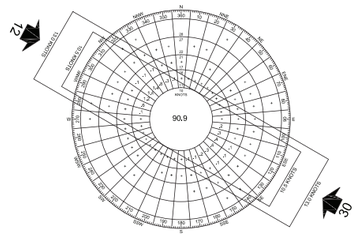
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Drawing name: K:\DRA_AVIATION\Firebaugh, CA\094610000 - ALP Update - 2009\6_CAD\CADD\ALP\Firebaugh_ALD.dwg ALD Jul 30, 2013 8:52am by: bob.hamilton

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

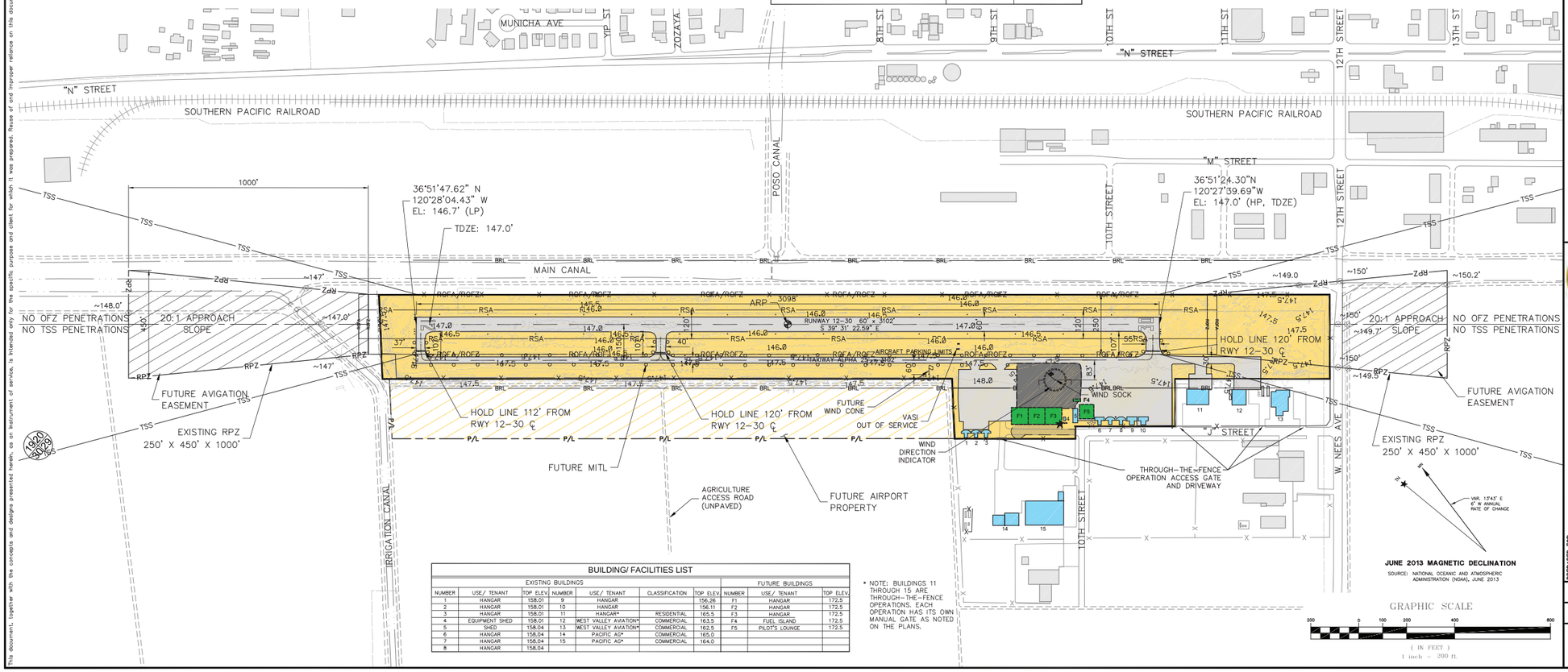
TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED THROUGH THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

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 DRAWING

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

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

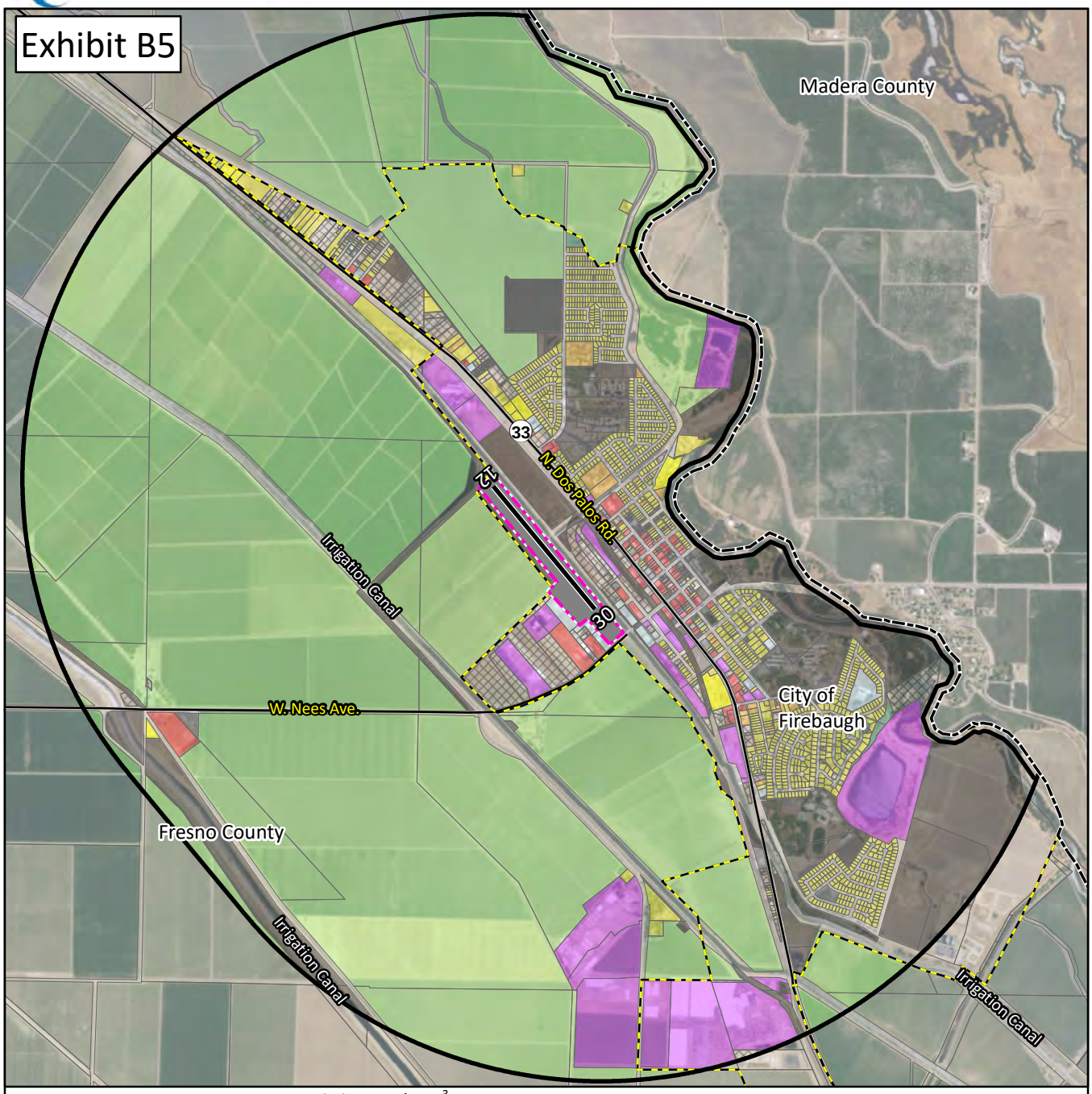
General plan land uses are shown on **Exhibit B7**.

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]

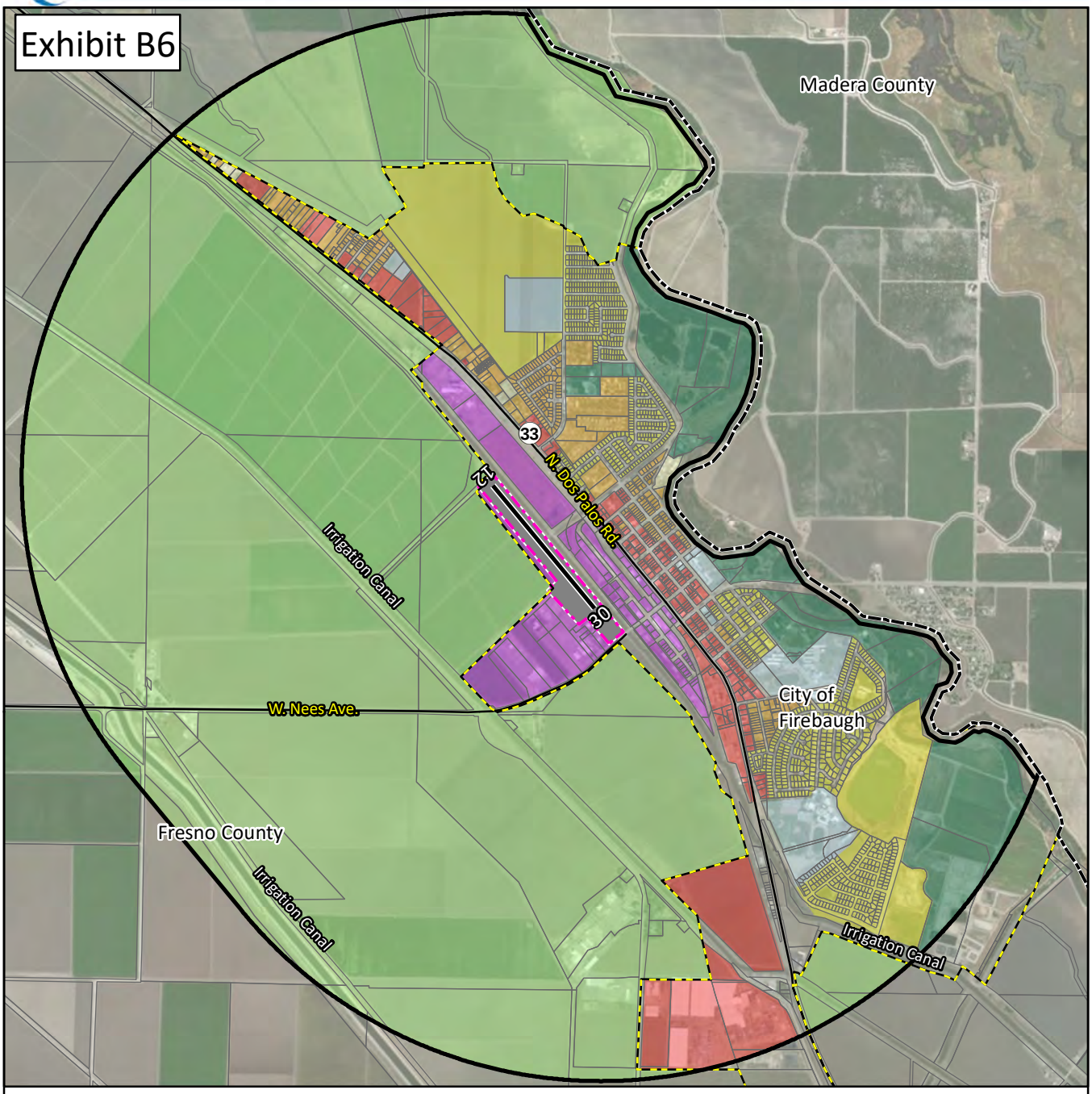
- Single Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Public
- Agricultural
- Open Space
- Transportation/Right-of-Way
- Vacant/Other
- No Data

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]

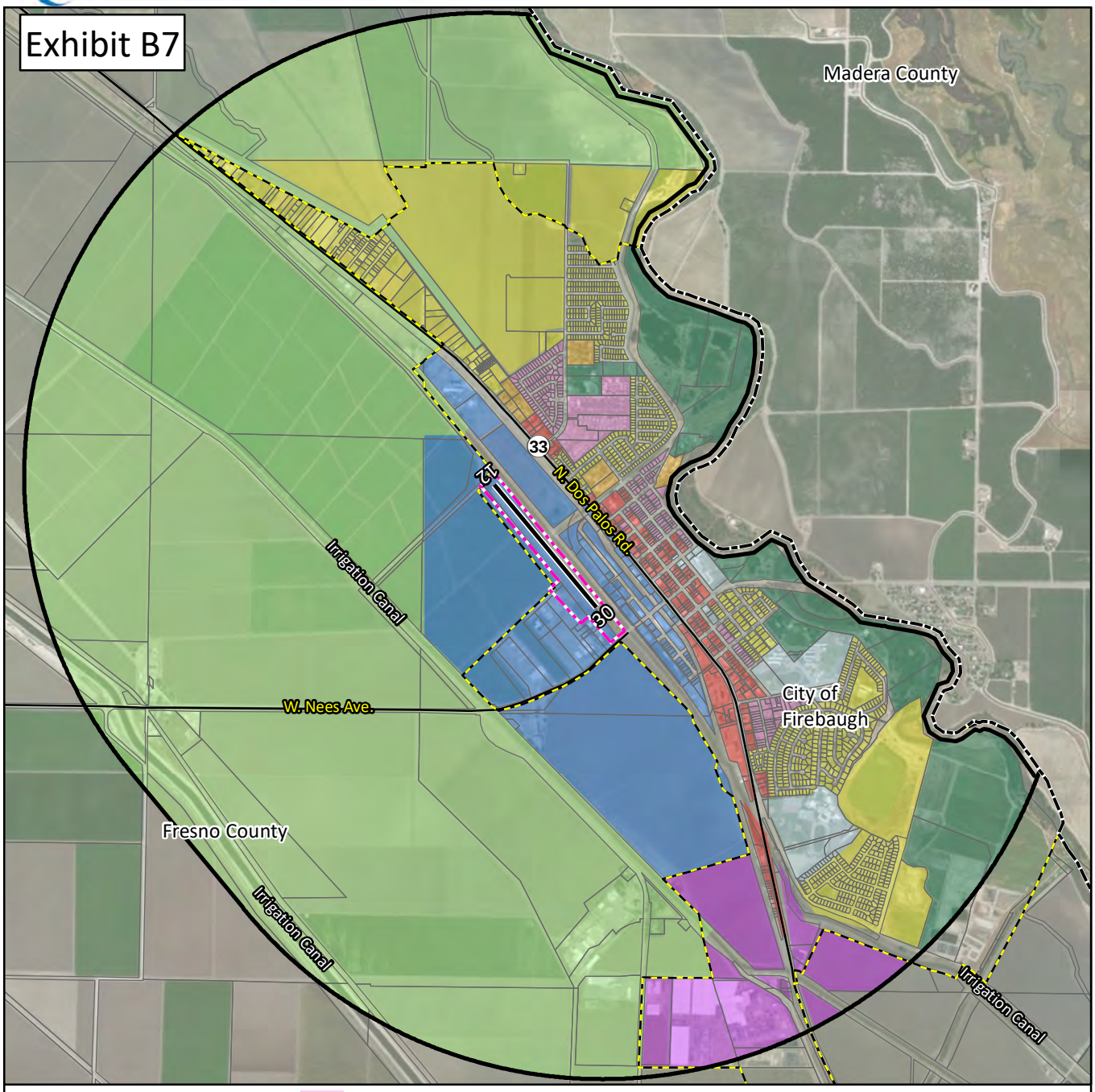
- Mobile Home Park
- Single Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Public
- Agriculture
- Open Space

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]

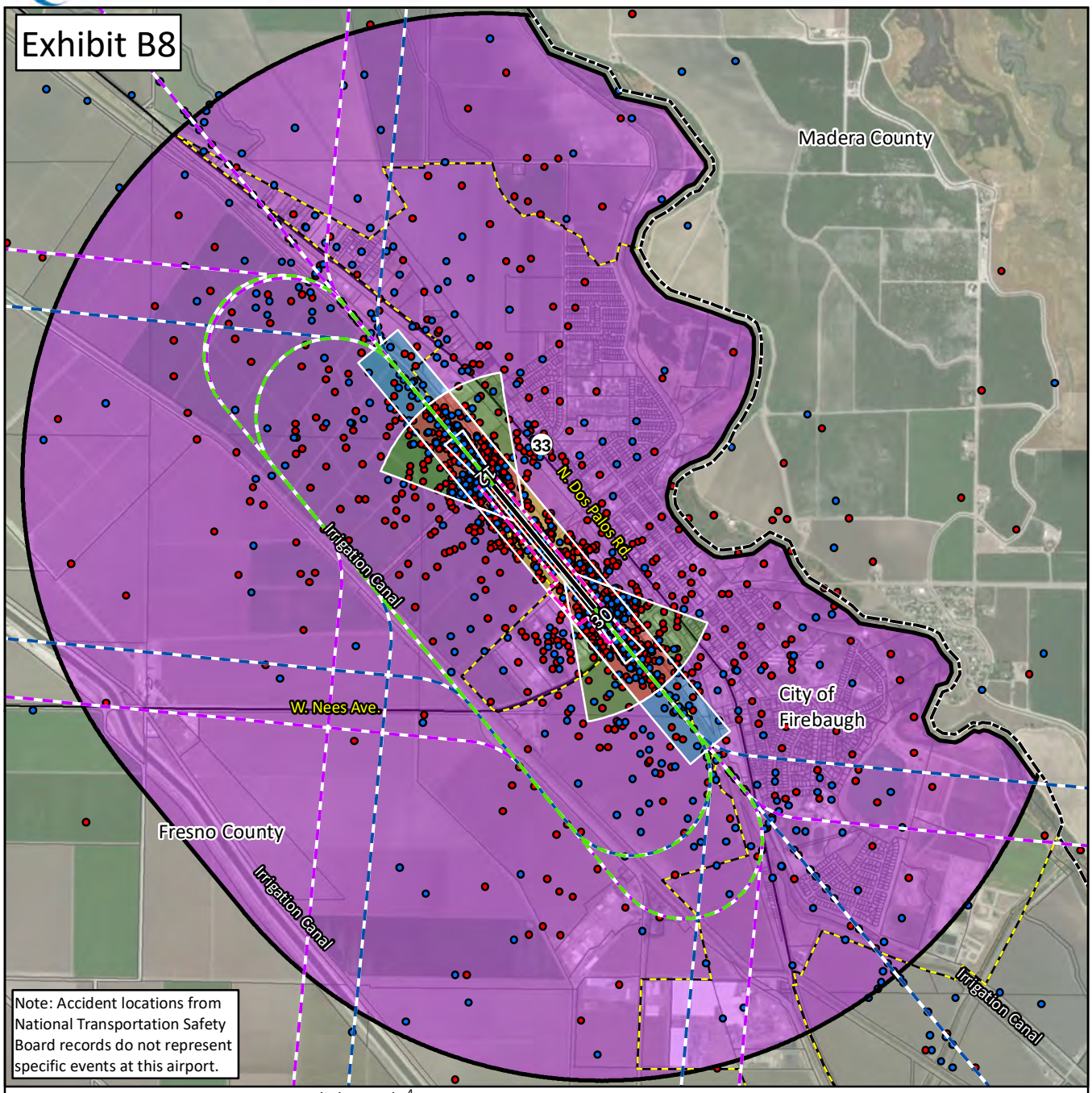
- Single Family Residential
- Multi-Family Residential
- Mixed Use
- Commercial
- Industrial
- Public
- Office
- Open Space
- Agriculture
- No Data

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

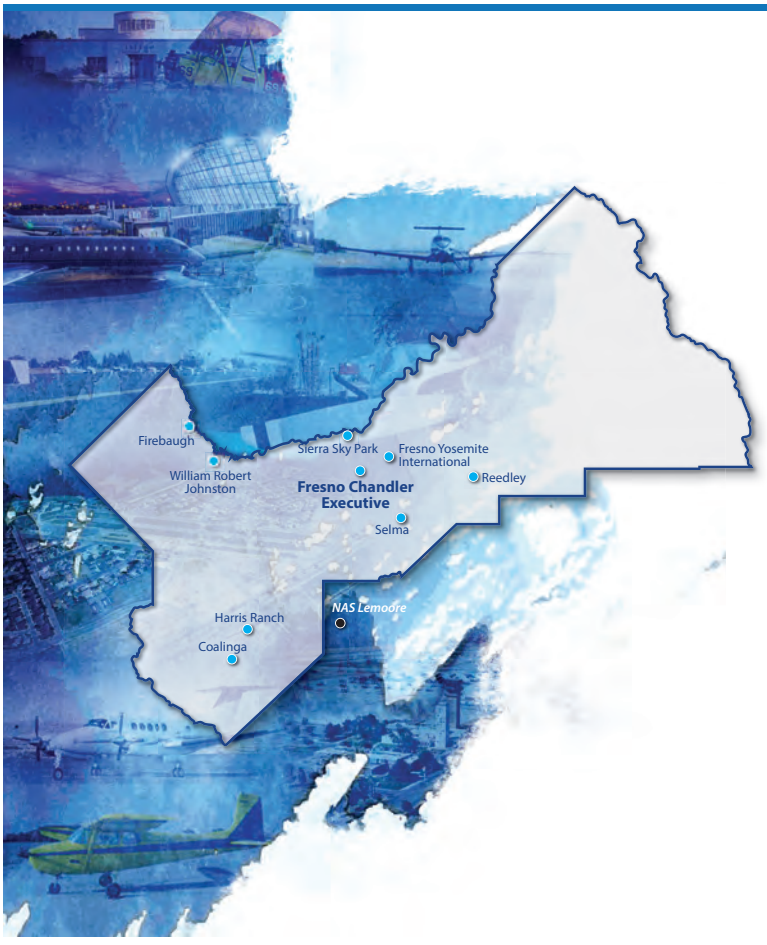
1" = 3,000'

[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

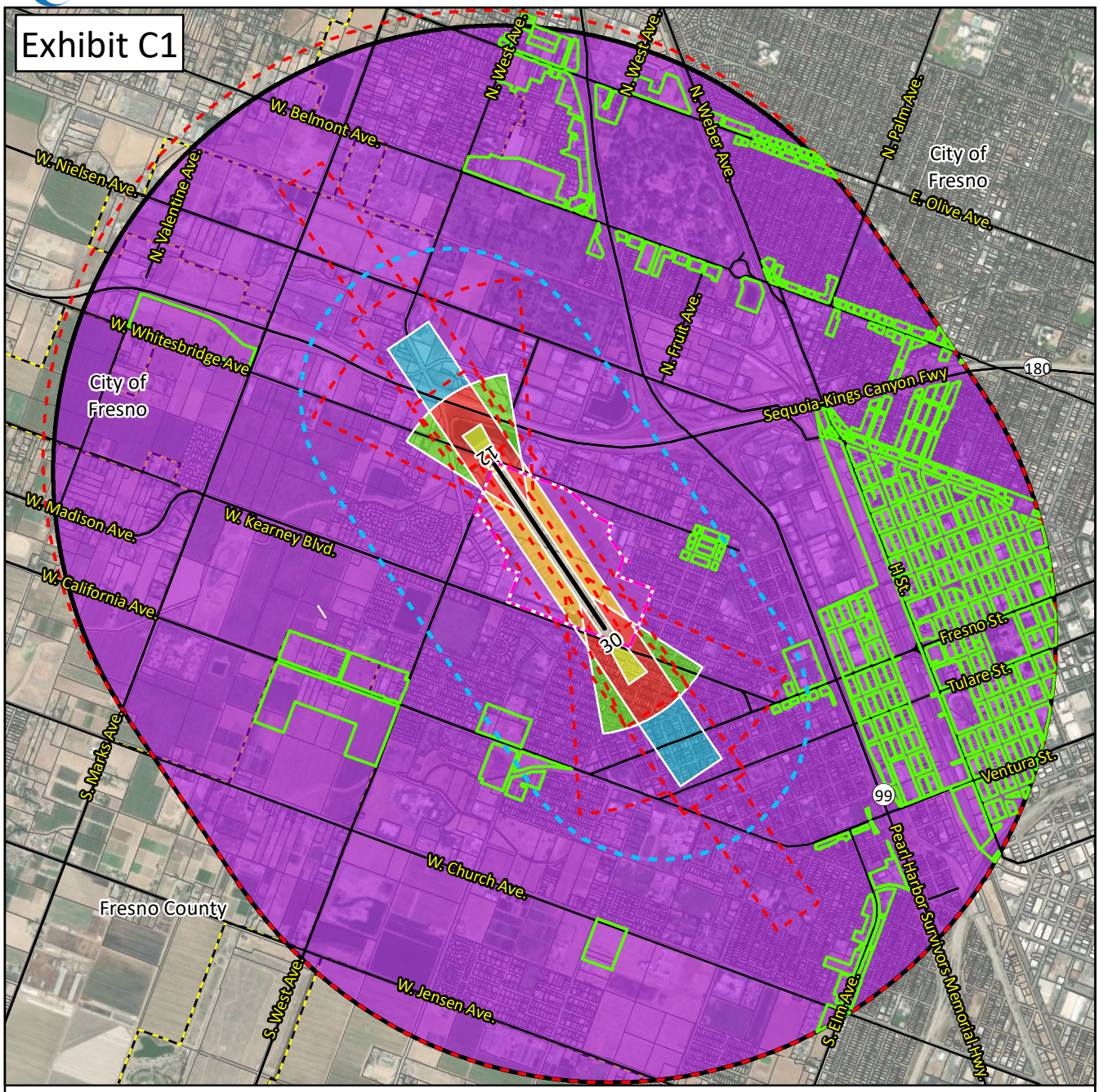
Airport facilities are detailed in **Table C1** and **Exhibit C4** shows the ALP (July 2010).

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]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Airport Influence Area (AIA)[2]
- Vulnerable Occupant Review Area
- Previous Saftey Zone
- Urban[3]

Safety Zones[4]

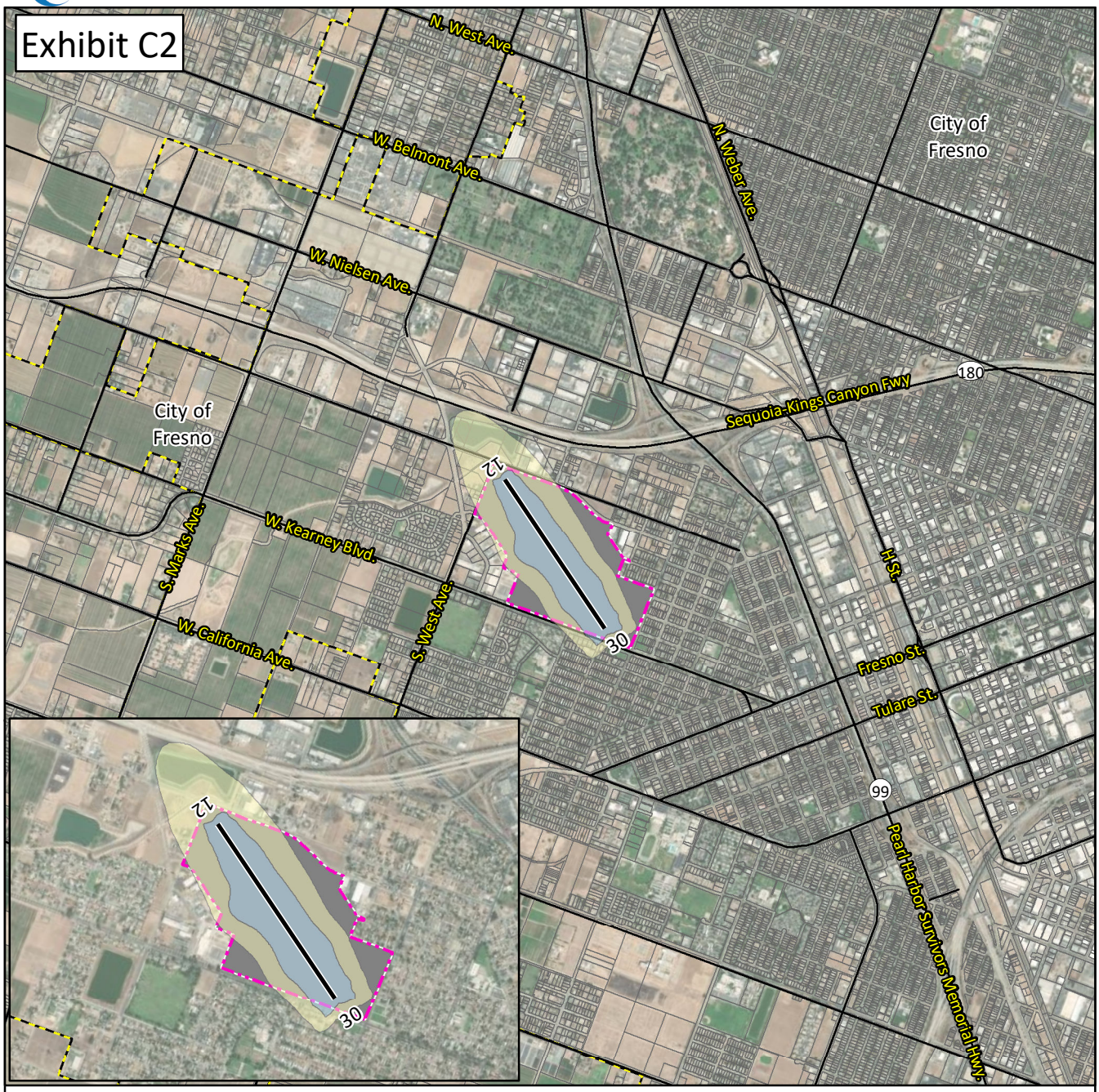
1. Runway Protection Zone
2. Inner Approach/Departure Zone
3. Inner Turning Zone
4. Outer Approach/Departure Zone
5. Sideline Zone
6. Traffic Pattern Zone

N 0 3,000 6,000

1" = 3,000'

[1]Fresno Chandler Airport Layout Plan (2023).
[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).

Exhibit C2



LEGEND

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

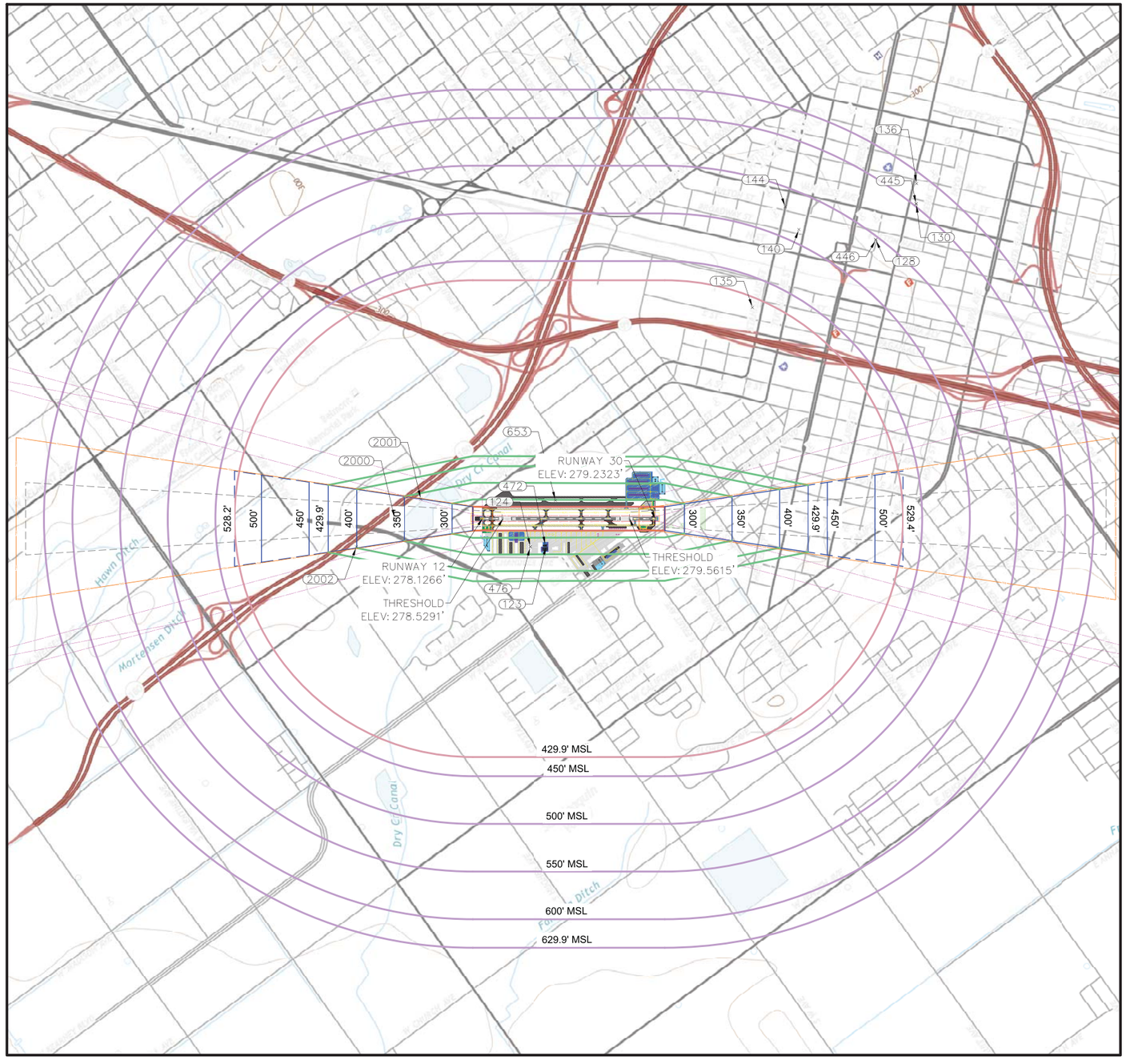
Future Noise Contours[2]

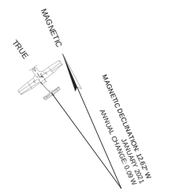
- 60 CNEL
- 65 CNEL

N 0 3,000 6,000

1" = 3,000'

[1]Fresno Chandler Airport Layout Plan (2023).
[2]Coffman Associates Analysis, 2023.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2022).





GRAPHIC SCALE IN FEET
0 500 1000 2000

OBSTRUCTION TO PART 77 SURFACES

POINT ID	OBJECT PENETRATION (FT)	DESCRIPTION	OBSTRUCTION ELEVATION (FT)	PART 77 ELEVATION (FT)	PART 77 SURFACE	EG ELEVATION (FT)	FAA STUDY ID	PROPOSED DISPOSITION
123	31	BLDG	355	324	TRANSITIONAL	280	N/A	LIGHT
124	19	BLDG	346	327	TRANSITIONAL	278	N/A	LIGHT
128	95	BLDG-TWR	642	547	CONICAL	UNKNOWN	0092_AW00959OE	NONE
130	27	BLDG-TWR	630	603	CONICAL	UNKNOWN	2002AWP040520E	NONE
135	209	TOWER	639	430	HORIZONTAL	UNKNOWN	0066_SF00007OE	LIGHT
136	14	TOWER	634	620	CONICAL	UNKNOWN	0069_SF00237OE	NONE
140	19	BLDG-TWR	533	514	CONICAL	UNKNOWN	N/A	NONE
144	34	TOWER	565	531	CONICAL	UNKNOWN	N/A	NONE
445	5	ANTENNA	607	602	CONICAL	UNKNOWN	N/A	NONE
446	28	BUILDING	574	547	CONICAL	UNKNOWN	N/A	NONE
472	29	CONTROL TOWER	353	323	TRANSITIONAL	280	N/A	REMOVE
476	20	ANTENNA	347	327	TRANSITIONAL	278	N/A	LIGHT
653	5	NAVAID	303	298	TRANSITIONAL	278	N/A	NONE
2000	-87	PRIMARY ROAD	273	360	APPROACH RWY 12	256	N/A	NONE
2001	-48	PRIMARY ROAD	285	333	APPROACH RWY 12	268	N/A	NONE
2002	-117	PRIMARY ROAD	283	400	APPROACH RWY 12	266	N/A	NONE

NOTES:

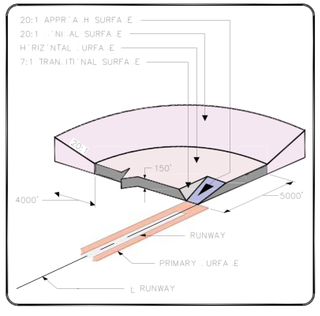
1. SURVEY DATA FROM 11/16/2018.
2. QUAD MAP SOURCE: USGS FRESNO SOUTH, CA 2015.
3. TRAVERSE WAY ELEVATIONS ARE ADJUSTED AS SHOWN:
   - 23' FOR RAILWAYS
   - 17' FOR INTERSTATE HIGHWAYS
   - 15' FOR OTHER PUBLIC ROADS
   - 10' FOR PRIVATE ROADS
4. NEGATIVE PENETRATION VALUES INDICATE THE CLEAR DISTANCE FROM THE TOP OF THE OBJECT TO THE PART 77 SURFACE.
5. THE CITY OF FRESNO HAS NO HEIGHT RESTRICTIONS ZONING ORDINANCES IN PLACE.

ABBREVIATIONS:

- EG EXISTING GROUND
- BLDG BUILDING
- TWR TOWER
- NAVAID NAVIGATIONAL AIDS

SEE SHEET 8 FOR RUNWAY 12-30 CENTERLINE PROFILE

ISOMETRIC VIEW



FRESNO CHANDLER EXECUTIVE AIRPORT

4995 E CLINTON WAY, FRESNO, CA 93727
PHONE: 559-621-4500 FAX: 559-251-4825

AIRPORT LAYOUT PLAN DRAWING SET

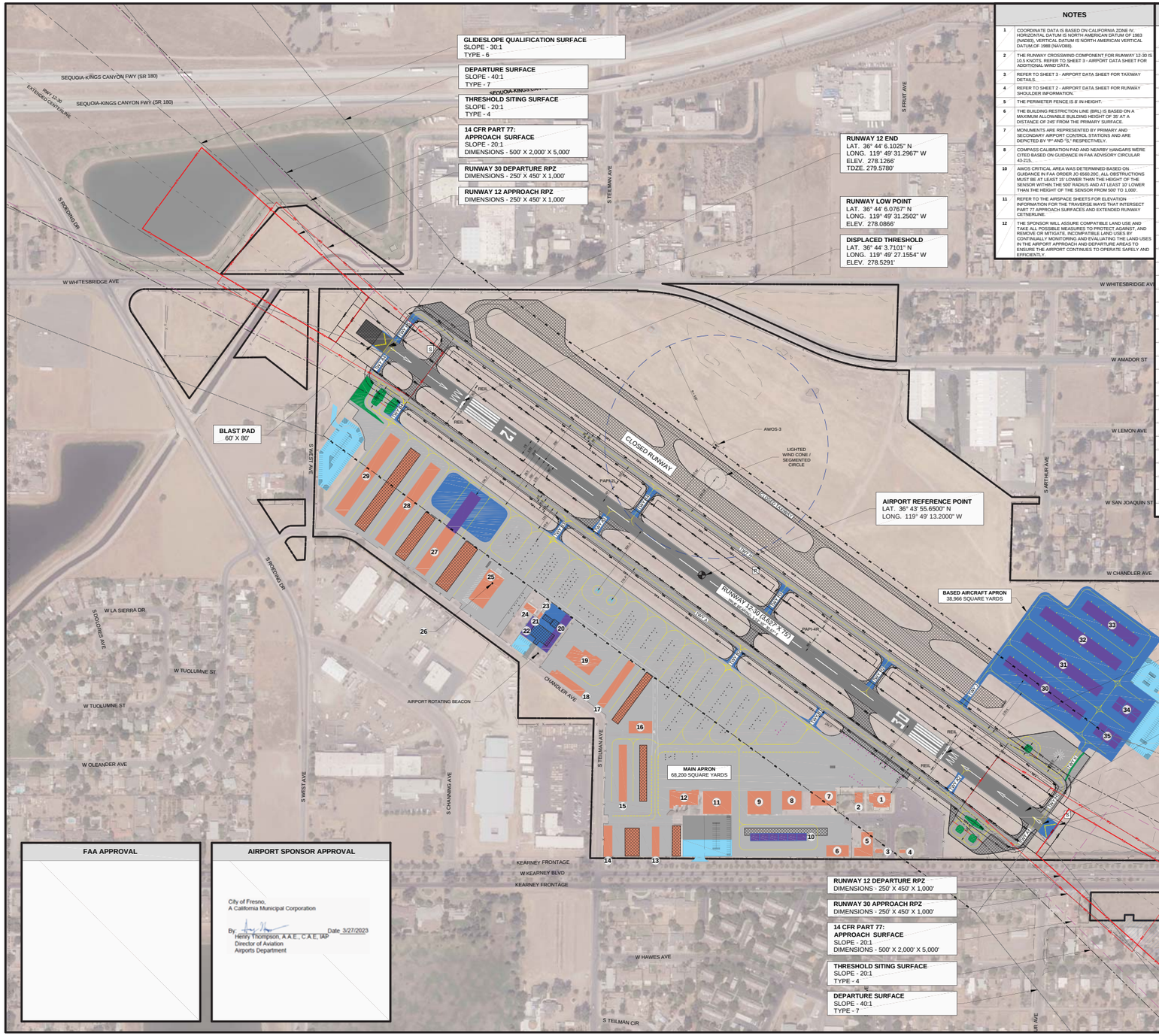
PREPARED BY:
Kimley»Horn
11400 COMMERCE PARK DR., SUITE 400, RESTON, VA 20191
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PROJECT NUMBER: 091733014
DATE: NOVEMBER 2022
DRAWN BY: JC
REVIEWED BY: CW
APPROVED BY:

No.	REVISIONS	DATE
0	SUBMITTED 2021 DRAFTED ALP SHEET SET	06/29/2021
1	REVISED PER FAA COMMENT LETTER DATED SEPTEMBER 8th, 2022	11/01/2022

SHEET TITLE: AIRPORT AIRSPACE DRAWING: PLAN VIEW
SHEET NUMBER: 7 OF 15

THE PREPARATION OF THIS PLAN WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49, U.S. CODE, AND THE CONTENTS OF THIS PLAN REFLECT THE VIEWS OF THE CONSULTANTS DO NOT NECESSARILY REPRESENT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATED IN ANY DEVELOPMENT DEPICTED HEREIN BEYOND THAT PROVIDED FOR UNDER CURRENT LEGISLATION AND ACTIVITIES IS ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.



NOTES

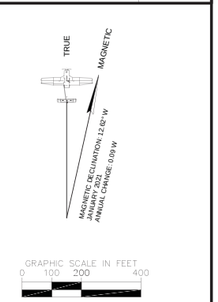
1	COORDINATE DATA IS BASED ON CALIFORNIA ZONE IV, HORIZONTAL DATUM IS NORTH AMERICAN DATUM OF 1983 (NAD83), VERTICAL DATUM IS NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
2	THE RUNWAY CROSSWIND COMPONENT FOR RUNWAY 12-30 IS 10.5 KNOTS. REFER TO SHEET 3 - AIRPORT DATA SHEET FOR ADDITIONAL WIND DATA.
3	REFER TO SHEET 3 - AIRPORT DATA SHEET FOR TAXIWAY DETAILS.
4	REFER TO SHEET 2 - AIRPORT DATA SHEET FOR RUNWAY SHOULDER INFORMATION.
5	THE PERIMETER FENCE IS 8' IN HEIGHT.
6	THE BUILDING RESTRICTION LINE (BRL) IS BASED ON A MAXIMUM ALLOWABLE BUILDING HEIGHT OF 35' AT A DISTANCE OF 240' FROM THE PRIMARY SURFACE.
7	MONUMENTS ARE REPRESENTED BY PRIMARY AND SECONDARY AIRPORT CONTROL STATIONS AND ARE DEPICTED BY "P" AND "S," RESPECTIVELY.
8	COMPASS CALIBRATION PAD AND NEARBY HANGARS WERE CITED BASED ON GUIDANCE IN FAA ADVISORY CIRCULAR 43-215.
10	AWOS CRITICAL AREA WAS DETERMINED BASED ON GUIDANCE IN FAA ORDER JO 6560.20C. ALL OBSTRUCTIONS MUST BE AT LEAST 15' LOWER THAN THE HEIGHT OF THE SENSOR WITHIN THE 500' RADIUS AND AT LEAST 10' LOWER THAN THE HEIGHT OF THE SENSOR FROM 500' TO 1,000'.
11	REFER TO THE AIRSPACE SHEETS FOR ELEVATION INFORMATION FOR THE TRAVERSE WAYS THAT INTERSECT PART 77 APPROACH SURFACES AND EXTENDED RUNWAY CETNERLINE.
12	THE SPONSOR WILL ASSURE COMPATIBLE LAND USE AND TAKE ALL POSSIBLE MEASURES TO PROTECT AGAINST, AND REMOVE OR MITIGATE, INCOMPATIBLE LAND USES BY CONTINUALLY MONITORING AND EVALUATING THE LAND USES IN THE AIRPORT APPROACH AND DEPARTURE AREAS TO ENSURE THE AIRPORT CONTINUES TO OPERATE SAFELY AND EFFICIENTLY.

BUILDINGS / FACILITIES

NO.	FACILITY TYPE
1	ADMINISITRATION BUILDING
2	ADMINISITRATION BUILDING ANNEX
3	BATHROOM BUILDING
4	ELECTRICAL CONTROL BUILDING
5	FBO / SHOP / OFFICE
6	CONVENTIONAL HANGAR
7	CONVENTIONAL HANGAR
8	CONVENTIONAL HANGAR
9	CONVENTIONAL HANGAR
10	BOX HANGARS
11	CONVENTIONAL HANGAR
12	CONVENTIONAL HANGAR
13	T-HANGARS
14	T-HANGARS
15	T-HANGARS
16	CONVENTIONAL HANGAR
17	T-HANGARS
18	T-HANGARS
19	CONVENTIONAL HANGAR
20	BOX HANGARS
21	ELECTRICAL VAULT
22	BOX HANGARS
23	FUEL TANK FOR EMERGENCY GENERATOR
24	AIRPORT MAINTENANCE SHOP
25	CONVENTIONAL HANGAR
26	TOWER (AFFIXED ON TOP OF HANGAR)
27	T-HANGARS
28	T-HANGARS
29	T-HANGARS
30	T-HANGARS
31	T-HANGARS
32	T-HANGARS
33	T-HANGARS
34	BOX HANGARS
35	BOX HANGARS

LEGEND

DESCRIPTION	SYMBOLOGY
AIRPORT REFERENCE POINT	
LIGHTED WIND CONE	
SEGMENTED CIRCLE	
AIRCRAFT TIE--DOWNS	
FUTURE ITINERANT AIRCRAFT TIE-DOWNS	
HELICOPTER OPERATING AREA	H
FUEL TANK	
MONUMENTS (PACS & SACS)	P / S
RUNWAY THRESHOLD LIGHTS	
AWOS	
AWOS CRITICAL AREA	
GROUND CONTOURS	
FENCE	
AIRPORT PROPERTY LINE	
HOLD LINE	
DASHED TAXIWAY / TAXILANE EDGE	
RUNWAY SAFETY AREA (RSA)	
RUNWAY OBJECT FREE AREA (ROFA)	
RUNWAY OBSTACLE FREE ZONE (ROFZ)	
RUNWAY PROTECTION ZONE (RPZ) - APPROACH	
RUNWAY PROTECTION ZONE (RPZ) - DEPARTURE	
TAXIWAY / TAXILANE SAFETY AREA (TSA)	
TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA)	
PART 77 APPROACH SURFACE	
THRESHOLD SITING SURFACE (TSS)	
DEPARTURE SURFACE	
BUILDING RESTRICTION LINE (BRL)	
AIRFIELD PAVEMENT (RWY / TWY / APRON)	
NEW AIRFIELD PAVEMENT	
NEW VEHICLE PARKING PAVEMENT	
EXISTING ON-AIRPORT BUILDINGS	
NEW ON-AIRPORT BUILDINGS	
PAINTED ISLAND	
PAVEMENT / BUILDINGS TO BE REMOVED	
FUTURE AVIGATION EASEMENT	
GLIDESLOPE QUALIFICATION SURFACE (GQS)	



GRAPHIC SCALE IN FEET
0 100 200 400

FAA APPROVAL

AIRPORT SPONSOR APPROVAL

City of Fresno,
A California Municipal Corporation

By: _____ Date 3/27/2023
Henry Thompson, A.A.E., C.A.E, IAP
Director of Aviation
Airports Department

FRESNO CHANDLER EXECUTIVE AIRPORT

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AIRPORT LAYOUT PLAN DRAWING SET

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PROJECT NUMBER: 097330014
DATE: NOVEMBER 2022
DRAWN BY: JC
REVIEWED BY: CW
APPROVED BY:

No.	REVISIONS	DATE
0	SUBMITTED 2021 DRAFTED ALP SHEET SET	06/30/2021
1	REVISED PER FAA COMMENT LETTER DATED SEPTEMBER 8th, 2022	11/01/2022

SHEET TITLE: FUTURE LAYOUT
SHEET NUMBER: 5 OF 15

THE PREPARATION OF THIS PLAN WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REPRESENT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS PLAN BY THE FAA DOES NOT IN ANY WAY COMMIT THE FAA TO FUND ANY PROJECT OR DEVELOPMENT. FAA ACCEPTANCE OF A PROJECT OR DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

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.

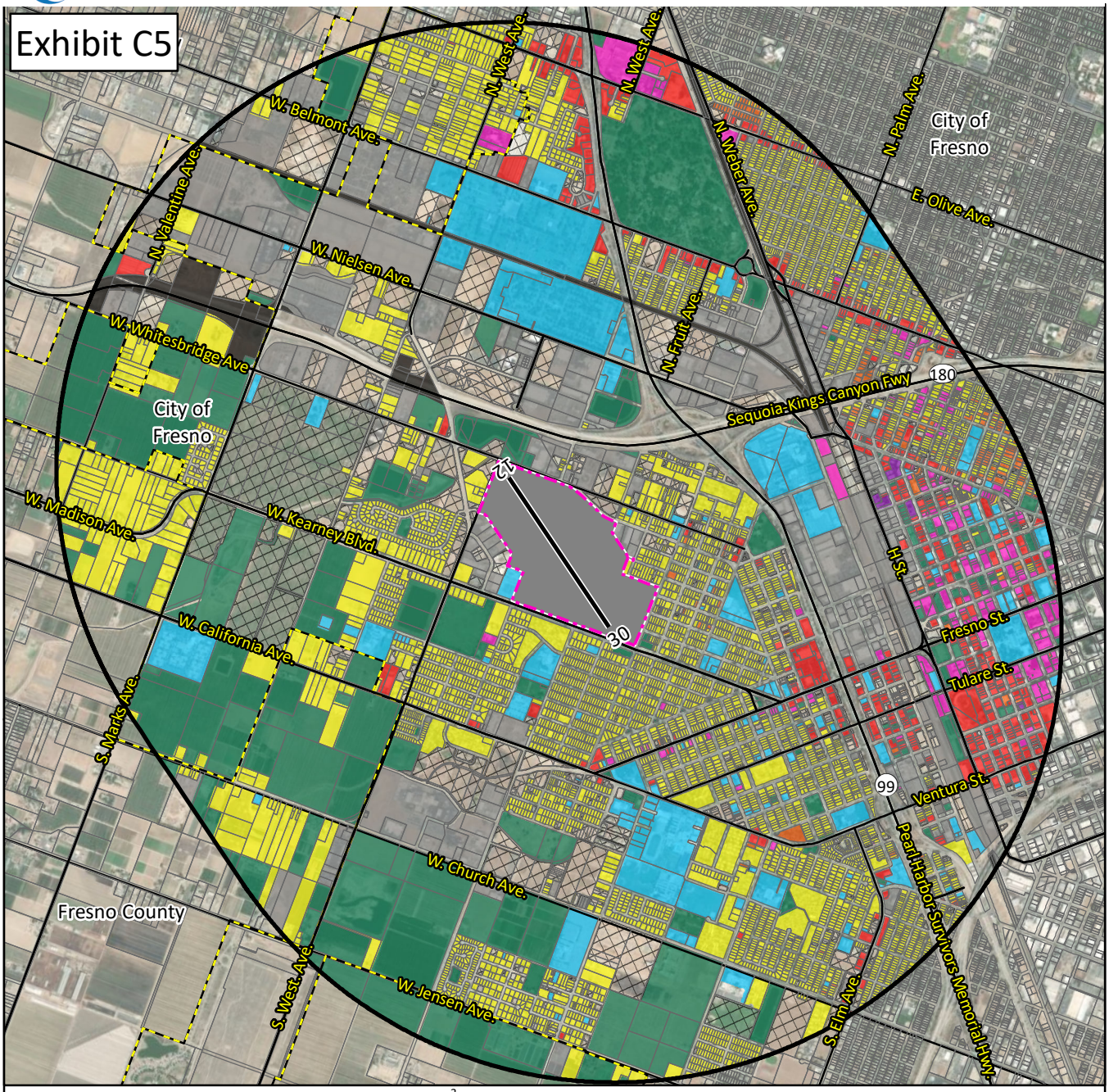
GENERAL PLAN

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.



LEGEND

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

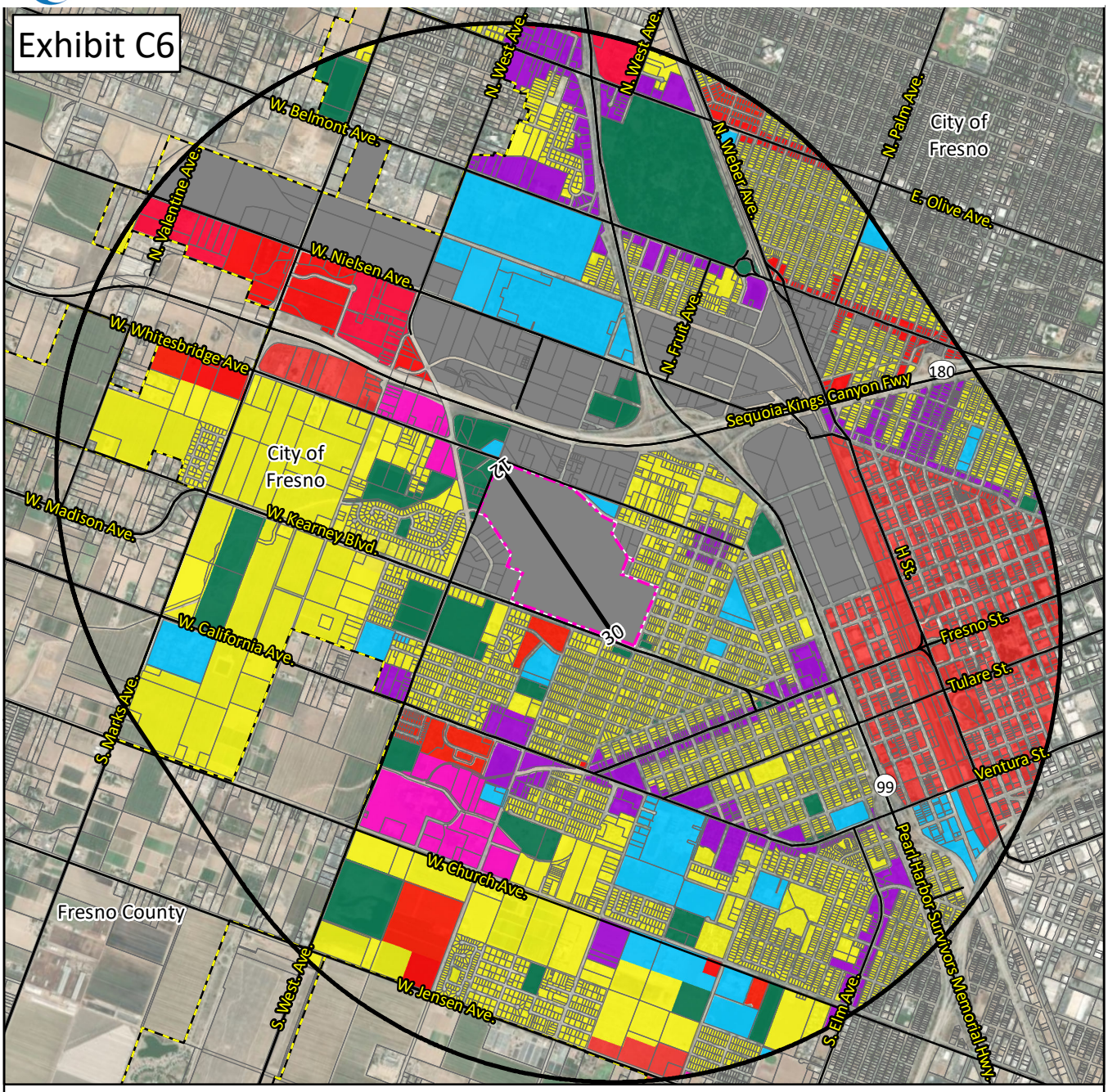
Existing Land Use[3]

- 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 (2023).
[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 (2022).



LEGEND

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

Zoning[3]

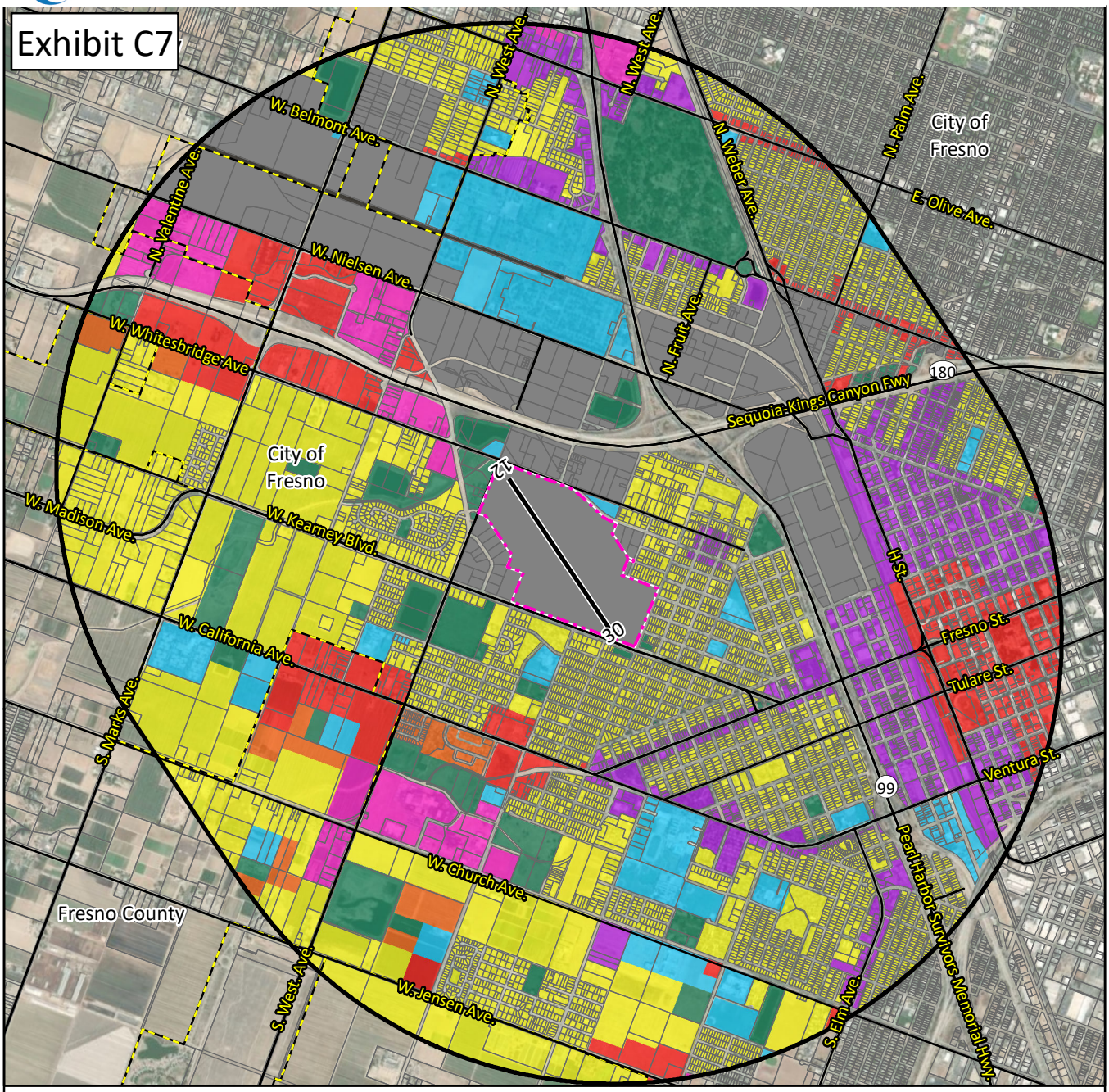
- Mobile Home Park
- Single Family Residential
- Multi-Family Residential
- Mixed Use
- Commercial
- Office
- Industrial
- Public
- Open Space
- Agriculture

N

0 3,000 6,000

1" = 3,000'

[1]Fresno Chandler Airport Layout Plan (2023).
[2]AIA drawn from Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[3]City of Fresno Zoning, Fresno County Zoning.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2022).



LEGEND

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

General Plan[3]

- Single Family Residential
- Multi-Family Residential
- Mixed Use
- Commercial
- Office
- Industrial
- Public
- Open Space
- Transportation/ROW

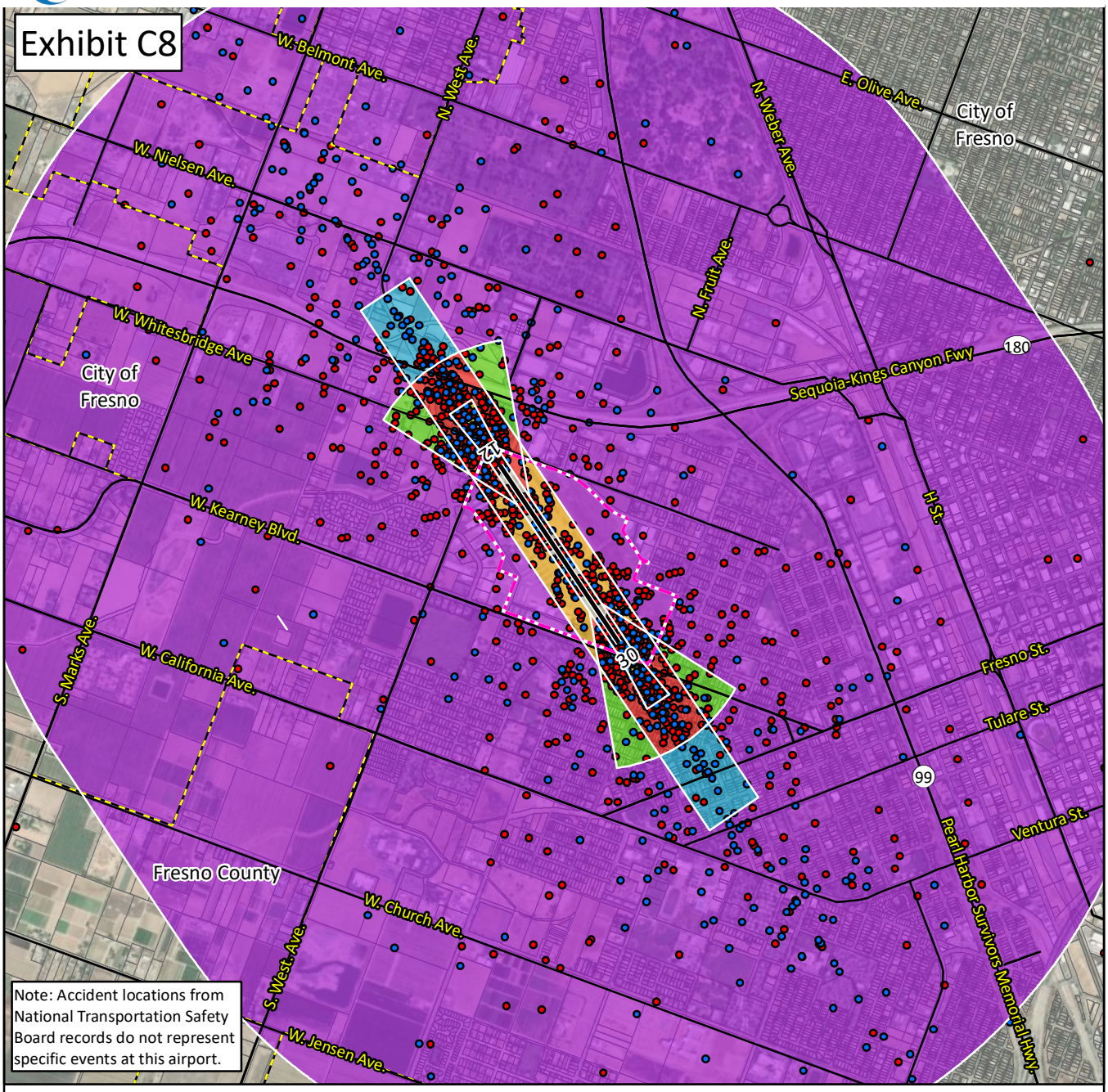
N

0 3,000 6,000

1" = 3,000'

[1]Fresno Chandler Airport Layout Plan (2023).
[2]AIA drawn from Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[3]City of Fresno General Plan
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2022).

Exhibit C8



LEGEND

- Existing 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

N

0 2,500 5,000

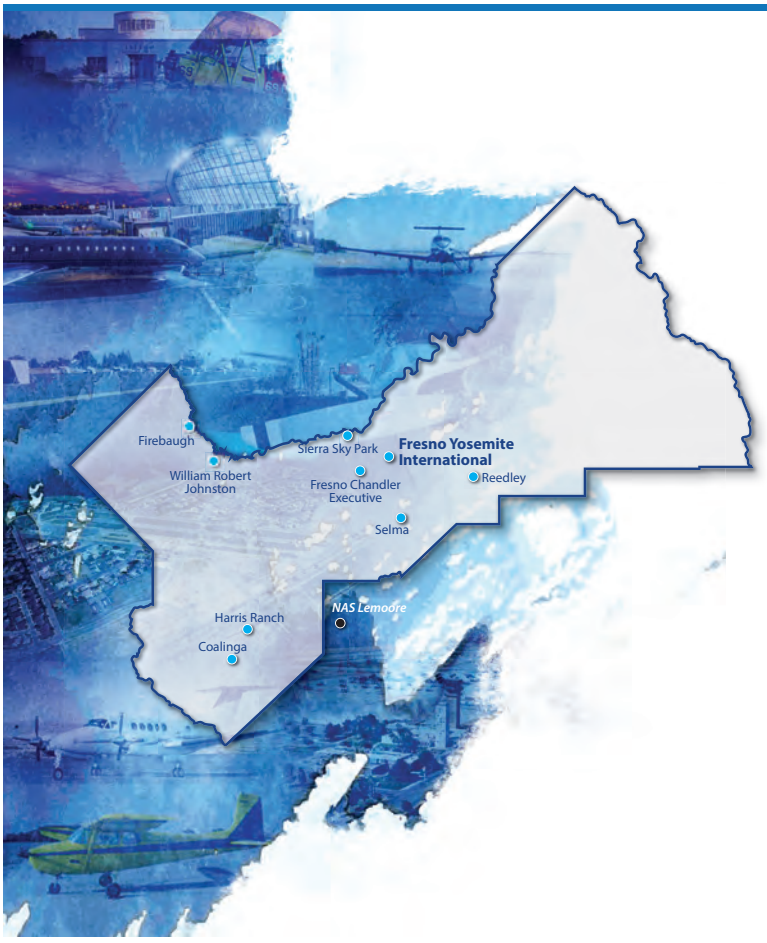
1" = 2,500'

[1]Fresno Chandler Airport Layout Plan (2023).
[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]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2022).

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.

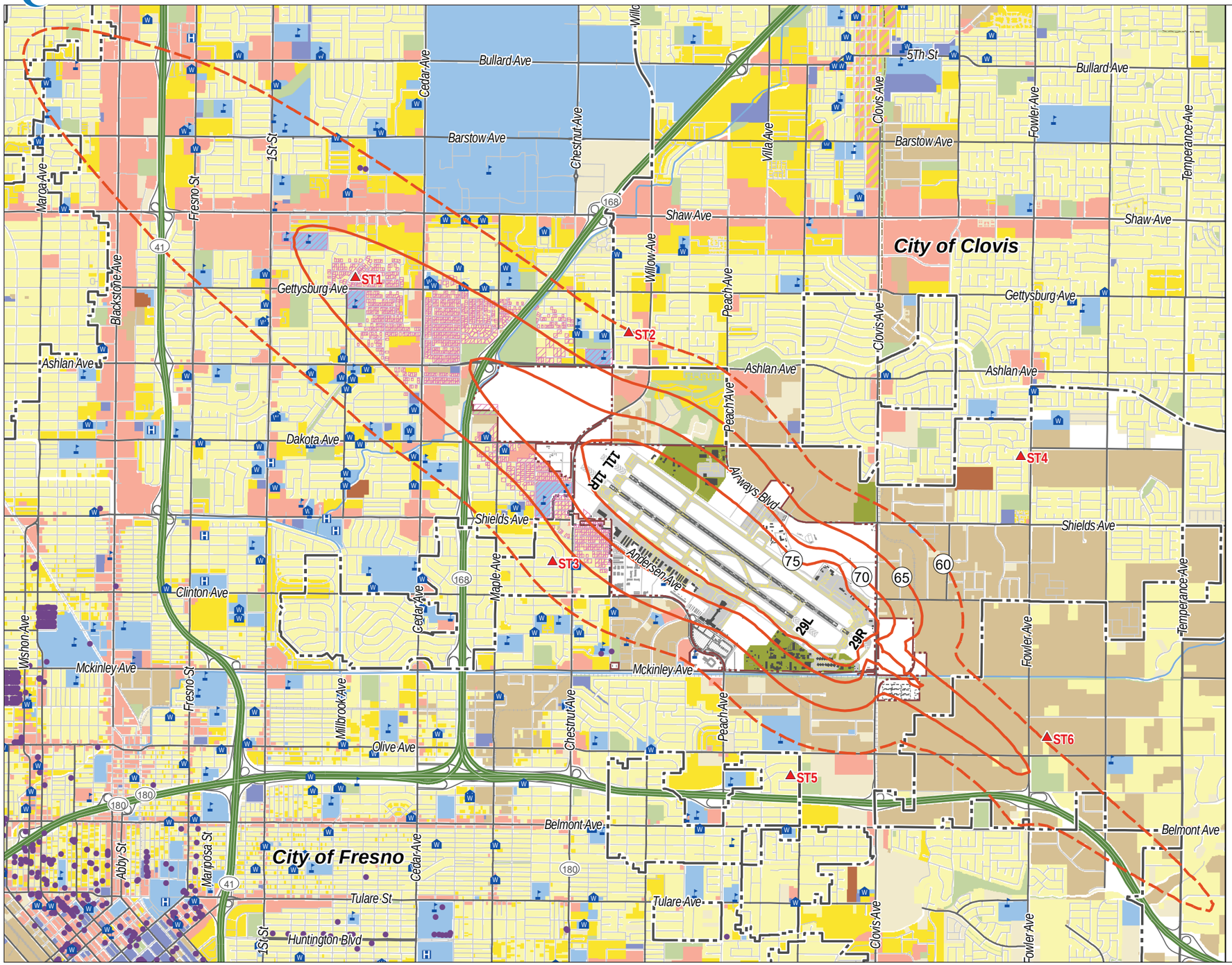
AIRPORT INFORMATION

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

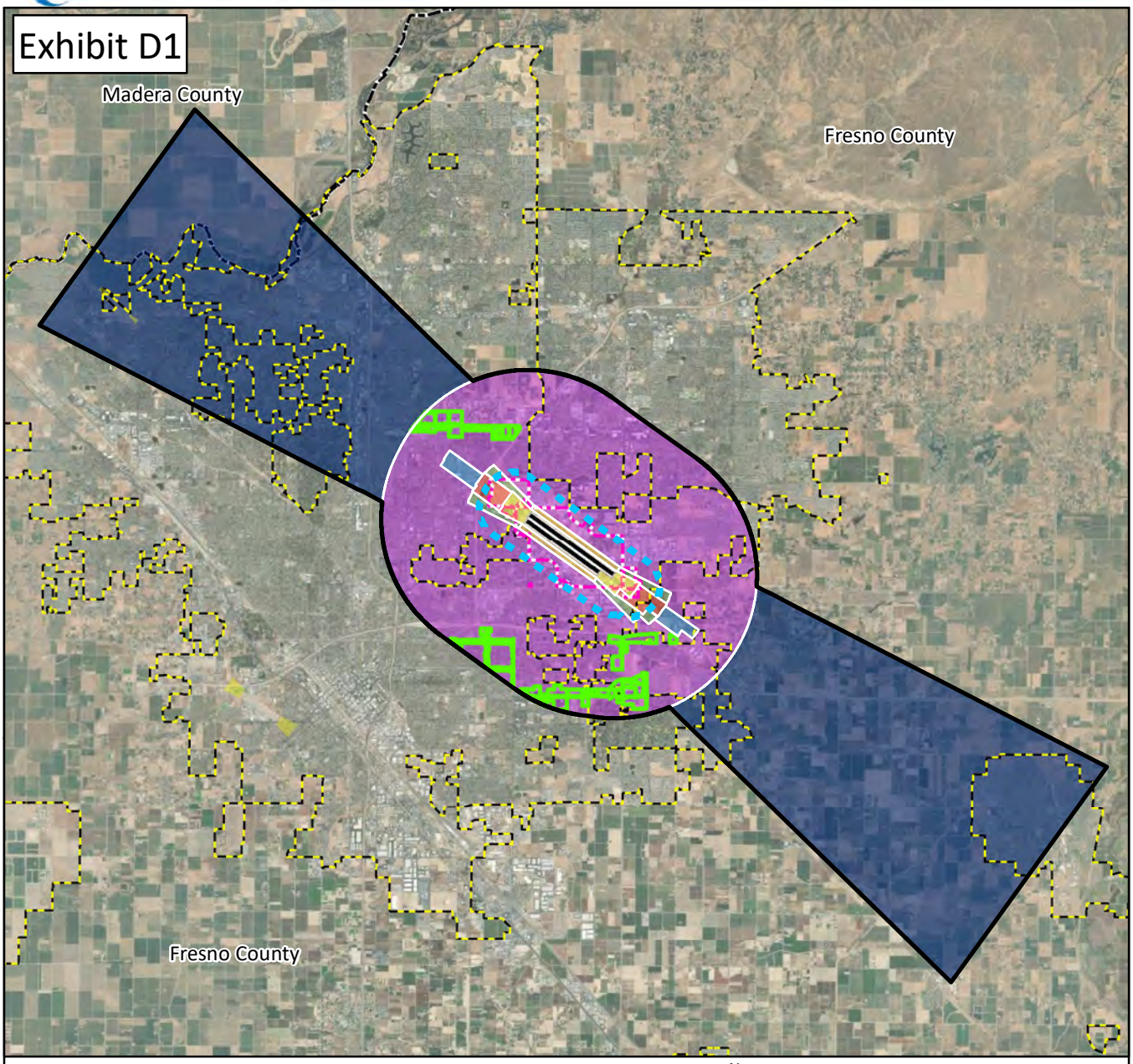
Service Layer Credits: Fresno County GIS; City of Fresno, CA; City of Clovis, CA; California Department of Water Resources (DWR); Environmental Systems Research Institute (ESRI);

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

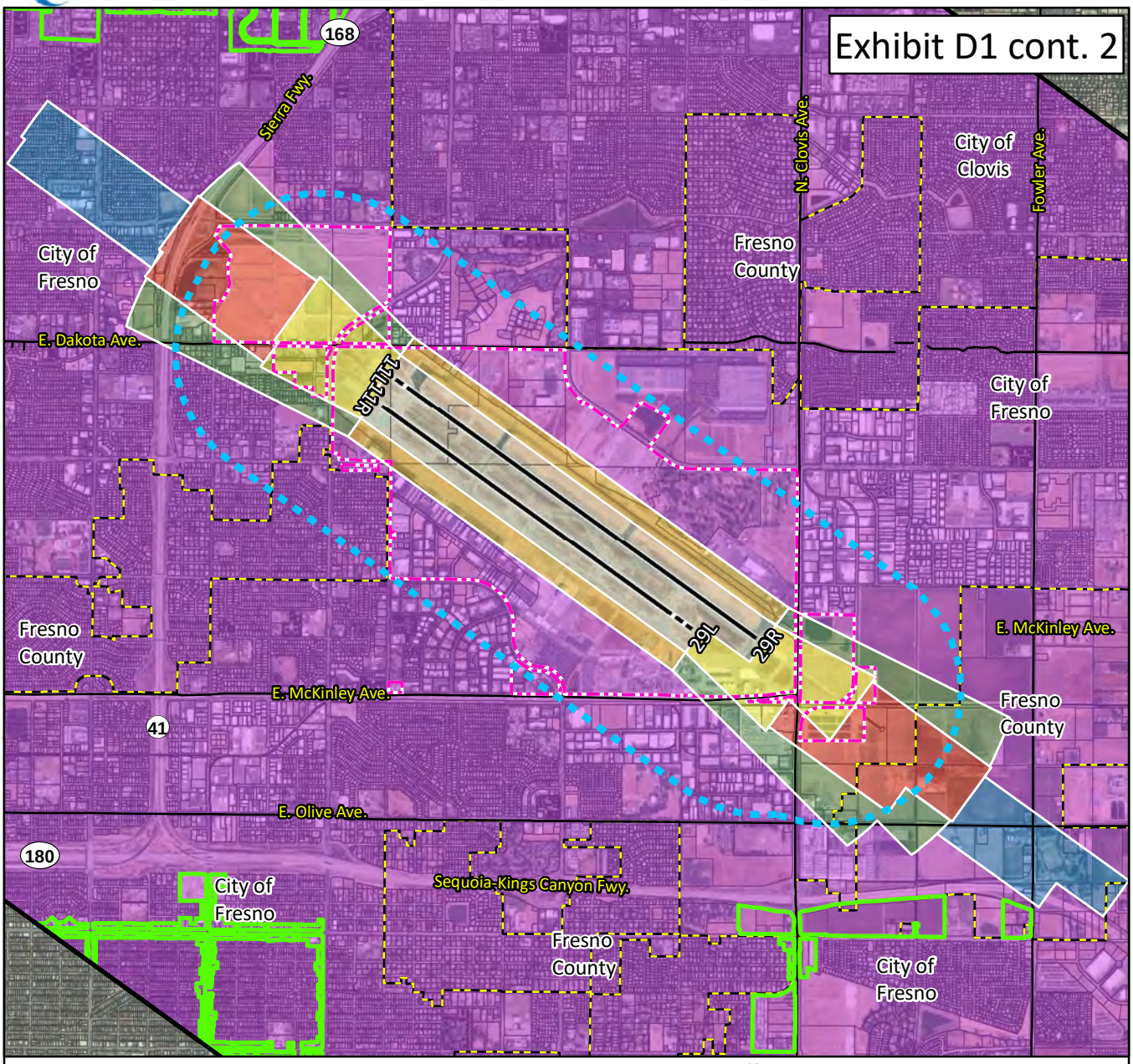
N

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]

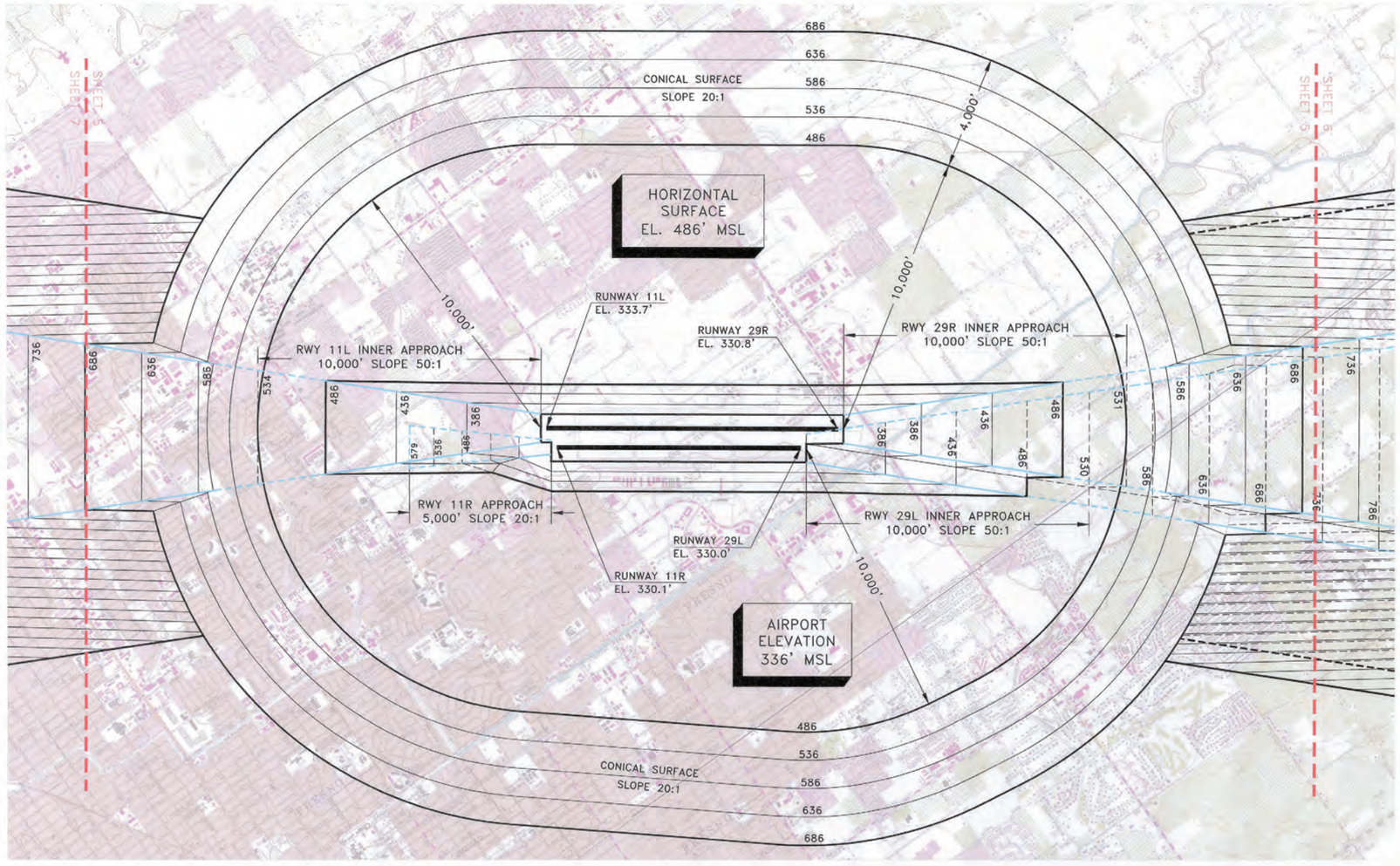
1. Runway Protection Zone
2. Inner Approach/Departure Zone
3. Inner Turning Zone
4. Outer Approach/Departure Zone
5. Sideline Zone
6. Traffic Pattern Zone

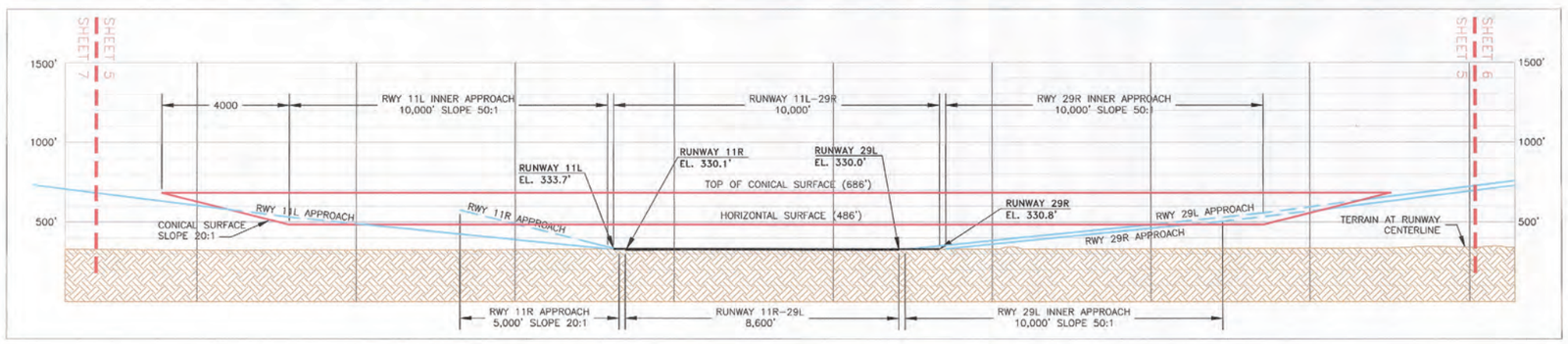
N

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).



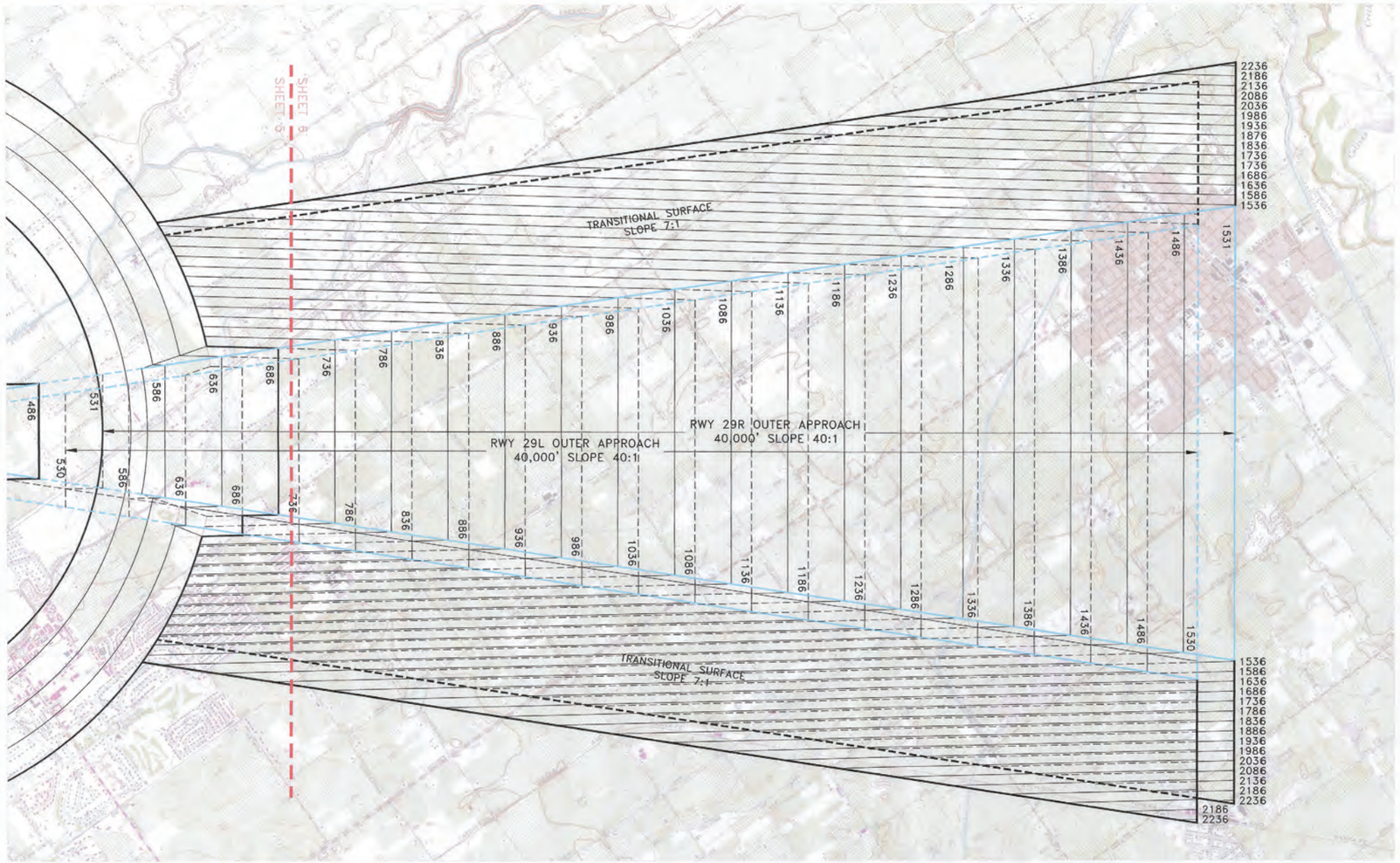


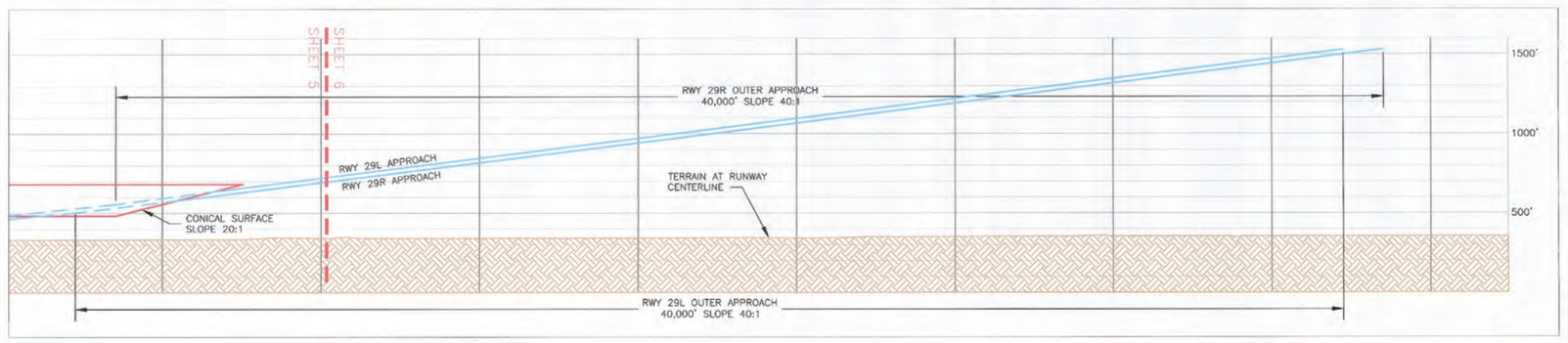
REVISIONS				
NO.	DESCRIPTION	BY	APP.	DATE

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:

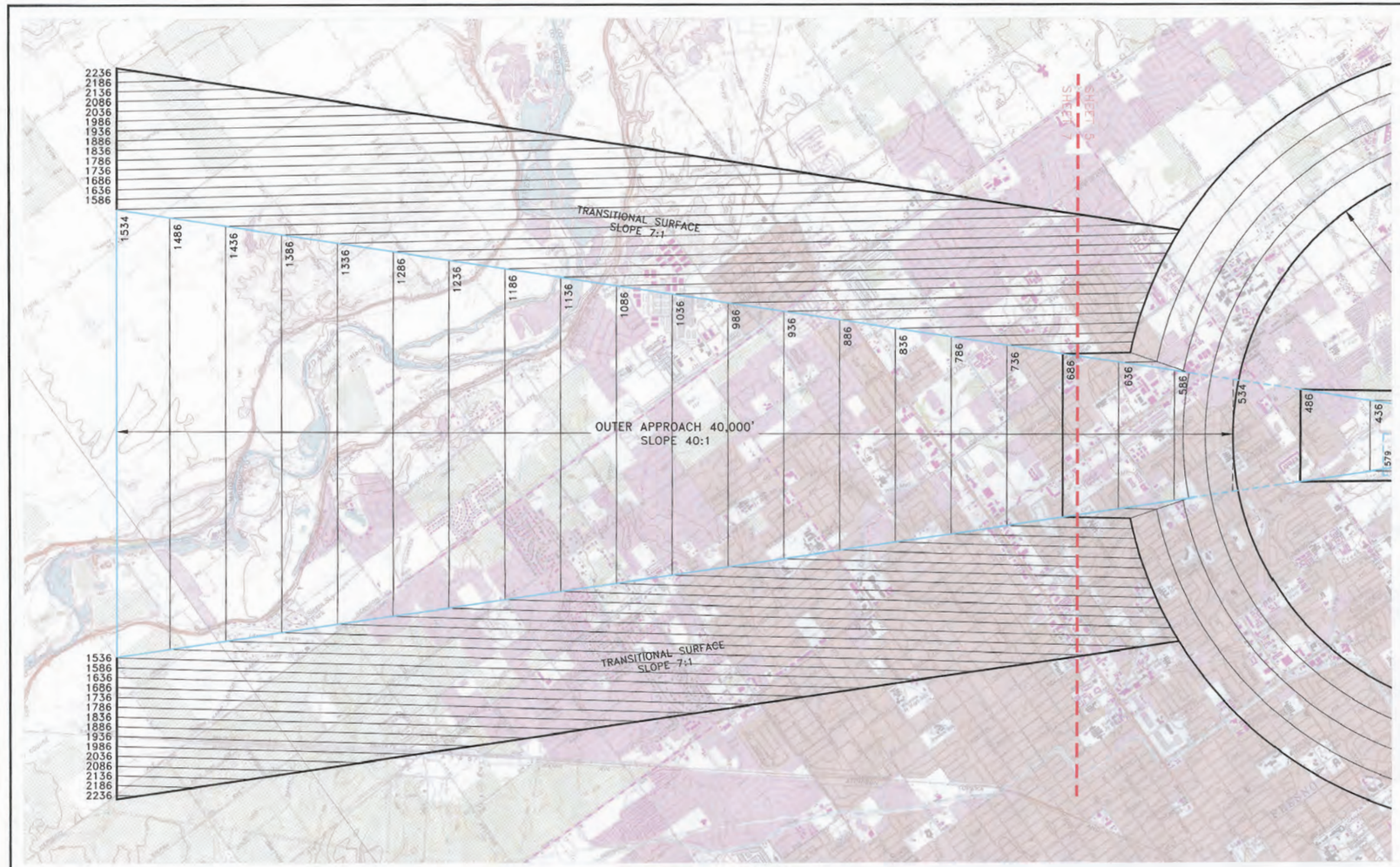
1. NO OBSTRUCTIONS LOCATED IN OUTER APPROACH AREA.

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:		





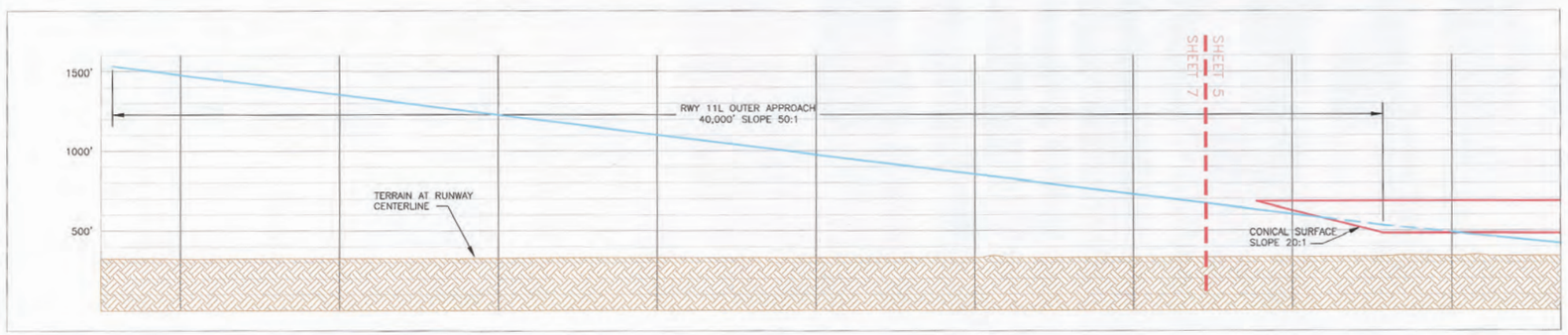
2000 0 2000 4000
HORIZONTAL SCALE IN FEET

400 0 400 800
VERTICAL SCALE IN FEET

NOTES:

1. NO OBSTRUCTIONS LOCATED IN OUTER APPROACH AREA.

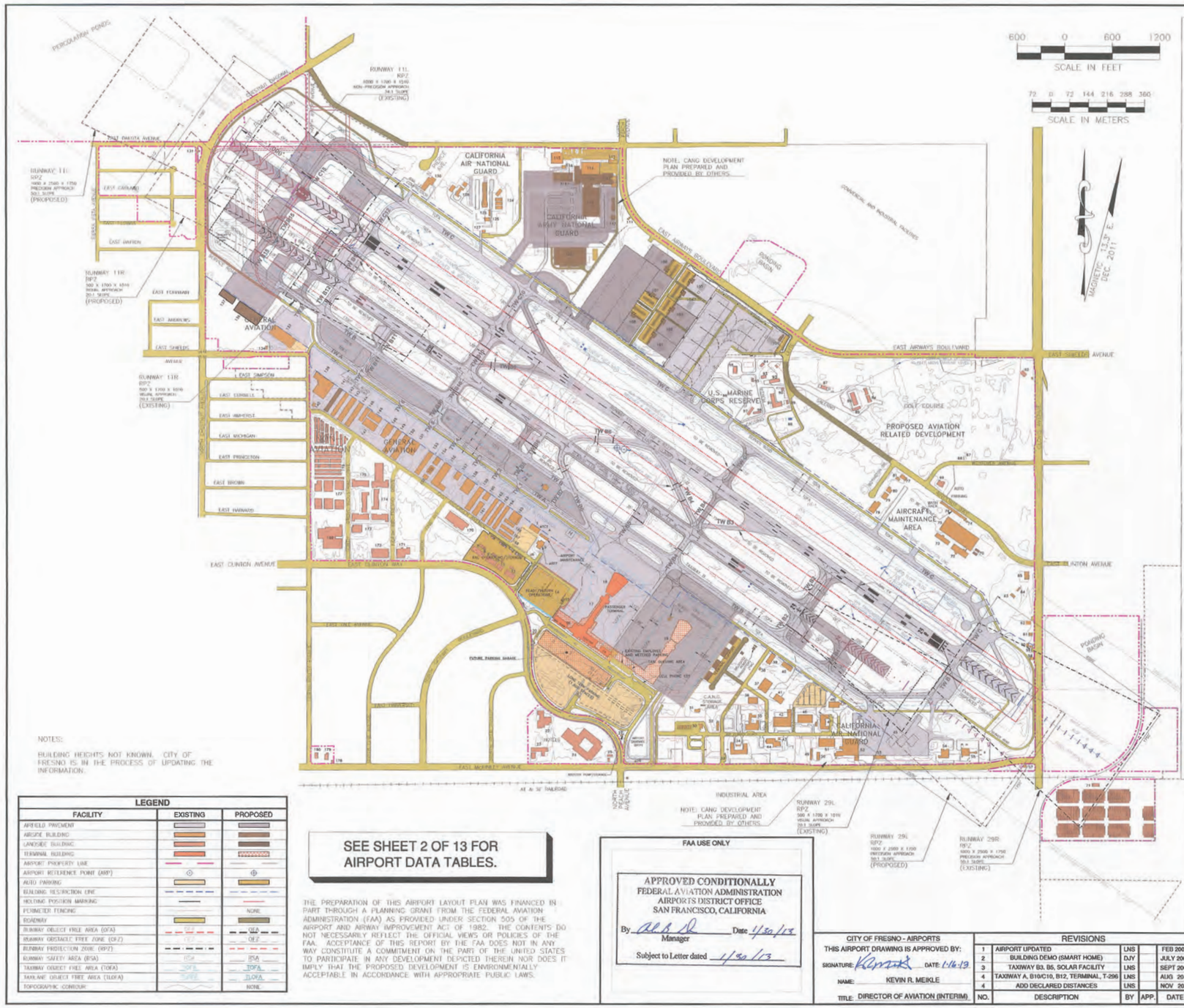
REVISIONS				
NO.	DESCRIPTION	BY	APP.	DATE



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:			



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

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
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

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.

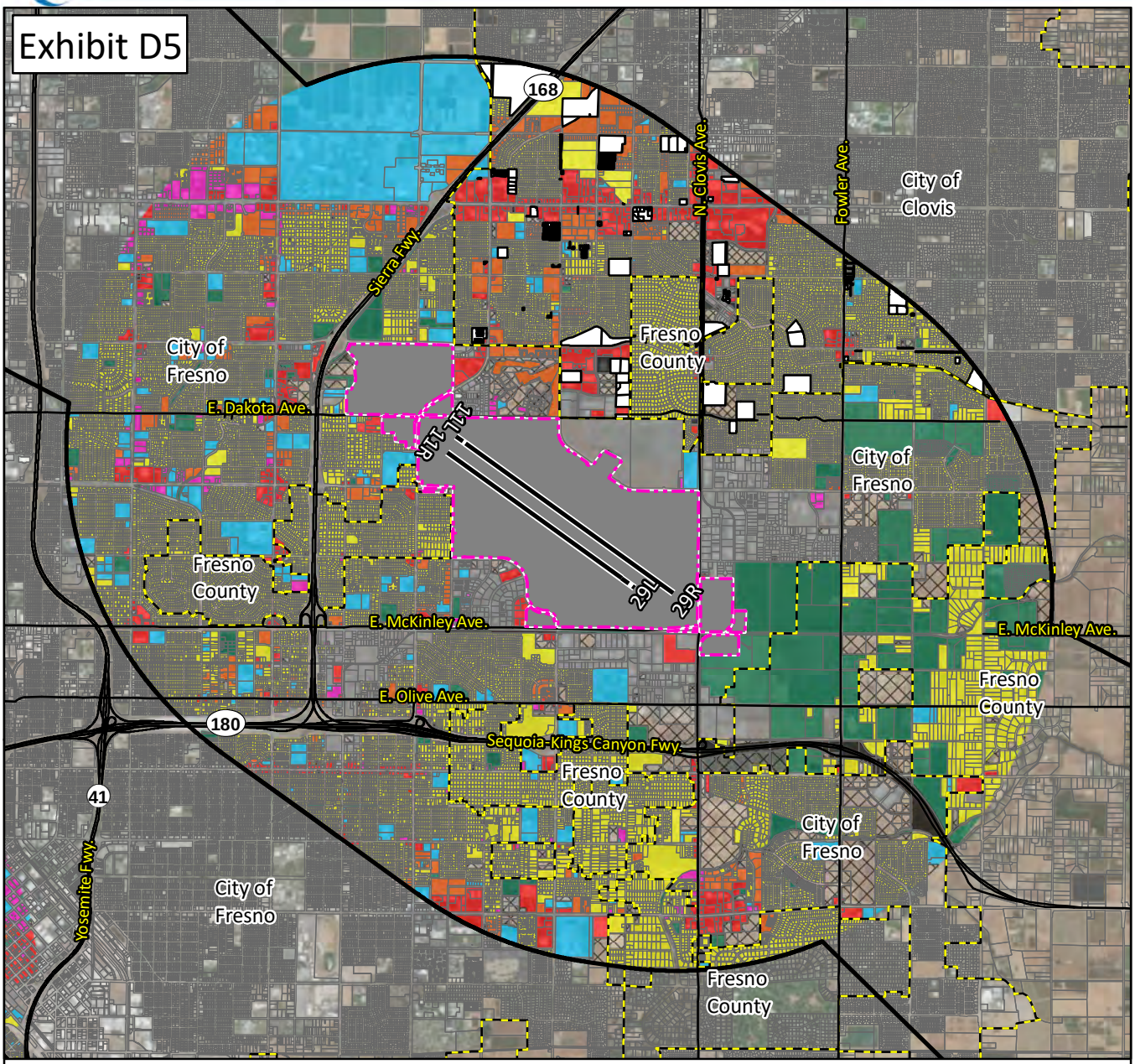
The Airport is surrounded primarily by industrial zones, both on and adjacent to Airport property. In addition to industrial zones, there are single and multi-family residential, open space, and commercial zones around the Airport. Residential zoning dominates much of the AIA. Additional zones in the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

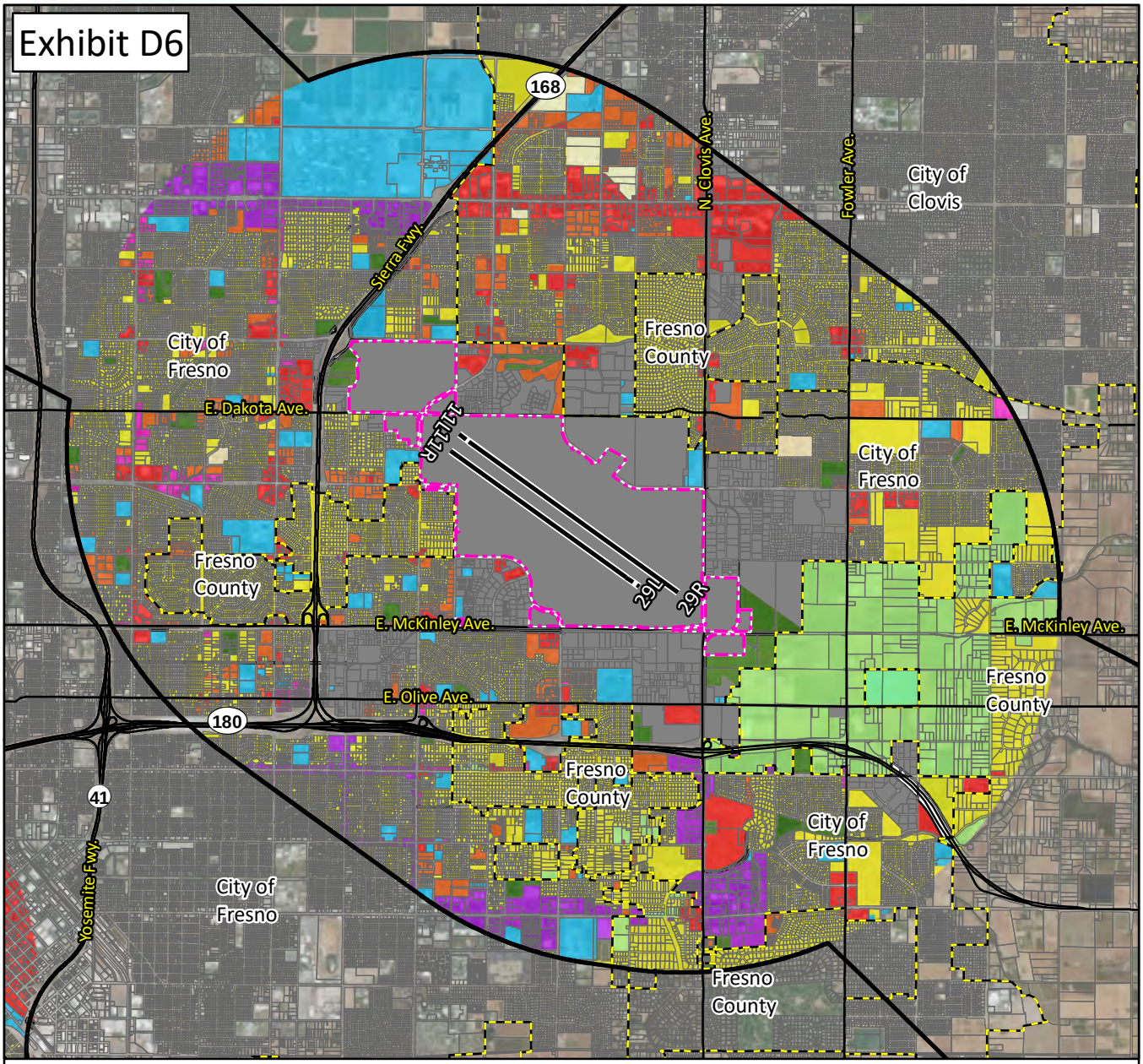
N

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

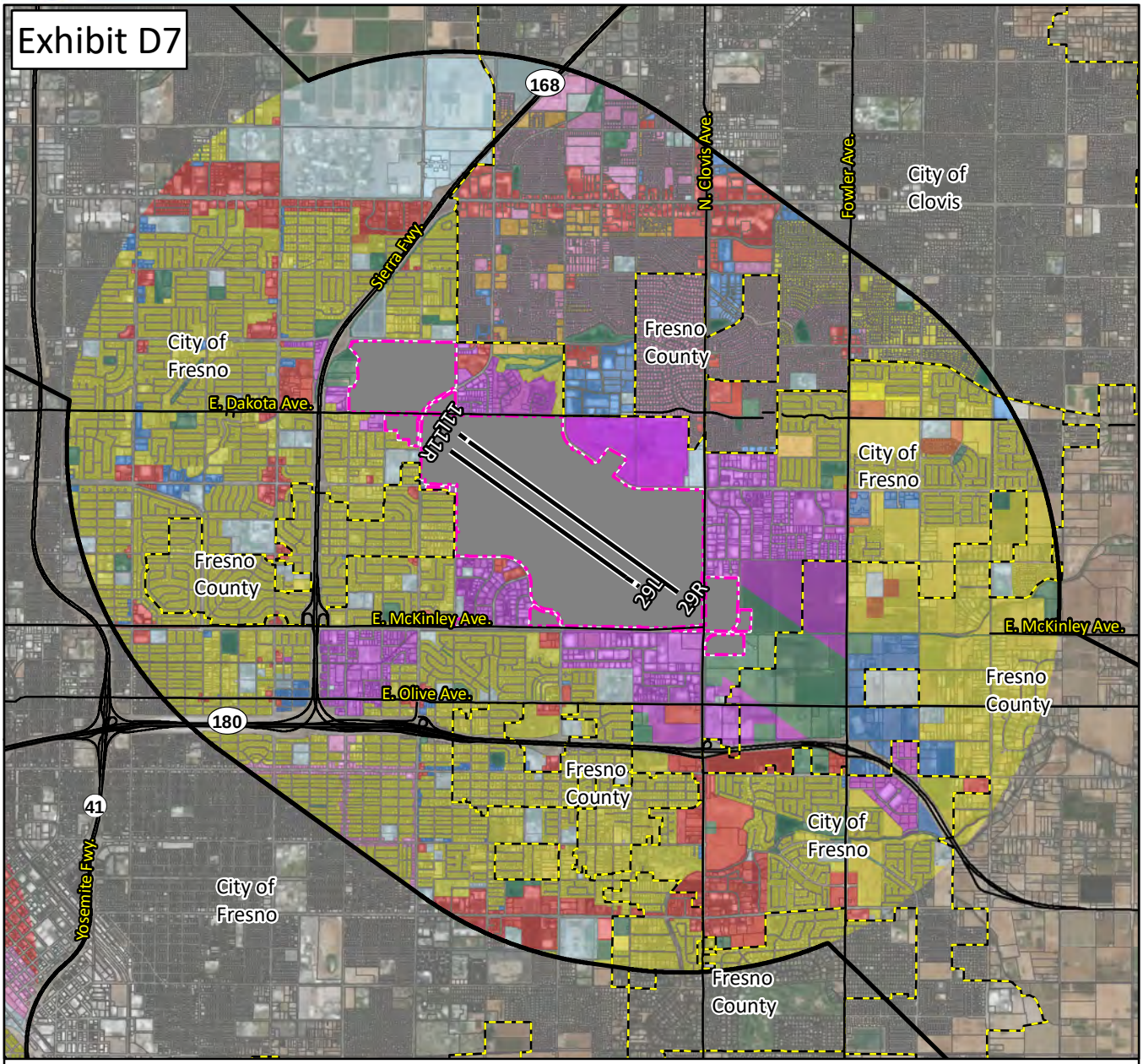
N

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

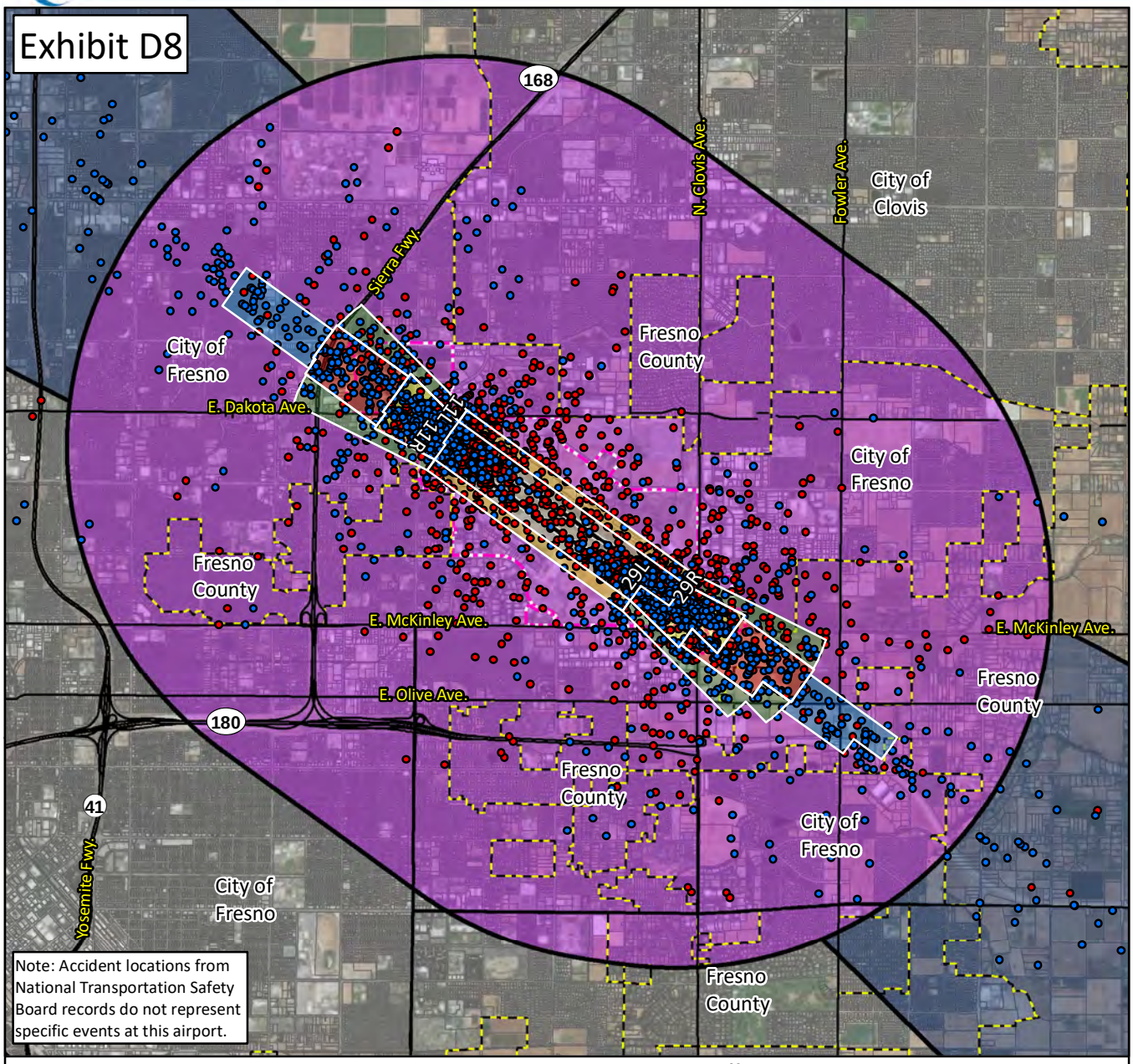
1" = 6,000'

[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

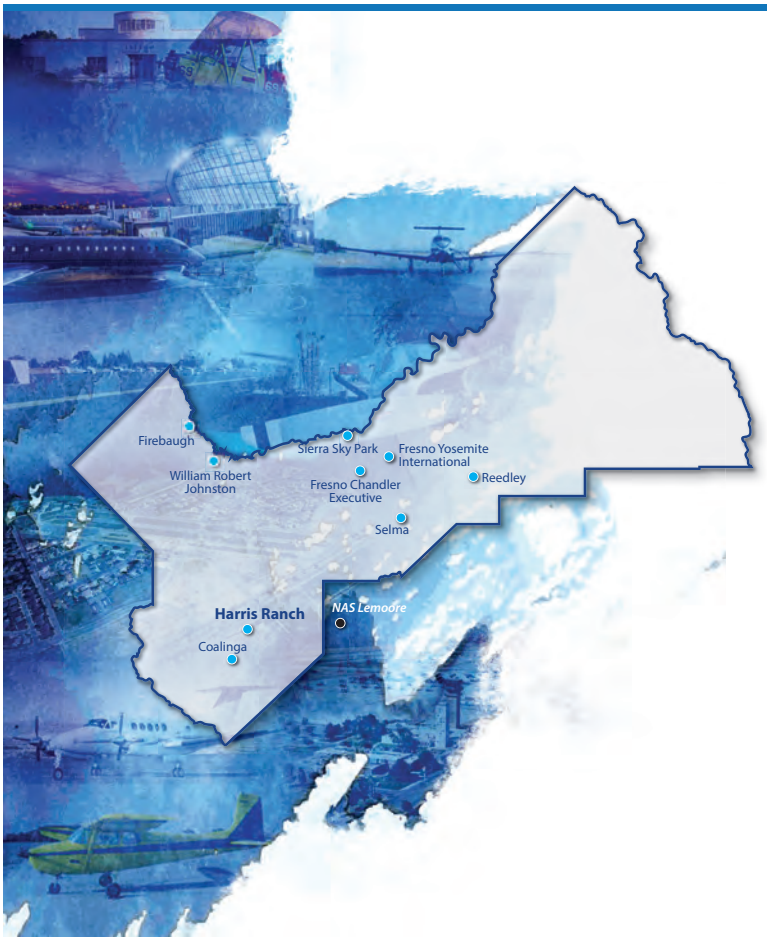
1" = 6,000'

[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).

Fresno Council of Governments

Appendix E

HARRIS RANCH AIRPORT



Appendix E: Harris Ranch Airport

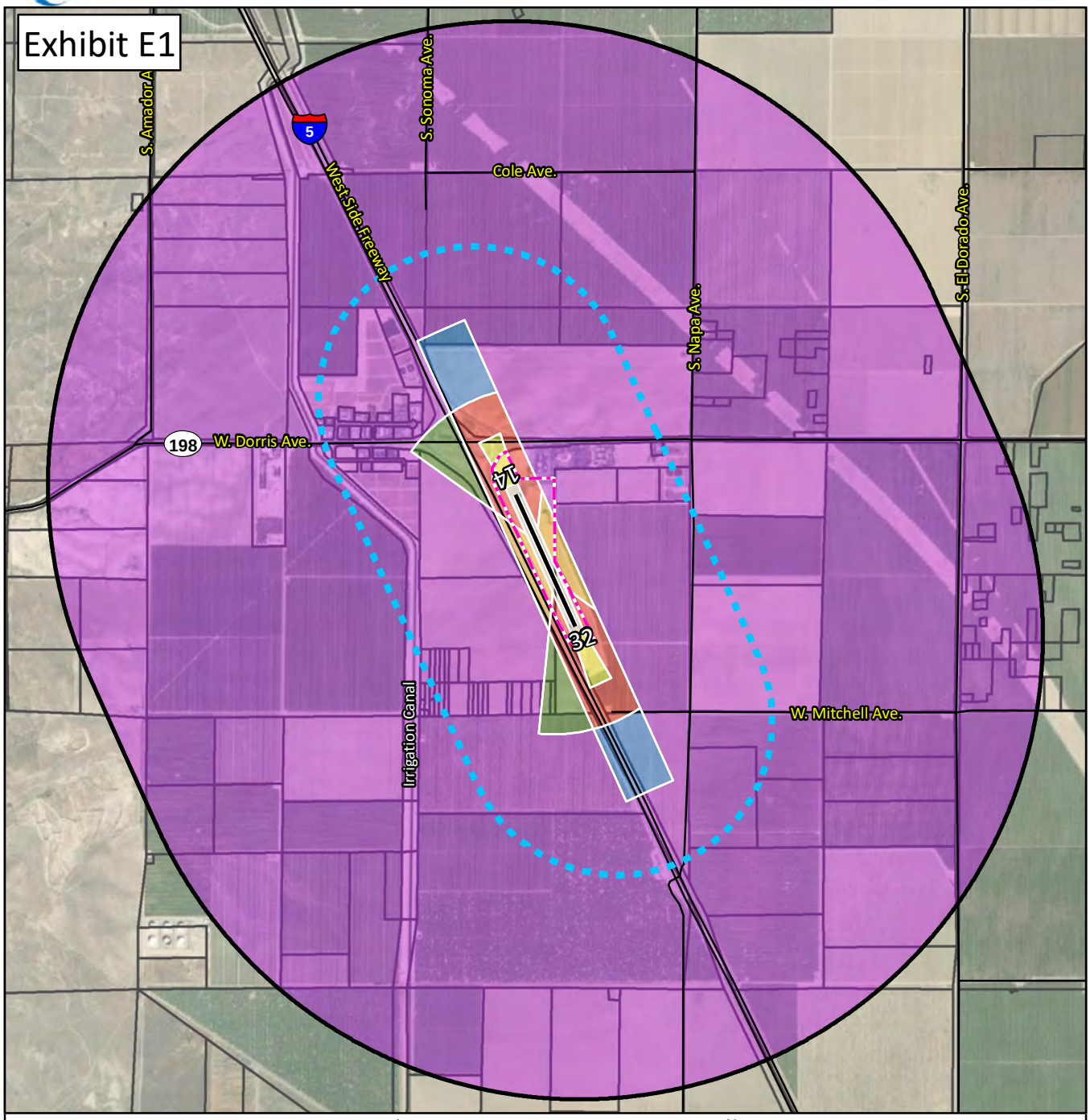
Appendix E provides an overview of Harris Ranch Airport's (Airport) setting, airport influence area (AIA), safety zones, noise, and airspace and overflight areas. This Appendix will also discuss the existing and planned land uses, as well as current and future Airport facilities.

Harris Ranch Airport is a privately owned and operated, public use airport near the Harris Ranch Inn and Restaurant. It is not listed in the 2017 – 2021 *National Plan of Integrated Airport Systems* (NPIAS); however, the *California Aviation System Plan* (CASP) classifies it as a limited use facility. The Airport is in the southeastern quadrant of the intersection of Interstate 5 and State Route 198 (Dorris Avenue) interchange. The closest municipality is the City of Coalinga, located ten miles southwest on State Route 198. Harris Ranch Airport is primarily used for recreation, including guests of the Harris Ranch Inn and Restaurant. Use of the Airport fluctuates seasonally, with less activity in the winter months.

SAFETY ZONES

The Airport Influence Area (AIA) and Safety Zones for Harris Ranch Airport are shown on **Exhibit E1**. 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, Harris Ranch Airport has one runway, Runway 14-32, which is 2,820 feet long. The California Department of Transportation, Division of Aeronautics-approved airport diagram does not include any changes to the runway length. Therefore, the Safety Zones are based on the Short General Aviation Runway example. As discussed below, the traffic pattern is located west of the Airport; therefore, based on Handbook guidance, the Inner Turning Zone is only shown to the west. For this plan, the outermost

Exhibit E1



LEGEND

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

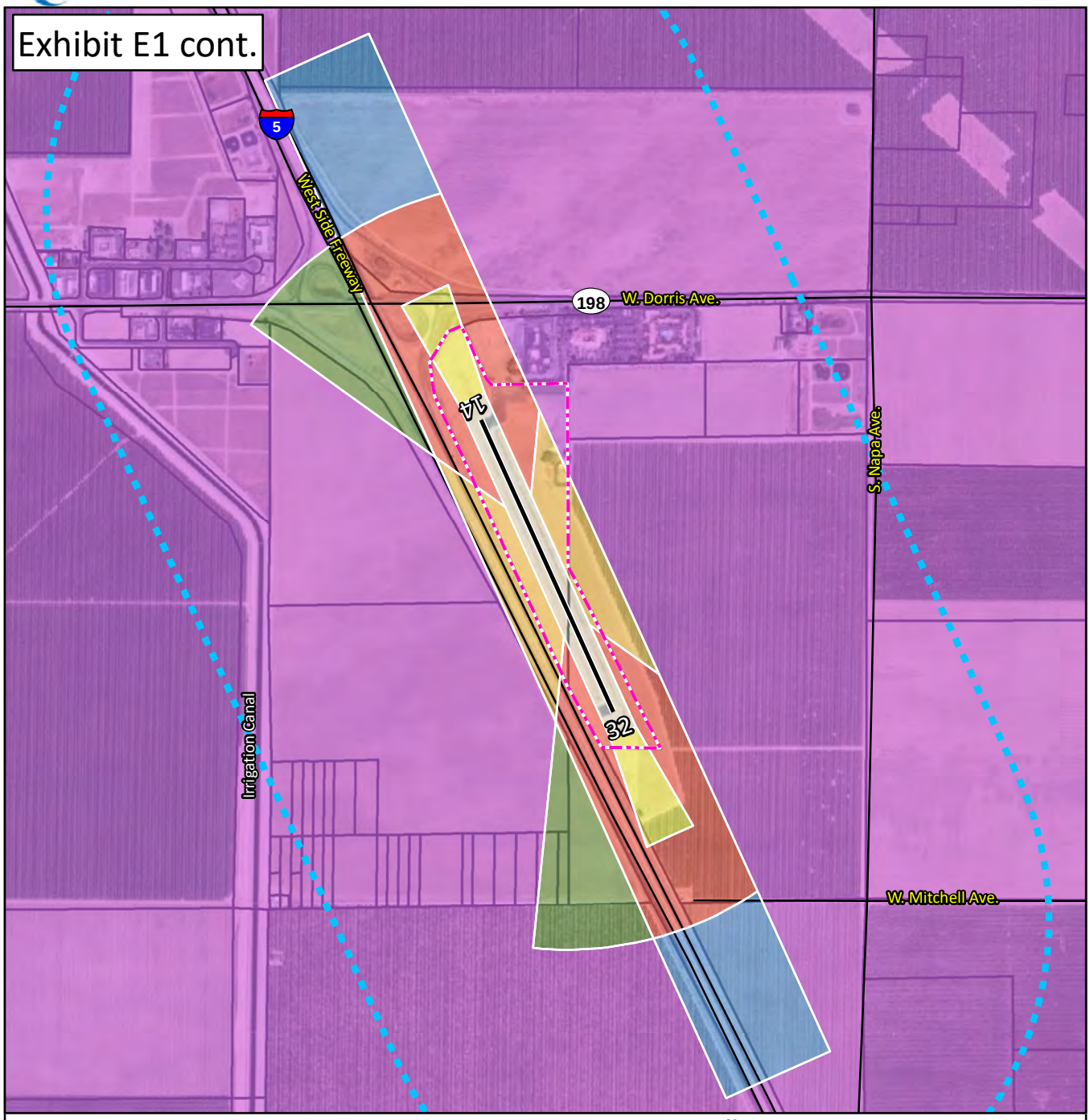
N

0 3,000 6,000

1" = 3,000'

[1]Runway centerline placed from ESRI Imagery (2016)
[2]APN: 06506072S, APN: 06506081S.
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County, ESRI Streets, ESRI Basemap Imagery (2019).

Exhibit E1 cont.



LEGEND

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

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 1,300 2,600

1" = 1,300'

[1]Runway centerline placed from ESRI Imagery (2016)
[2]APN: 06506072S, APN: 06506081S.
[3]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County, ESRI Streets, ESRI Basemap Imagery (2016).

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 Harris Ranch Airport noise exposure contours shown on **Exhibit E2**. 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 E1** summarizes the 2037 operations for the Airport using the Model for Estimating General Aviation Operations at Non-Towered Airports (GRA, Inc. 2001), 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 Harris Ranch Airport was derived from an interview with the Airport manager and based aircraft list. **Table E1** summarizes the generalized fleet mix data input into the noise analysis.

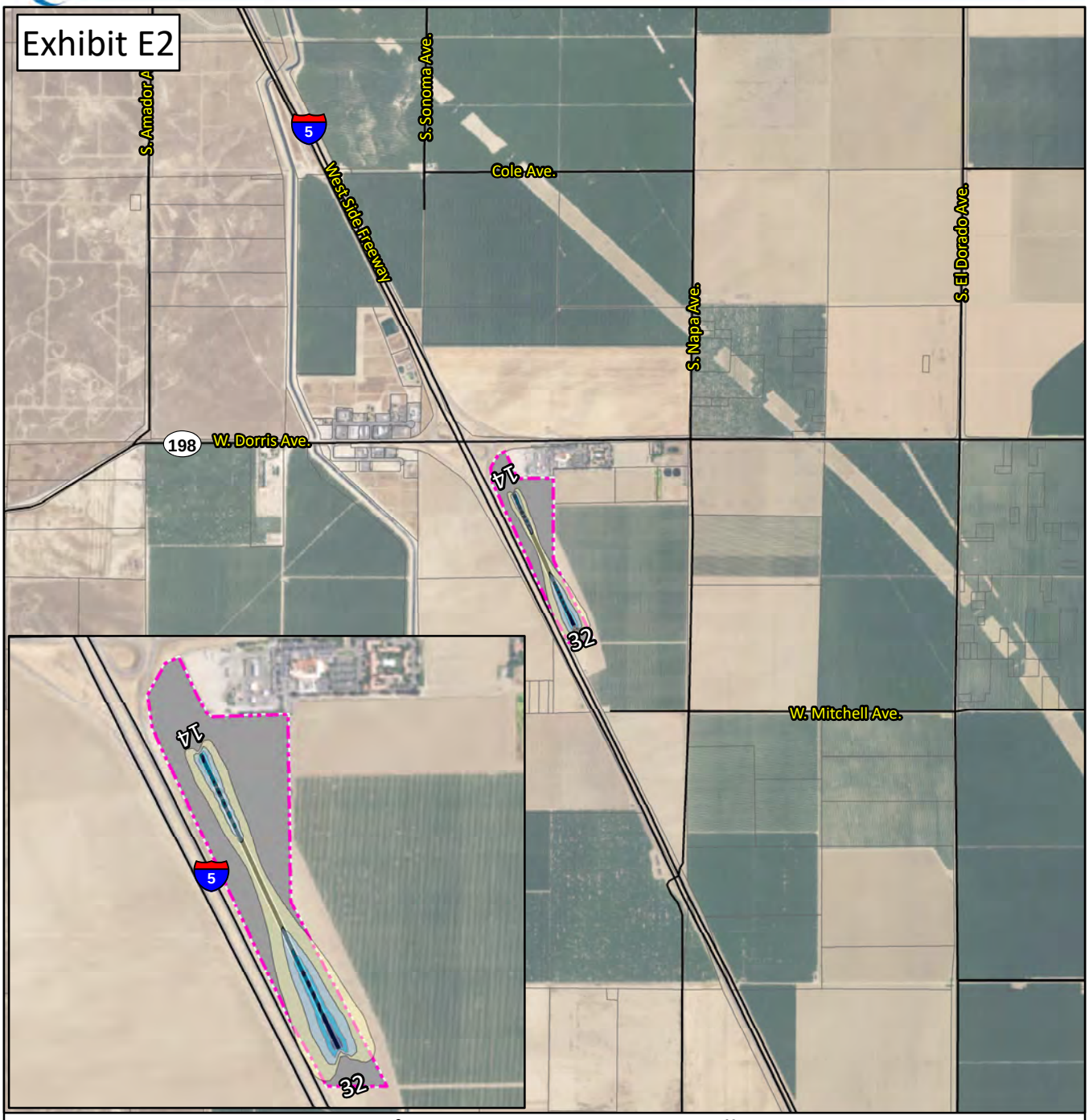
A variety of general aviation, single engine fixed-propeller aircraft are modeled with the GASEPV and GASEPF aircraft in the AEDT. The GASEPV represents many single engine general aviation aircraft, including the Mooney M-20, Cessna 172 and 180, Piper Cherokee Arrow, and the Air Tractor AT-502 and AT-802.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

TABLE E1
Harris Ranch
Aircraft Fleet Mix and Operations

Operations	AEDT Designator	2017[1]	2037[1]
Itinerant			
Single Engine, Fixed	GASEPF	1,050	1,050
Single Engine, Variable	GASEPV	1,050	1,050
Total		2,100	2,100

Source: [1] Model for Estimating General Aviation Operations at Non-Towered Airports (GRA, Inc. 2001)

Exhibit E2



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Streets

Future Noise Contours[3]

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

N

0 3,000 6,000

1" = 3,000'

[1]Runway centerline placed from ESRI Imagery (2016).
[2]APN: 06506072S, APN: 06506081S.
[3]Community Noise Equivalent Level - Coffman Associates Analysis.
Sources: Fresno County, ESRI Streets, ESRI Basemap Imagery (2016).

Exhibit E2 cont.



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Streets

Future Noise Contours[3]

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

N

0 500 1,000

1" = 500'

[1]Runway centerline placed from ESRI Imagery (2016).
[2]APN: 06506072S, APN: 06506081S.
[3]Community Noise Equivalent Level - Coffman Associates Analysis.
Sources: Fresno County, ESRI Streets, ESRI Basemap Imagery (2016).

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 14 – 20 percent
- Runway 32 – 80 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 14 is right-hand and the traffic pattern for Runway 32 is left-hand. Accordingly, it is assumed that touch-and-go traffic occurs to the west of the Airport for Runway 14-32.

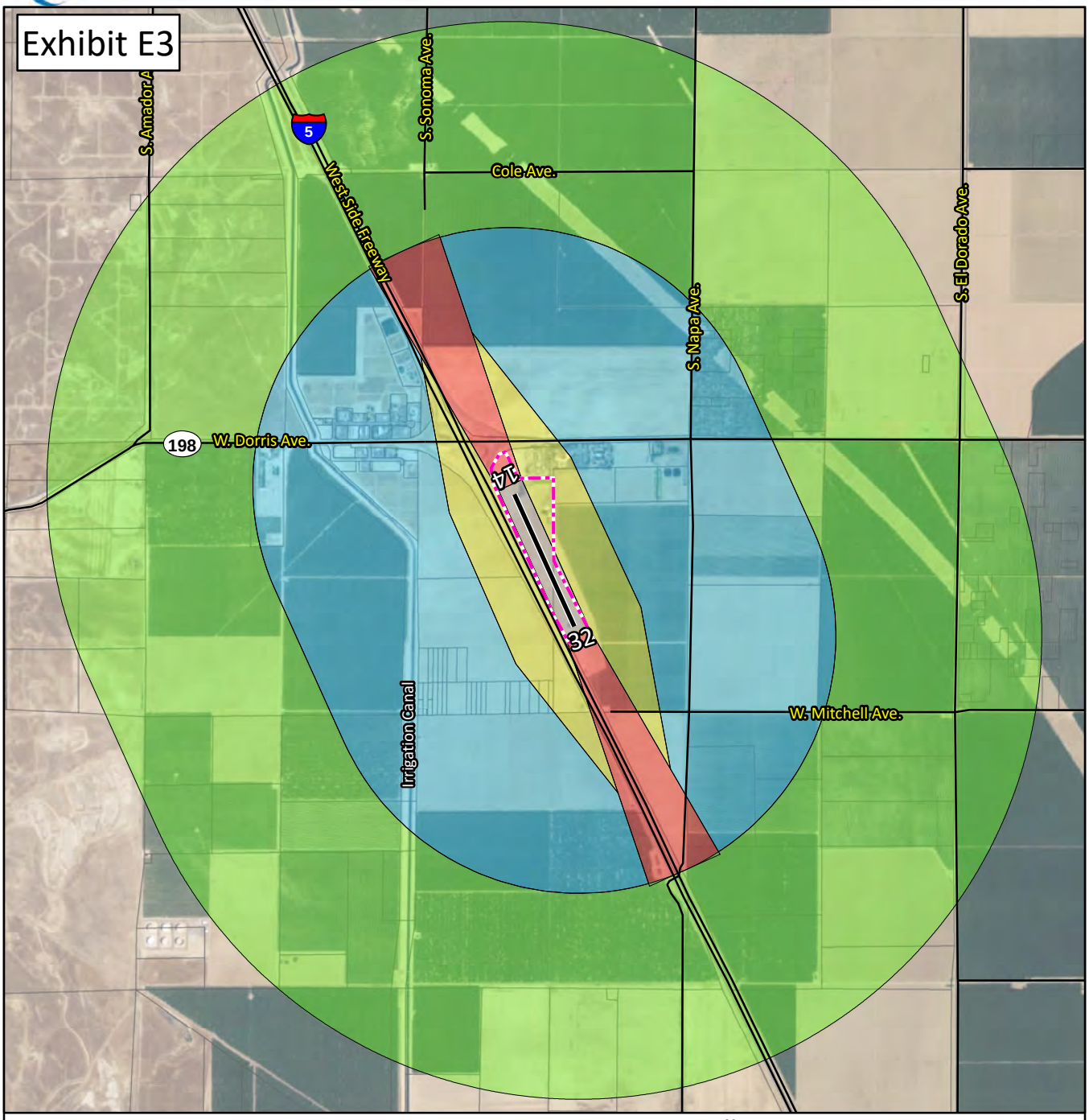
Flight Profiles

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 E3 depicts the Airspace Plan prepared as part of this study. This exhibit includes the 14 CFR Part 77 Conical Surface, which is also the Airport Influence Area for Harris Ranch Airport.

Exhibit E3



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Streets

Part 77 Surfaces[3]

- Primary Surface
- Approach Surface
- Transitional Surface
- Horizontal Surface
- Conical Surface

N

0 3,000 6,000

1" = 3,000'

[1]Runway centerline placed from ESRI Imagery (2016)
[2]APN: 06506072S, APN: 06506081S.
[3]14 CFR, Subchapter E, Part 77, §77.25.
Sources: Fresno County, ESRI Streets, ESRI Basemap Imagery (2016).

AIRPORT INFORMATION

AIRPORT FACILITIES

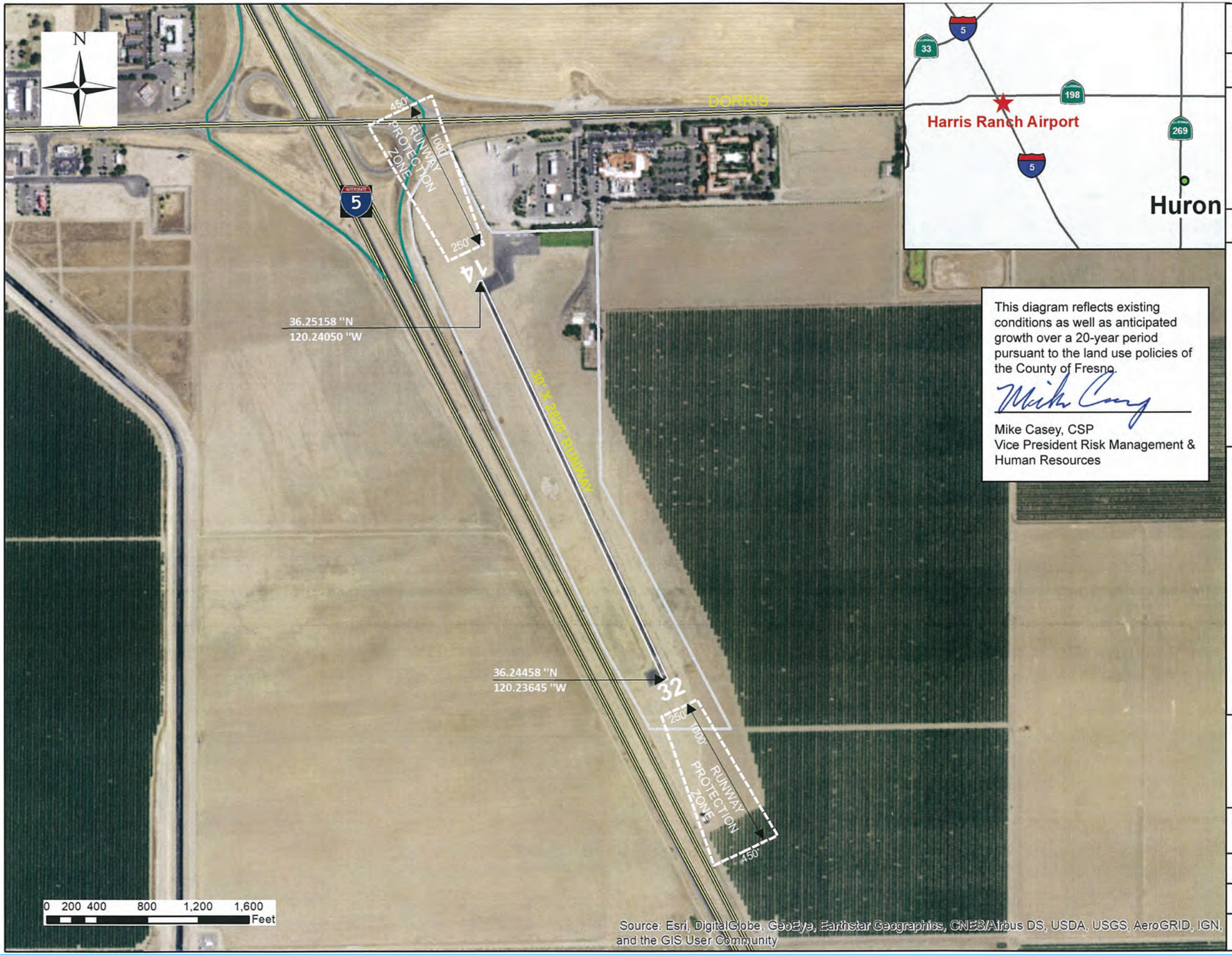
Table E2 details the Airport's facilities and **Exhibit E4** shows the Airport Diagram (May 2016).

Runway 14-32 is the only runway at Harris Ranch Airport. It is 2,820 feet long and 30 feet wide. It is constructed of asphalt and in excellent condition. Runway 14 has a right-hand traffic pattern and Runway 32 has a left-hand traffic pattern. The maximum runway bearing strength is 30,000 pounds. There are basic runway pavement markings that are in good condition. The only runway lighting is the low intensity edge lighting. There are no visual or instrument approach aids.

TABLE E2
Airport Facilities
Harris Ranch Airport

	Runway 14-32
RUNWAY	
Length (feet)	2,820
Width (feet)	30
Threshold Displacement (feet)	0
Runway Pavement Surface Material	Asphalt
Runway Pavement Surface Treatment	Not listed
Runway Pavement Condition	Excellent
Traffic Pattern	Right | Left
Runway Pavement Load Bearing Strength (lbs.)	
Single Wheel	30,000
Dual Wheel	N/A
Double Tandem	N/A
Double Dual Tandem	N/A
Runway Pavement Markings	
Type	Basic
Condition	Good
Runway Lighting	
Runway Edge Lighting	LIRL
Approach Lighting System (ALS)	N/A
Touchdown Point	N/A
Runway End Identifier Lights (REILs)	No
VISUAL APPROACH AIDS	
Type	No
Glide Path	No
INSTRUMENT APPROACH AIDS	
Instrument Landing System (ILS)	No
Global Positioning System (GPS)	No
VOR/DME	N/A

N/A: Not Applicable
LIRL: Low Intensity Runway Lights
VOR/DME: Very High Frequency Omnidirectional Range Distance Measuring Equipment
Source: AirNav (July 2017)



This diagram reflects existing conditions as well as anticipated growth over a 20-year period pursuant to the land use policies of the County of Fresno.

Mike Casey, CSP
Vice President Risk Management & Human Resources

No.	REVISION	BY	DATE

Fresno County Airport Land Use Commission
Staffed by the Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721
(559) 233-4149
Fax (559)233-9645

HARRIS RANCH AIRPORT
IN
COALINGA, CALIFORNIA

AIRPORT DIAGRAM

Reviewed by:

Drawn by: Fresno Council of Governments

Project Number:

Date: May 16, 2018

Sheet 1 of 1

FUTURE AIRPORT PLANS

There are currently no changes proposed for the Airport during the planning horizon this plan covers.

AIRPORT ENVIRONS

EXISTING LAND USES

Exhibit E5 shows existing land uses in the AIA.

The Airport is located entirely within unincorporated Fresno County. The Airport is accessible via West Side Freeway (Interstate 5) and West Dorris Avenue. The Airport is adjacent to the Harris Ranch Inn & Restaurant, which makes up most of the development nearby, except for some commercial uses to the northwest. The predominate land use in the AIA is agricultural, but there are also some areas used for industrial purposes; in many instances, this is drilling for oil.

ZONING

Exhibit E6 illustrates zoning in the AIA, all of which is zoned for agriculture.

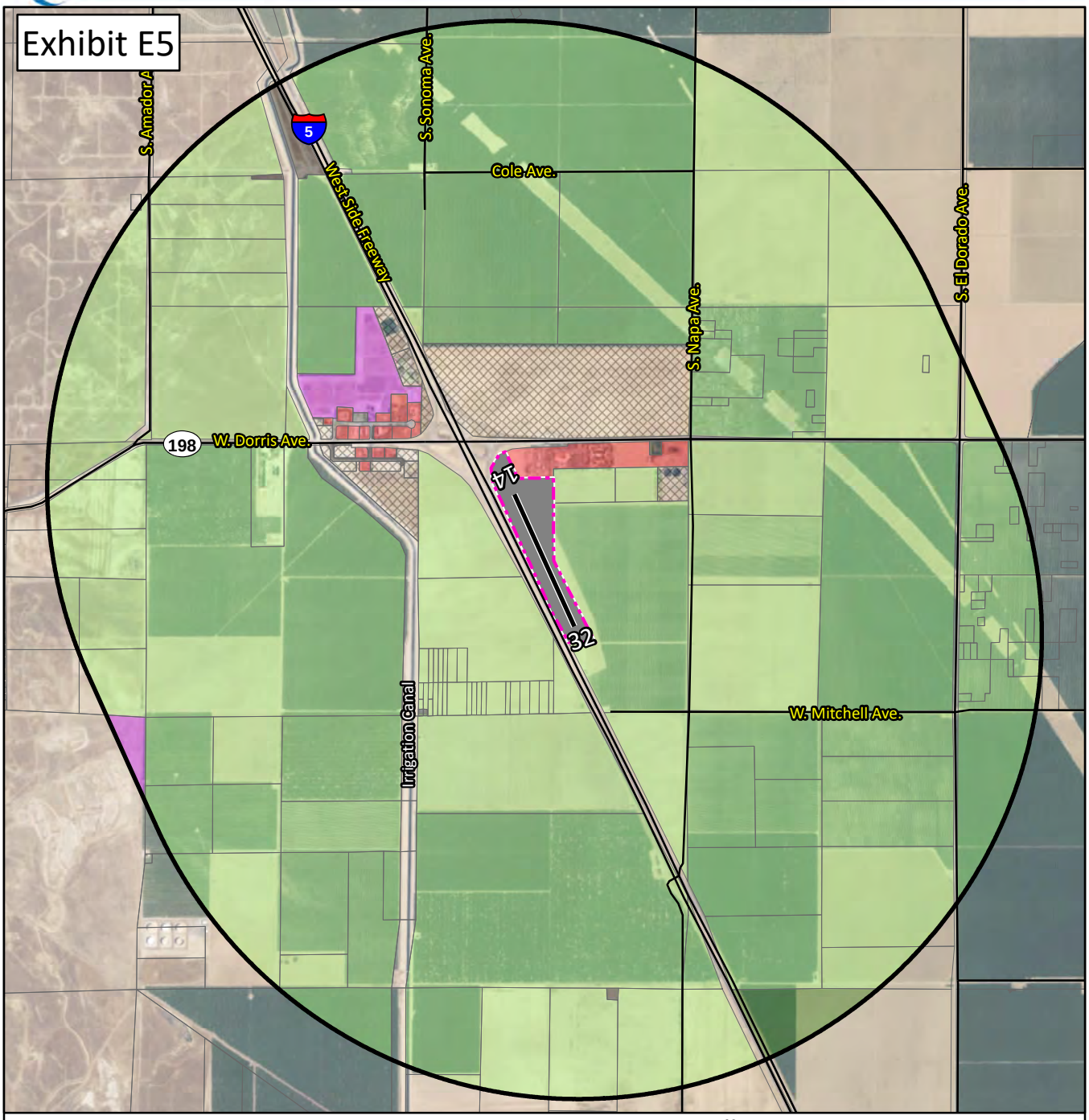
GENERAL PLAN

Exhibit E7 shows general plan land uses, which is all planned for agricultural use.

COMPATIBILITY FACTORS

Exhibit E8 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. As previously discussed, the traffic pattern is located west of the Airport; therefore, based on Handbook guidance, the Inner Turning Zone is only shown to the west.

Exhibit E5



LEGEND

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

Existing Land Use[4]

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

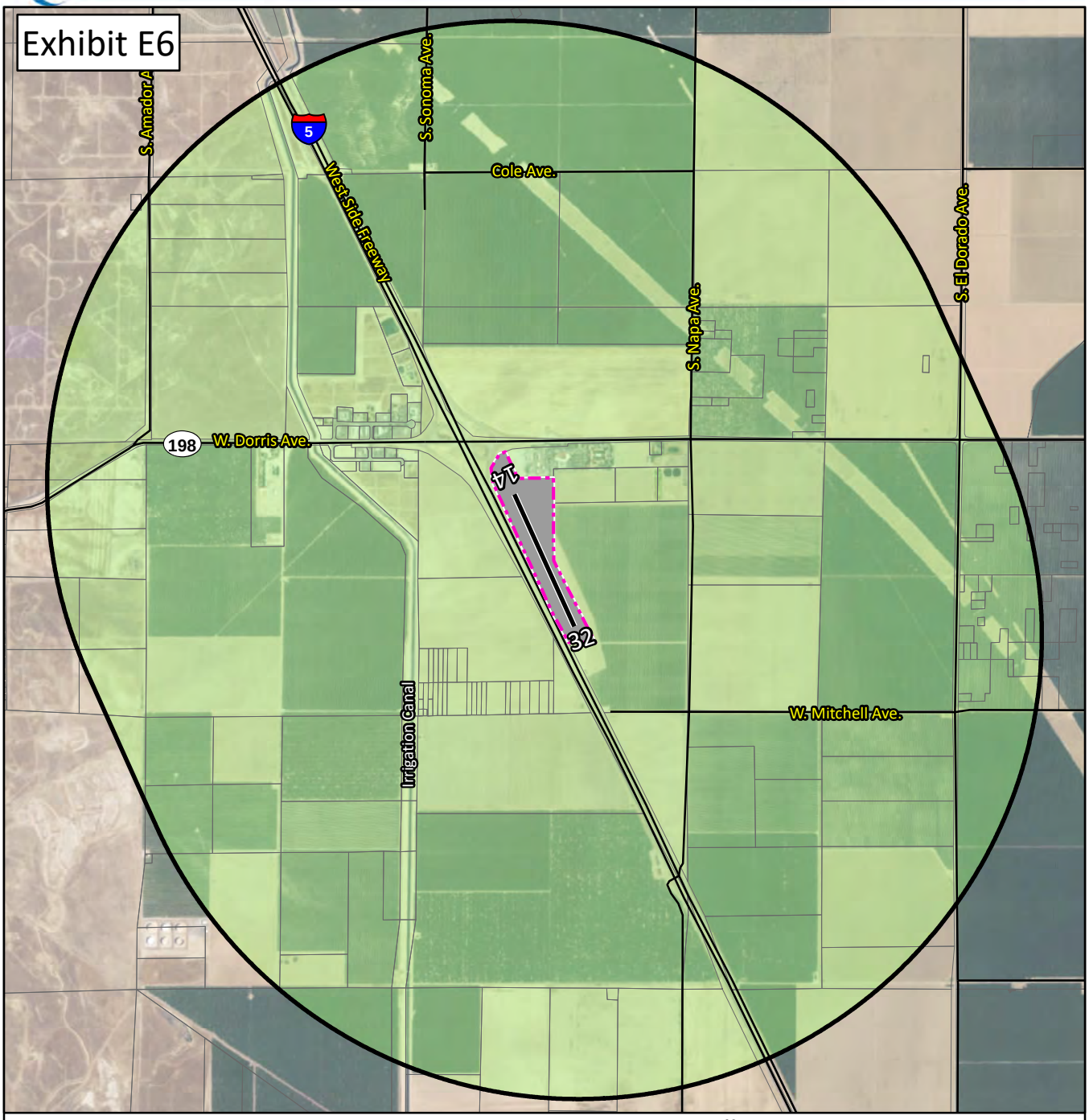
N

0 3,000 6,000

1" = 3,000'

[1]Runway centerline placed from ESRI Imagery (2016).
[2]APN: 06506072S, APN: 06506081S.
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]Fresno Council of Governments.
Sources: Fresno County, ESRI Streets, ESRI Basemap Imagery (2016).

Exhibit E6



LEGEND

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

Zoning[4]

- Agriculture

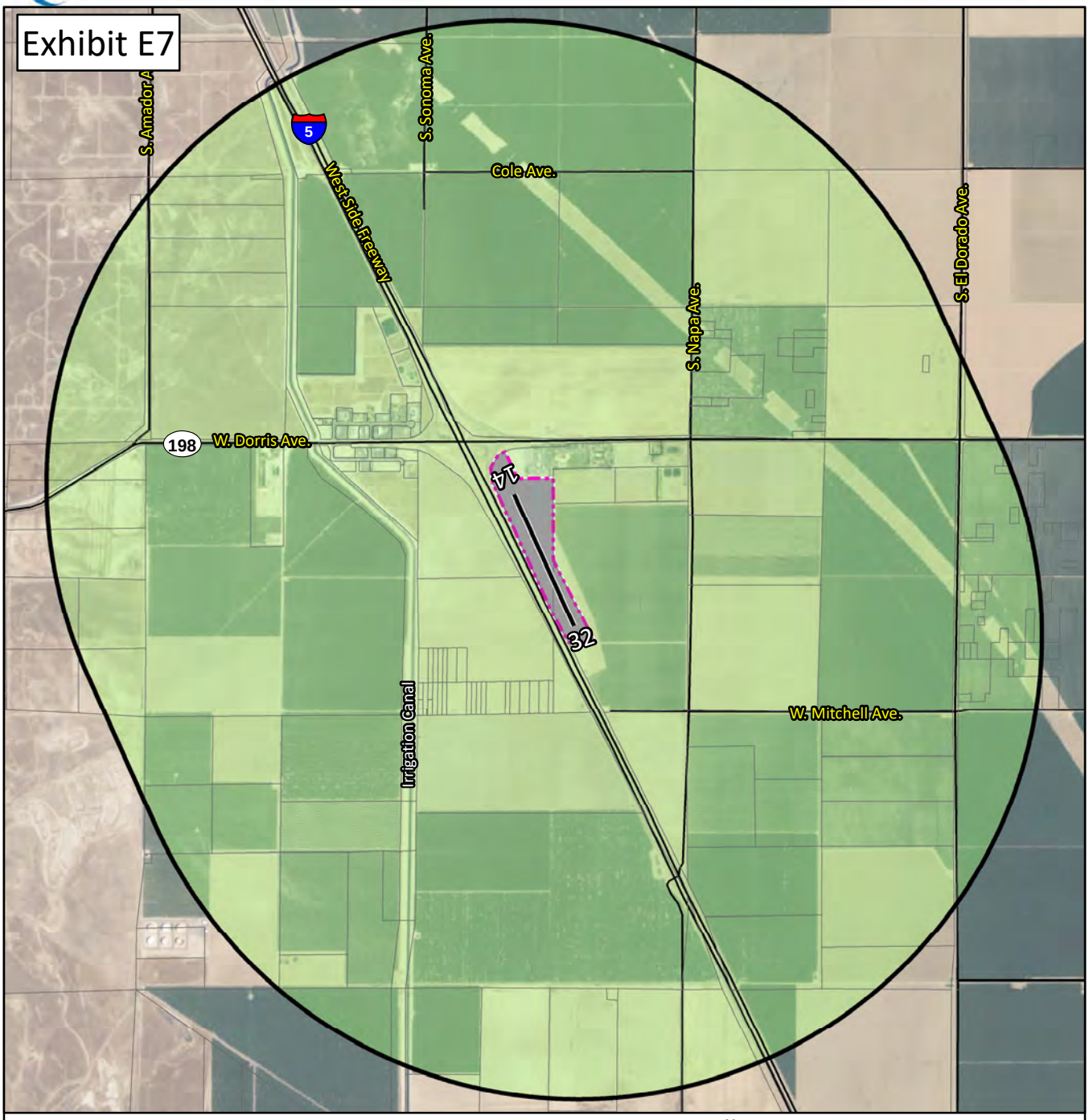
N

0 3,000 6,000

1" = 3,000'

[1]Runway centerline placed from ESRI Imagery (2016).
[2]APN: 06506072S, APN: 06506081S.
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]Fresno County Zoning.
Sources: Fresno County, ESRI Streets, ESRI Basemap Imagery (2016).

Exhibit E7



LEGEND

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

General Plan[4]

- Agriculture

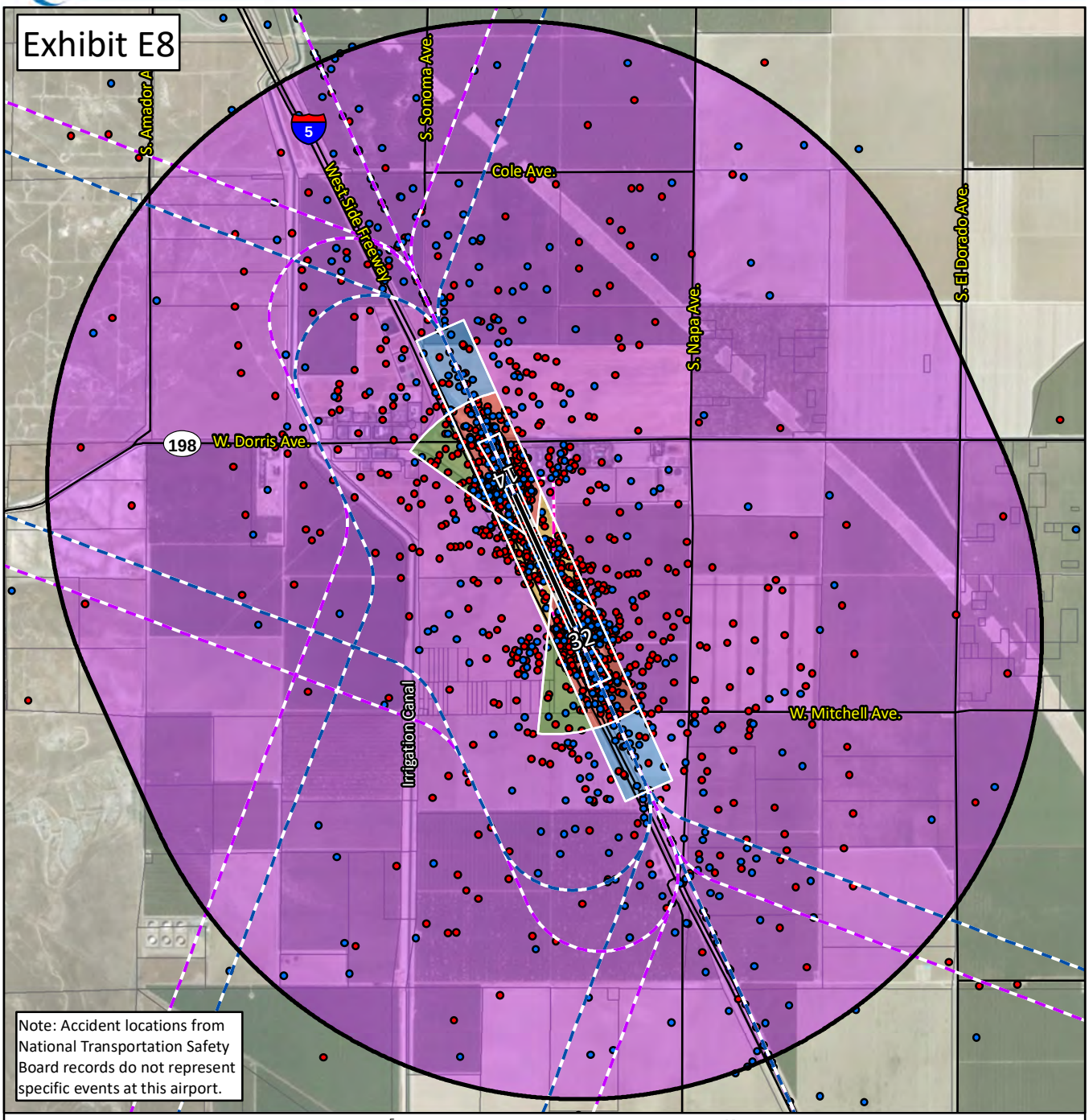
N

0 3,000 6,000

1" = 3,000'

[1]Runway centerline placed from ESRI Imagery (2016).
[2]APN: 06506072S, APN: 06506081S.
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]Fresno County General Plan.
Sources: Fresno County, ESRI Streets, ESRI Basemap Imagery (2016).

Exhibit E8



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Streets
- Arrival Accidents[3]
- Departure Accidents[3]
- Airport Influence Area (AIA)[4]

Flight Tracks[5]

- Approach
- Departure

Safety Zones[6]

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

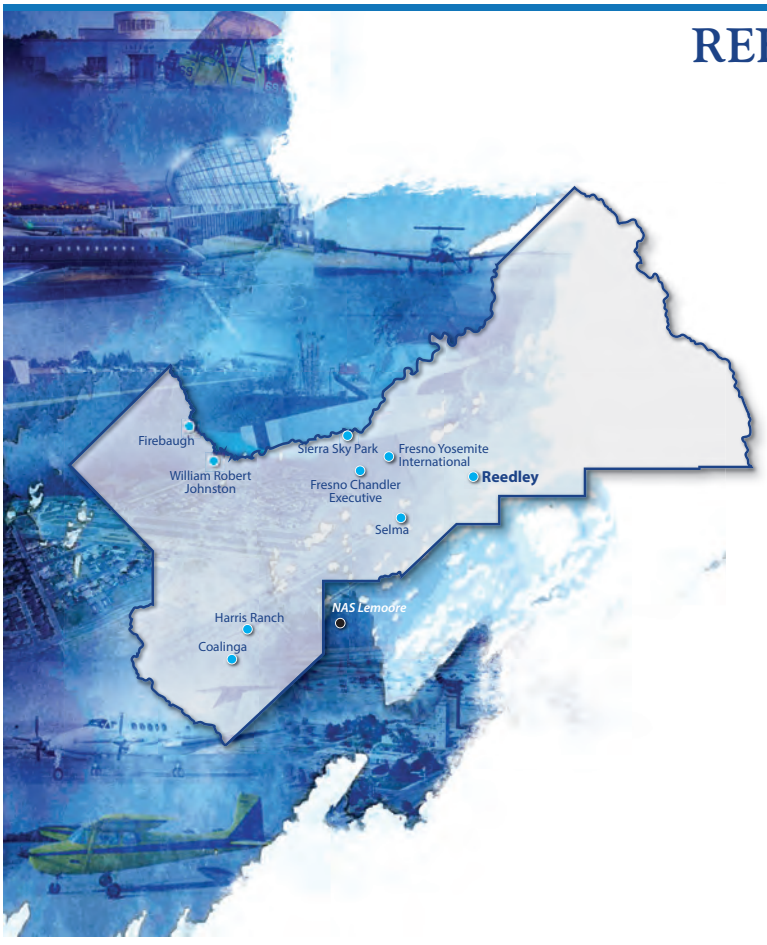
1" = 3,000'

[1]Runway centerline placed from ESRI Imagery (2016)
[2]Airport Boundary APN: 06506072S, APN: 06506081S.
[3]California Airport Land Use Planning Handbook, 2011. Normalized from airports in United States.
[4]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[5]Coffman Associates analysis.
[6]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 F

REEDLEY MUNICIPAL AIRPORT



Appendix F: Reedley Municipal Airport

Appendix F provides an overview of Reedley Municipal 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.

Reedley Municipal Airport is located four miles north of the City of Reedley on approximately 143 acres of land with an access point for vehicles along South Frankwood Avenue. The Airport sits along the Kings River in the southeastern portion of Fresno County, approximately 25 miles southeast of Fresno. The Airport is a public use facility owned by the City of Reedley. The 2017 – 2021 *National Plan of Integrated Airport Systems* classifies Reedley Municipal Airport as a local general aviation facility, and the 2013 *California Aviation Systems Plan* considers the Airport a community facility.

SAFETY ZONES

EXISTING SAFETY ZONES

The Airport Influence Area (AIA) and Safety Zones for Reedley Municipal Airport are shown on **Exhibit F1**. 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, Reedley Municipal Airport has one runway, Runway 15-33, which is 3,300 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 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 F2 depicts the long-range noise exposure contours from the 2007 *Reedley Municipal Airport Land Use Compatibility Plan.*

AIRSPACE AND OVERFLIGHT

Exhibit F3 depicts the Airspace Plan from the 2013 *Reedley Municipal Airport Layout Plan Update*. This exhibit includes the 14 CFR Part 77 Conical Surface which is also the Airport Influence Area (AIA) for Reedley Municipal Airport.

AIRPORT INFORMATION

AIRPORT FACILITIES

Airport facilities are detailed in **Table F1** and **Exhibit F4** shows the ALP (August 2013).

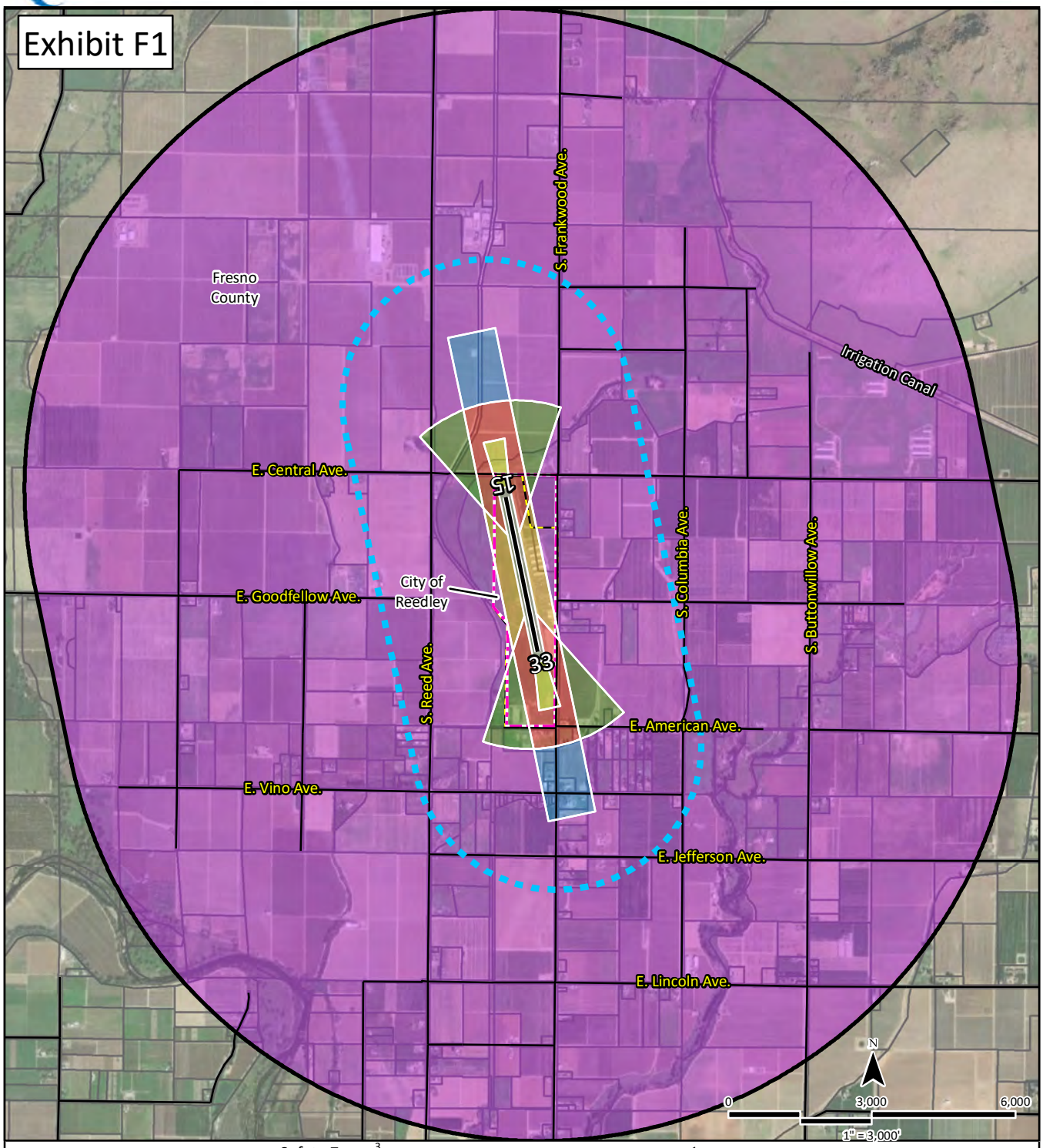
Reedley Municipal Airport has one runway, Runway 15-33, that is 3,300 feet long and 50 feet wide. The runway is constructed of asphalt and in good condition. Runway 15 has a standard, left-hand traffic pattern and Runway 33 has a right-hand traffic pattern to avoid the school that is one-half mile north of Runway 15 end. The runway can withstand up to 30,000 pounds. Runway pavement markings are basic and in good condition. Runway lighting consists of medium intensity runway lighting and runway end identifier lights. There is a touchdown point but it is unlighted. The runway has visual approach aids on both ends as there is a two-light precision approach path indicator (PAPI) on the left. The glide angle is three degrees on Runway 15 and four degrees on Runway 33. There are no instrument approach aids.

FUTURE AIRPORT PLANS

According to the *Airport Layout Plan Update* (August 2013), the City of Reedley and the FAA plan to concentrate on enhancing Airport drainage and rehabilitation of existing infrastructure. Additionally, short-term development projects include:

- Design and construction of the Runway Safety Area (RSA) and shoulder safety improvements.
- Design and construction of transient aircraft apron pavement, closure and rehabilitation of the remaining apron.
- Design of airfield lighting, runway and taxiway signage, pavement markings improvements, and airport electrical upgrades.

Exhibit F1



LEGEND

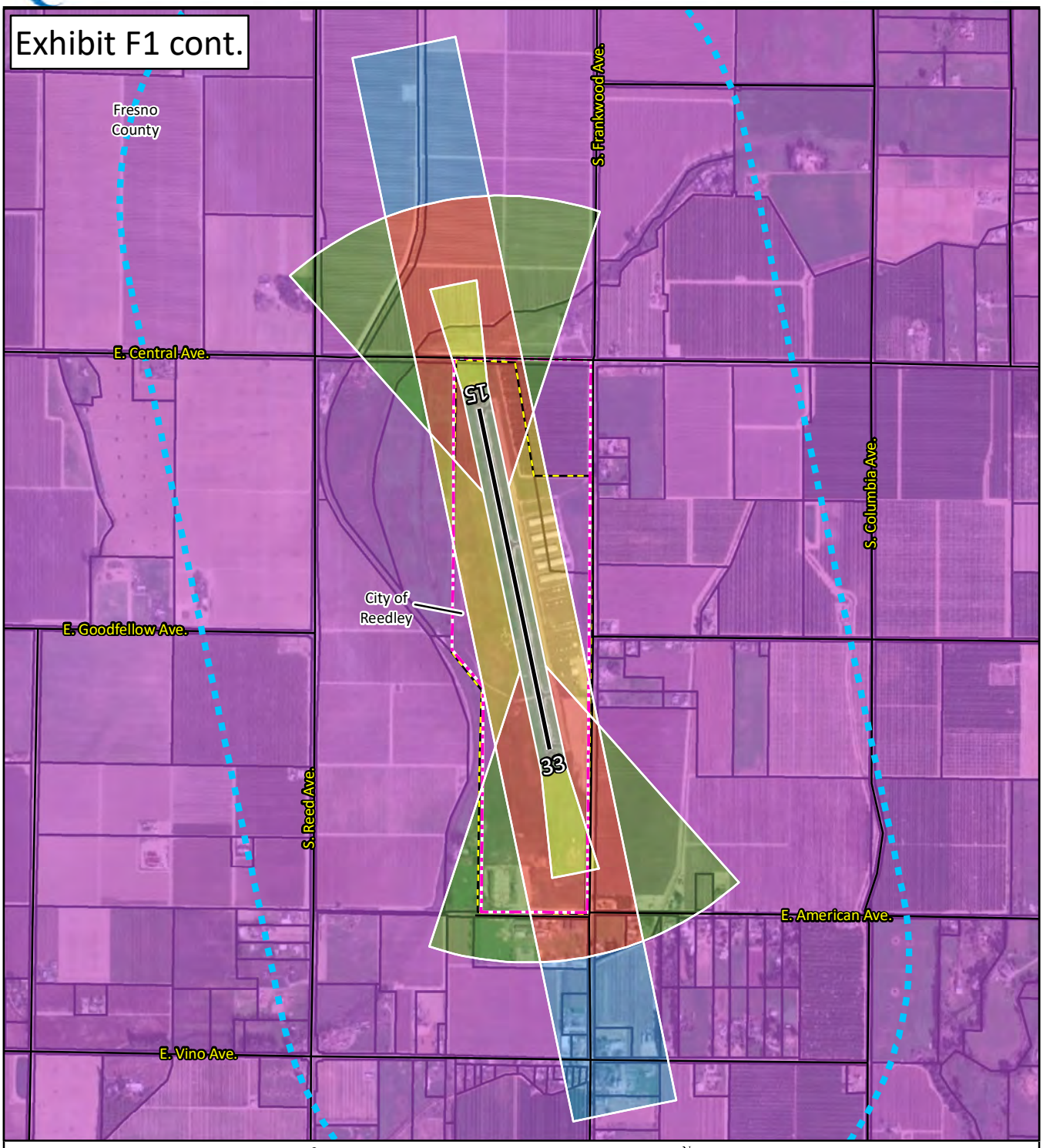
- Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Airport Influence Area (AIA)[2]
- Review Area[4]

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

[1]Reedley Municipal Airport Layout Plan (2013).
[2]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 (2020).
[4]Vulnerable Occupants Review Area (See Section 3.2.2 and Table 3A)

Exhibit F1 cont.



LEGEND

- Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Review Area[3]

Safety Zones[2]

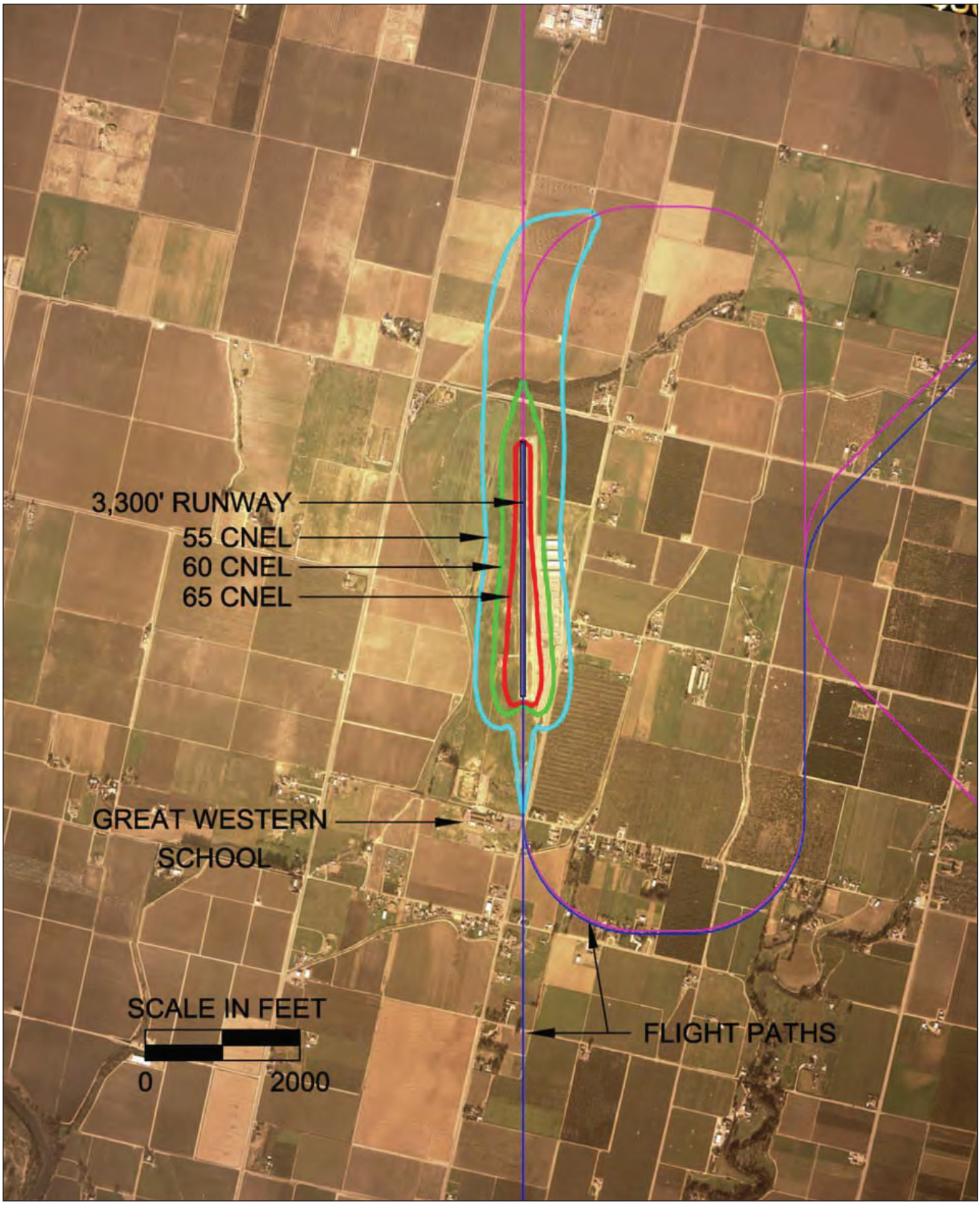
1. Runway Protection Zone
2. Inner Approach/Departure Zone
3. Inner Turning Zone
4. Outer Approach/Departure Zone
5. Sideline Zone
6. Traffic Pattern Zone

N

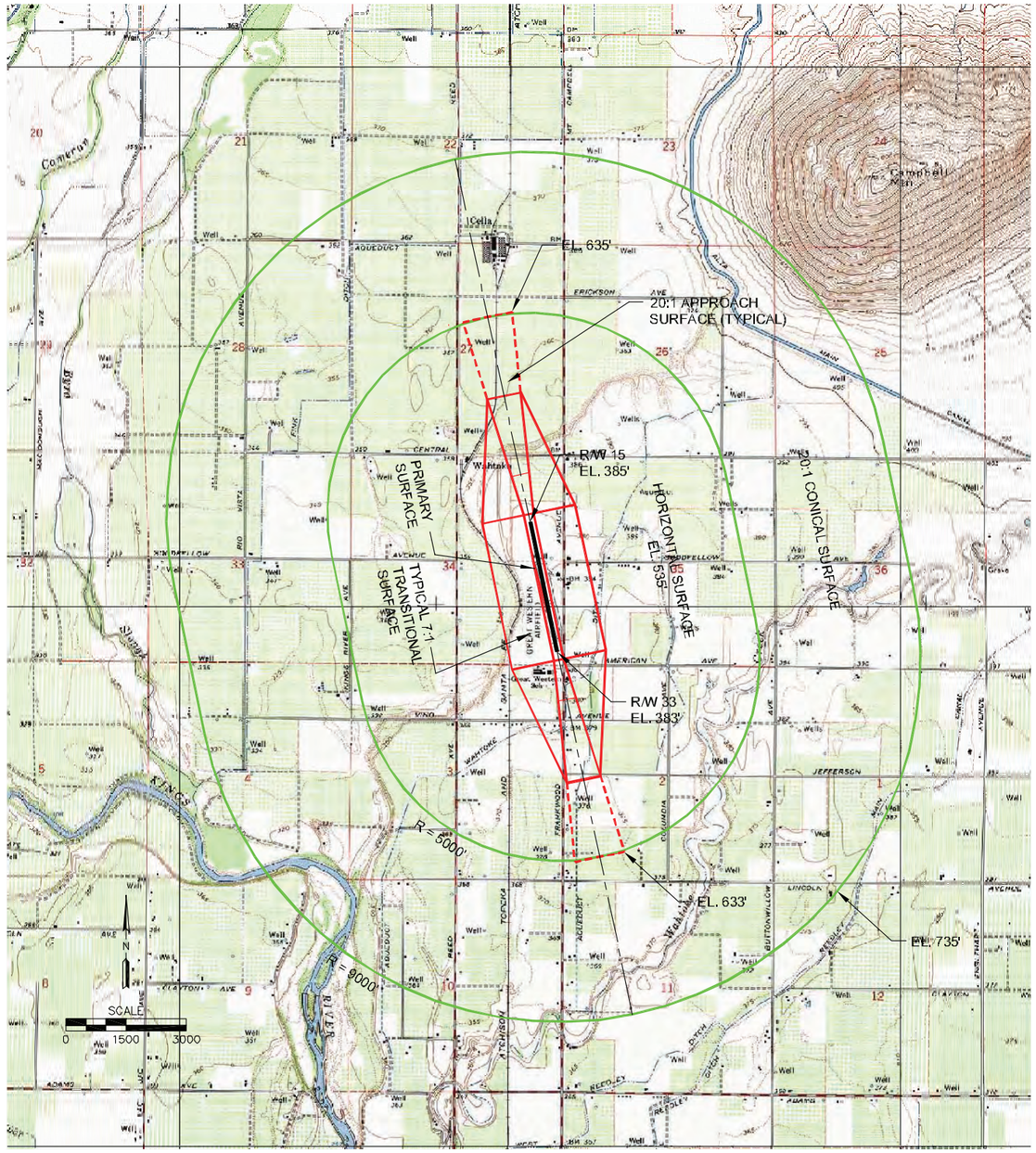
0 1,400 2,800

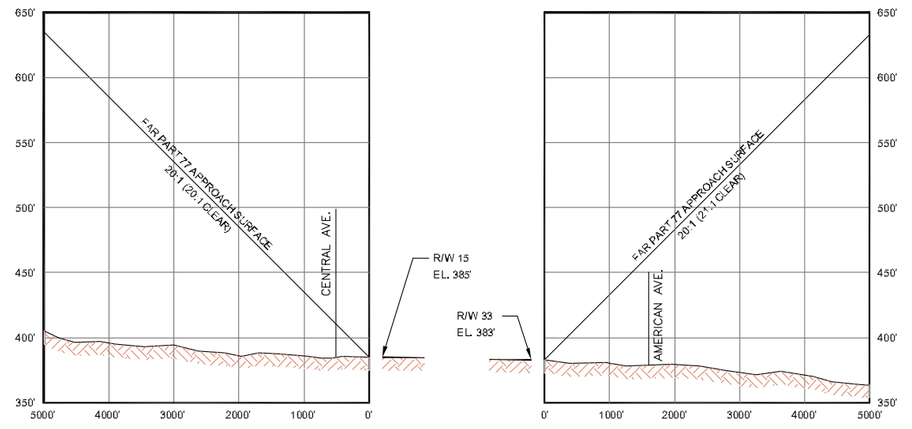
1" = 1,400'

[1]Reedley Municipal Airport Layout Plan (2013).
[2]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis. Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).
[3]Vulnerable Occupants Review Area (See Section 3.2.2 and Table 3A)



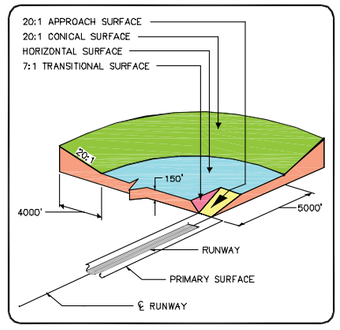
Source: Wadell Engineering Corporation





APPROACH PROFILES

ISOMETRIC VIEW



APPROACH DATA

RUNWAY NUMBER	15 / 33	
	EXISTING	FUTURE
LENGTH	3300'	SAME
APPROACH TYPE	VISUAL	NON-PRECISION
NAVAIDS	PAPI	SAME
APPROACH SURFACE		
LENGTH	5000'	SAME
SLOPE	20:1	SAME
INNER WIDTH	250'	SAME
OUTER WIDTH	1250'	SAME
RUNWAY PROTECTION ZONE		
INNER WIDTH	250'	SAME
OUTER WIDTH	450'	SAME
LENGTH	1000'	SAME

NOTES:

- THIS PLAN IS INTENDED TO PRESERVE AND PROTECT FOR AN EXISTING 3300' RUNWAY 15/33 WITH VISUAL APPROACHES ON BOTH ENDS AND SMALL AIRCRAFT ONLY.
- THERE ARE NO KNOWN PENETRATIONS OF THE HORIZONTAL, TRANSITIONAL OR CONICAL SURFACES.
- PROFILES REPRESENT A COMPOSITE OF THE HIGHEST TERRAIN IN THE APPROACH SURFACES.
- INFORMATION SOURCE: CURRENT U.S.G.S. MAPS.
- AIRPORT ELEVATION IS 385' MSL. AIRPORT REFERENCE POINT COORDINATES (NAD 83) ARE AS FOLLOWS:

	EXISTING	FUTURE
LATITUDE	N 36°-40'-15.60"	SAME
LONGITUDE	W 119°-27'-03.59"	SAME

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1314-2RPZ 12-16-03 1=1 REF: REEDLEYUSGS_0001 TO 0012
XREF: X-REEDLEY-MP-BRDR, USGS-COMBO-FULLSIZE

REEDLEY MUNICIPAL AIRPORT
A CITY OF REEDLEY AVIATION FACILITY
REEDLEY CALIFORNIA

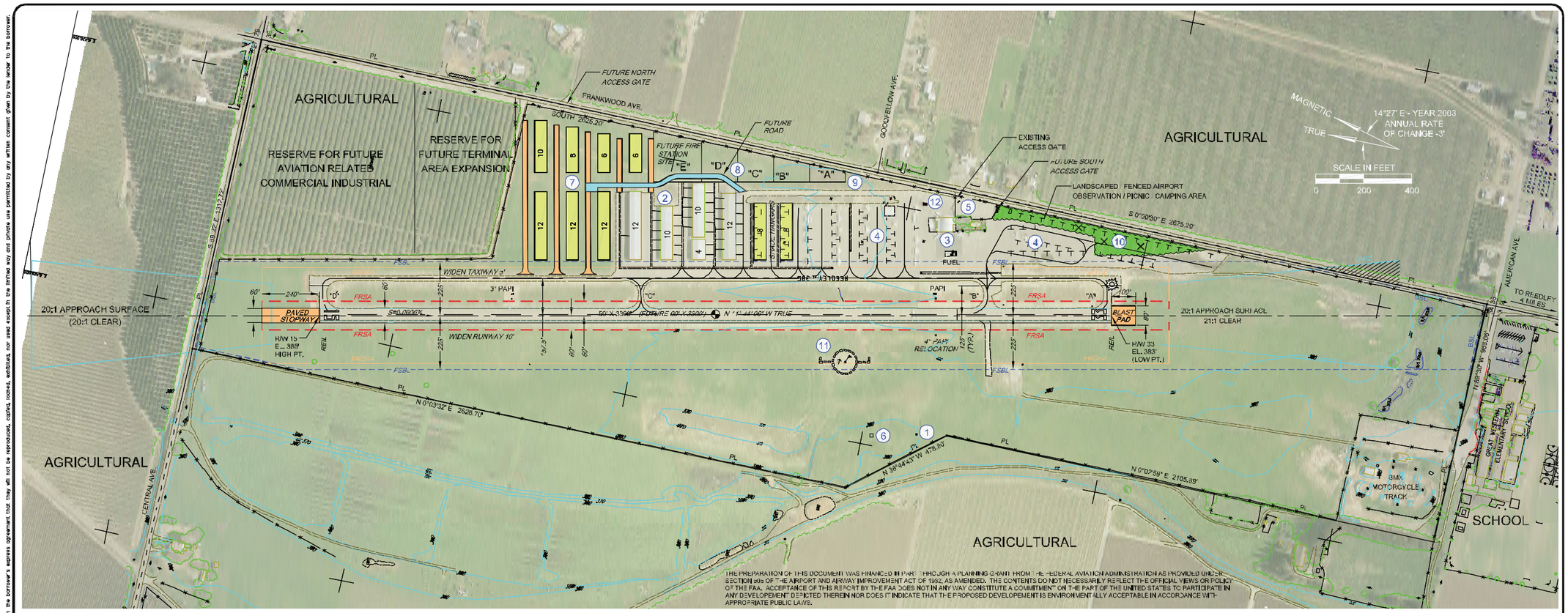
APPROACH AND RUNWAY PROTECTION ZONE DRAWING

DRAWING 2 OF 4

NO.	DATE	BY	REVISIONS

DRAWN DLH | CHECKED | DESIGNED RPW | JOB NUMBER 1314 | DRAWING NUMBER 1314-2RPZ | SCALE AS SHOWN | DATE MAR 2005

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1314-1ALP 03-04-05 1=1 XREF: X-REEDLEY-MP-ERDR, MASTER-NEW

LEGEND

	EXISTING	FUTURE
AIRPORT REFERENCE POINT		SAME
AIRPORT PROPERTY LINE		SAME
AVIGATION EASEMENT		SAME
BUILDING SETBACK LINE		SAME
RUNWAY SAFETY AREA	RSA	SAME
RUNWAY PROTECTION ZONES	RPZ	SAME
BUILDINGS		SAME
DRAINAGE		SAME
FACILITIES		SAME
FACILITY TO BE REMOVED	N/A	
FENCE		SAME
LIGHTING		SAME
WIND CONE		SAME

FACILITY DATA

1	AIRPORT BEACON
2	HANGARS
3	FBO
4	APRON
5	AUTO PARKING
6	FUTURE AUTOMATED WEATHER OBSERVATION SYS.
7	FUTURE HANGARS
8	FUTURE AVIATION SPECIFIC HANGARS
9	FUTURE AIRPORT / FIRE DISTRICT STATION
10	FUTURE PICNIC / CAMP / OBSERVATION AREA
11	WINDCONE/SEGMENTED CIRCLE
12	VALLEY FUTURE RELOCATED AIRPORT BEACON

AIRPORT DATA

		EXISTING	FUTURE
AIRPORT REFERENCE CODE CATEGORY		A - I	SAME
ELEVATION (MSL)		385'	SAME
TEMPERATURE (MEAN MAX. OF HOTTEST MONTH)		98.5° F	SAME
REFERENCE POINT COORDINATES (NAD 83)	LATITUDE	N 36°-40'-15.60"	N 36°-40'-15.59"
	LONGITUDE	W 119°-27'-03.59"	W 119°-27'-03.64"
NAVIGATIONAL AIDS		PAPI	REIL
ACREAGE	FEE TITLE	138	SAME
	AVIGATION EASEMENT	0.4	SAME
BASED AIRCRAFT PARKING DEMAND	TIEDOWNS	22	74
	HANGARS/SHELTERS	48	21
	TOTAL	70	95
TRANSIENT AIRCRAFT TIEDOWN DEMAND		4	7
AIRPORT RESCUE & FIRE FIGHTING INDEX (ARFF)		N/A	NA

TAXIWAY DATA

T/W	TYPE	PAVEMENT SURFACE	PAVEMENT WIDTH		STRENGTH (1000#) SINGLE GEAR		SIGNING/ LIGHTING	
			EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
A	PARALLEL	ASPHALT	20'	35'	12.5	SAME	MITL	SAME
A	EXIT	ASPHALT	30'	35'	12.5	SAME	MITL	SAME
B	EXIT	ASPHALT	28'	35'	12.5	SAME	MITL	SAME
C	EXIT	ASPHALT	20'	35'	12.5	SAME	MITL	SAME
D	EXIT	ASPHALT	34'	35'	12.5	SAME	MITL	SAME

RUNWAY DATA

			RUNWAY 15-33	
			EXISTING	FUTURE
RUNWAY CATEGORY			A - I	SAME
RUNWAY CLASSIFICATION			BASIC	SAME
PHYSICAL LENGTH, WIDTH, AND SURFACE			3300'x60' ASPHALT	3300'x60' ASPHALT
THRESHOLD DISPLACEMENT (D) OR RELOCATION (R)			NONE	SAME
EFFECTIVE GRADIENT (%)			0.06	SAME
PAVEMENT STRENGTH (1000#) SINGLE WHEEL GEAR			12.5	SAME
LIGHTING AND VISUAL AIDS			MIRL/PAPI	REIL
MARKING			BASIC	NON-PRECISION
CRITICAL DESIGN AIRCRAFT	RUNWAY LENGTH		58TC	SAME
	PAVEMENT STRENGTH		AC690	SAME
	WINGSPAN		AC690	SAME
INSTRUMENT APPROACH TYPE/ RUNWAY FAR PART 77 CATEGORY	15		VISUAL	NON-PRECISION
	33		VISUAL	NON-PRECISION
APPROACH SLOPE REQUIRED/CLEAR	15		20:1/20:1	SAME
	33		20:1/21:1	SAME
APPROACH & LANDING AIDS	15		NONE	GPS
	33		NONE	GPS
RUNWAY END COORDINATES (NAD 83)	15	LAT.	N 36°-40'-31.55"	N 36°-40'-31.54"
		LONG.	W 119°-27'-07.80"	W 119°-27'-07.85"
	33	LAT.	N 36°-39'-59.65"	N 36°-39'-59.64"
		LONG.	W 119°-26'-59.38"	W 119°-26'-59.38"
RUNWAY SAFETY AREA DIMENSIONS:	WIDTH		120'	SAME
	LENGTH (240' BEYOND END)		3780'	SAME
RUNWAY PROTECTION ZONE DIMENSIONS: (INNER/OUTER/LENGTH)	15		250/450/1000	SAME
	33		250/450/1000	SAME
RUNWAY OBSTACLE FREE ZONE AIRCRAFT			SMALL	SAME
WIND COVERAGE (%)	12 MPH ALL WEATHER		N/A	SAME
	16 MPH ALL WEATHER		N/A	SAME

FAA APPROVAL

CITY OF REEDLEY

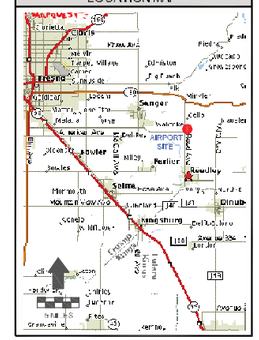
By: _____ Date: _____

Title: _____

NOTES

1. ALL AIRFIELD PAVEMENTS ARE ASPHALTIC CONCRETE.
2. SITING OF NAVAIDS AND LIGHTING AIDS SUBJECT TO FAA REVIEW AND DESIGN.
3. TOPOGRAPHY SOURCE JANUARY 2003 PHOTOMAPPING.
4. THE AIRPORT IS NOT SUBJECT TO FLOODING.
5. AN AIRPORT HEIGHT ZONING ORDINANCE IS IN EFFECT.
6. CLEAR SLOPES ARE BASED ON ANALYSIS OF USGS TOPOGRAPHY.
7. SITE SPECIFIC WIND DATA IS NOT AVAILABLE.
8. COORDINATE BASIS: NAD 1983 HORIZONTAL AND NAVD 1988 VERTICAL.
9. NO OFZ OBJECT PENETRATIONS.

LOCATION MAP



NO.	DATE	BY	REVISIONS

DRAWN DLH | CHECKED REV | DESIGNED RPW

WADELL ENGINEERING CORPORATION

AIRPORT PLANNING · ENGINEERING · MANAGEMENT san francisco bay area

REEDLEY MUNICIPAL AIRPORT
A CITY OF REEDLEY AVIATION FACILITY
REEDLEY CALIFORNIA

AIRPORT LAYOUT PLAN

DRAWING 1 OF 4

SCALE AS SHOWN

JOB NUMBER 1314 | DRAWING NUMBER 1314-1ALP | DATE MAR 2005

- Design and construction of 4,790 linear feet of perimeter fencing on the west side of Airport property, including upgrades to existing security gates and construction of an emergency vehicle access gate and staging pad.

TABLE F1
Airport Facilities
Reedley Municipal Airport

	Runway 15-33
RUNWAY	
Length (feet)	3,300
Width (feet)	50
Threshold Displacement (feet)	0
Runway Pavement Surface Material	Asphalt
Runway Pavement Surface Treatment	Not listed
Runway Pavement Condition	Good
Traffic Pattern	Left | Right
Runway Pavement Load Bearing Strength (lbs.)	
Single Wheel	30,000
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)	No
Touchdown Point	Yes (no lights)
Runway End Identifier Lights (REILs)	Yes
VISUAL APPROACH AIDS	
Type	2-Light PAPI on Left
Glide Path	3.00 degrees | 4.00 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
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 F5 shows existing land uses in the AIA.

The surrounding land uses are dominated by agricultural uses. There are two sections of Airport property that are being leased: an orchard on the north end of the Airport, east of Runway 15; and a BMX track in the southern corner of Airport property. Great Western Elementary School and some residential land uses are located less than a half mile south of Runway 33. There are also some residences along the eastern Airport property boundary on South Frankwood Avenue.

ZONING

Zoning in the AIA is shown on **Exhibit F6**.

Almost the entirety of the AIA is zoned for agriculture, except for an area zoned for open space in the southwest corner.

GENERAL PLAN

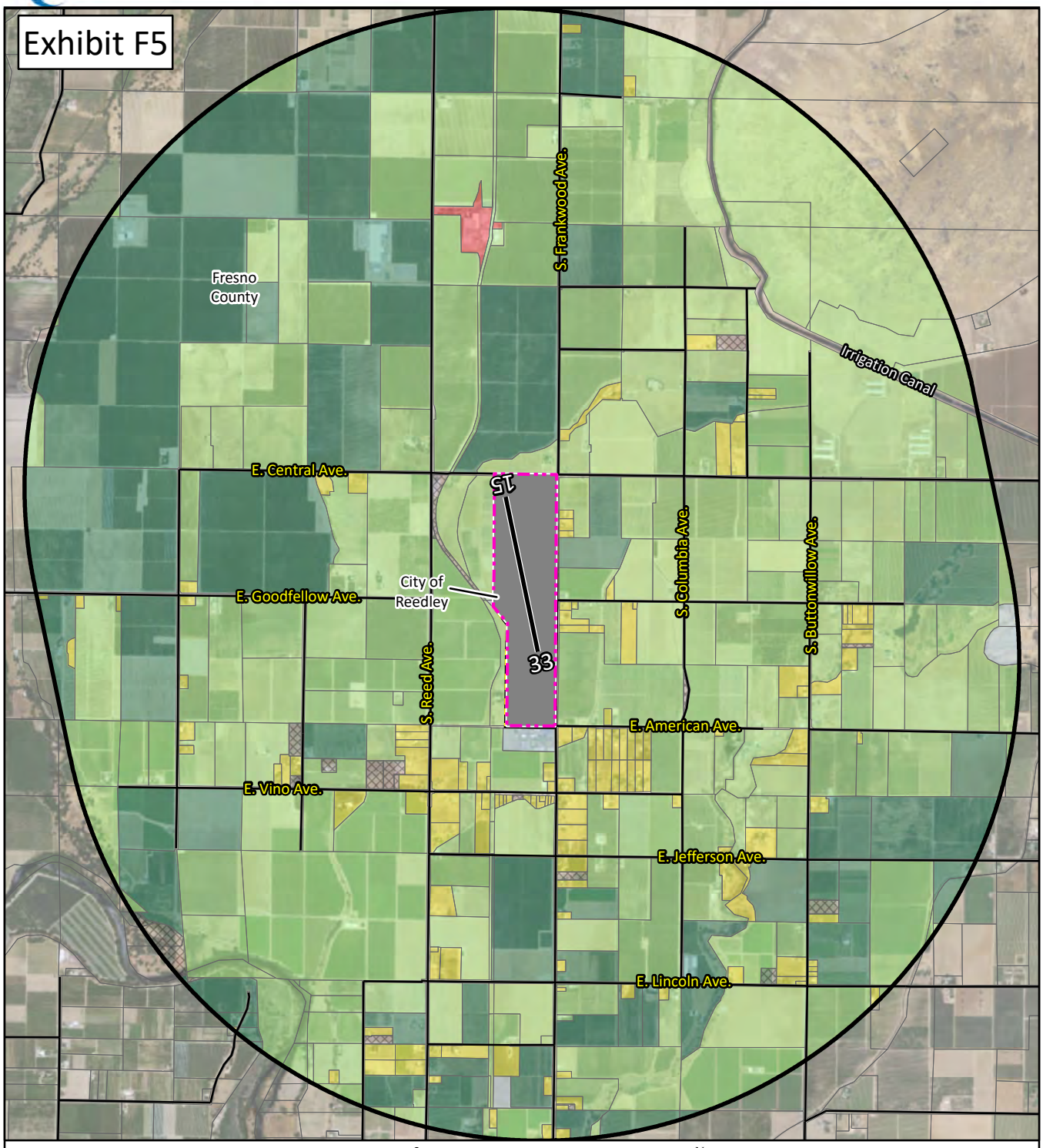
Exhibit F7 shows general plan land uses near the Airport.

Similar to zoning, the entirety of the AIA is planned for agricultural uses.

COMPATIBILITY FACTORS

Exhibit F8 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 F5



LEGEND

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

Existing Land Use[3]

- Single Family Residential
- Commercial
- Public
- Open Space
- Agricultural
- Vacant

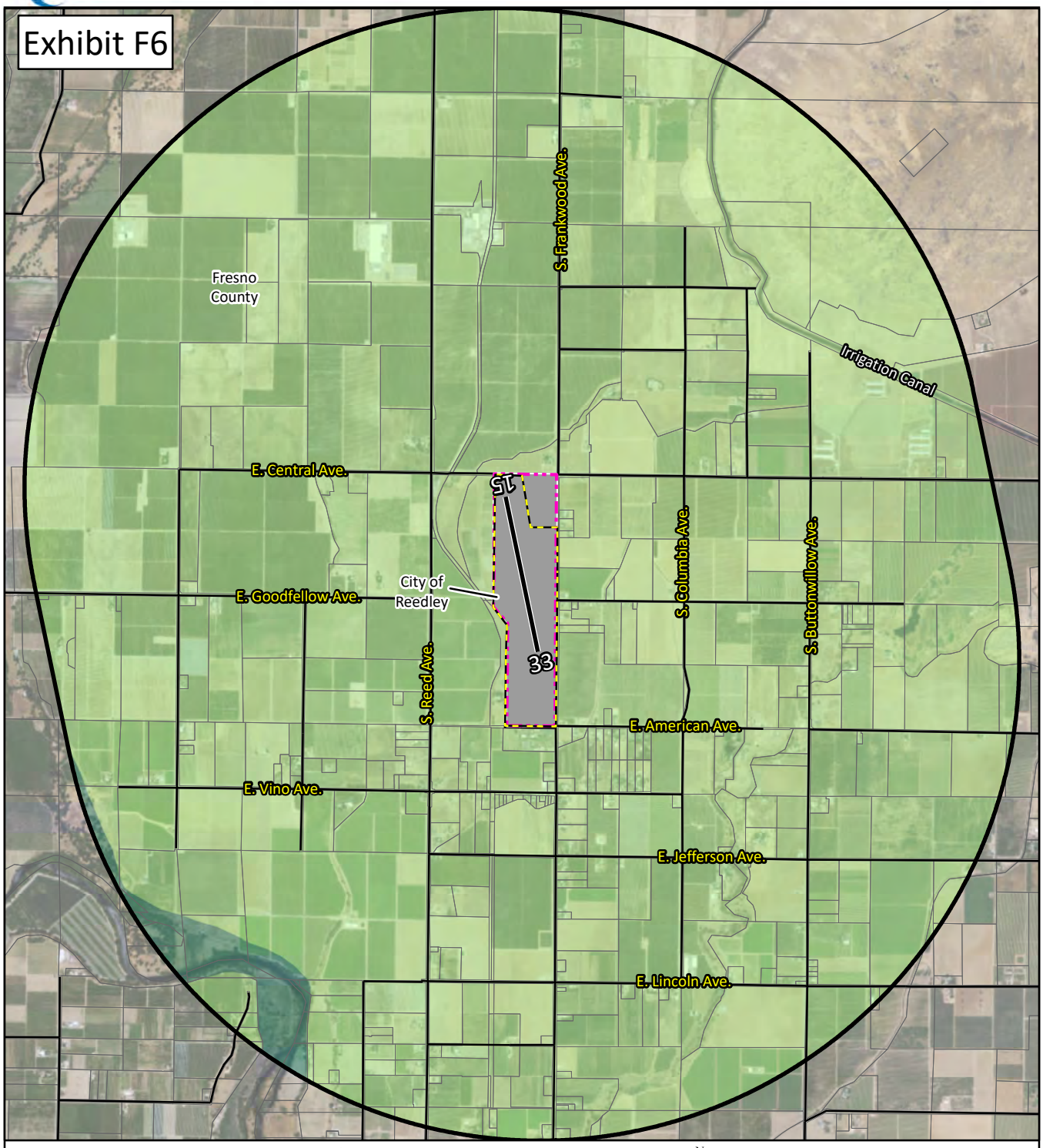
N

0 3,000 6,000

1" = 3,000'

[1]Reedley Municipal Airport Layout Plan (2013).
[2]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 F6



LEGEND

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

Zoning[3]

- Open Space
- Agriculture

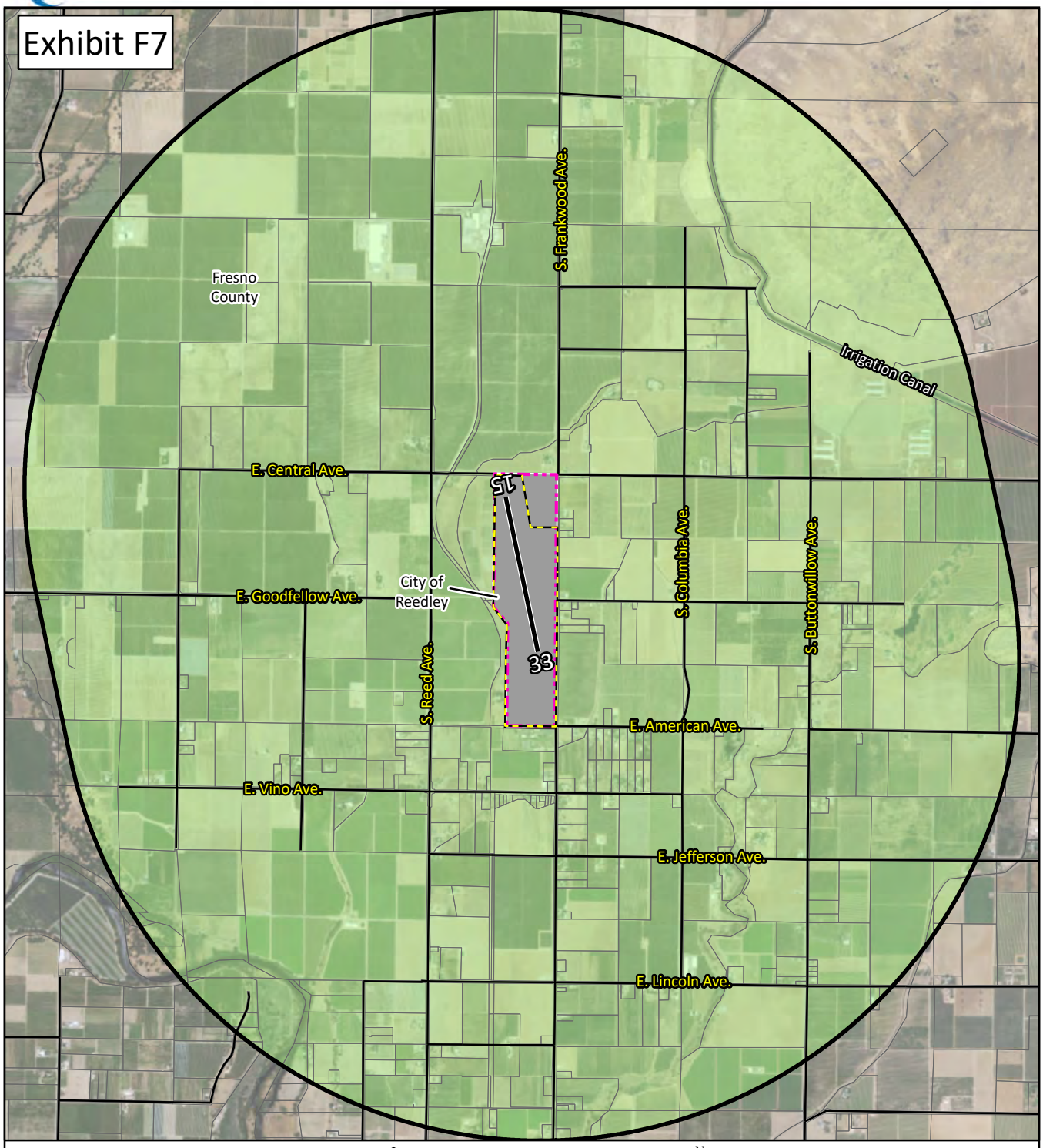
N

0 3,000 6,000

1" = 3,000'

[1]Reedley Municipal Airport Layout Plan (2013).
[2]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[3]Fresno County Zoning.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit F7



LEGEND

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

General Plan[3]

- Agriculture

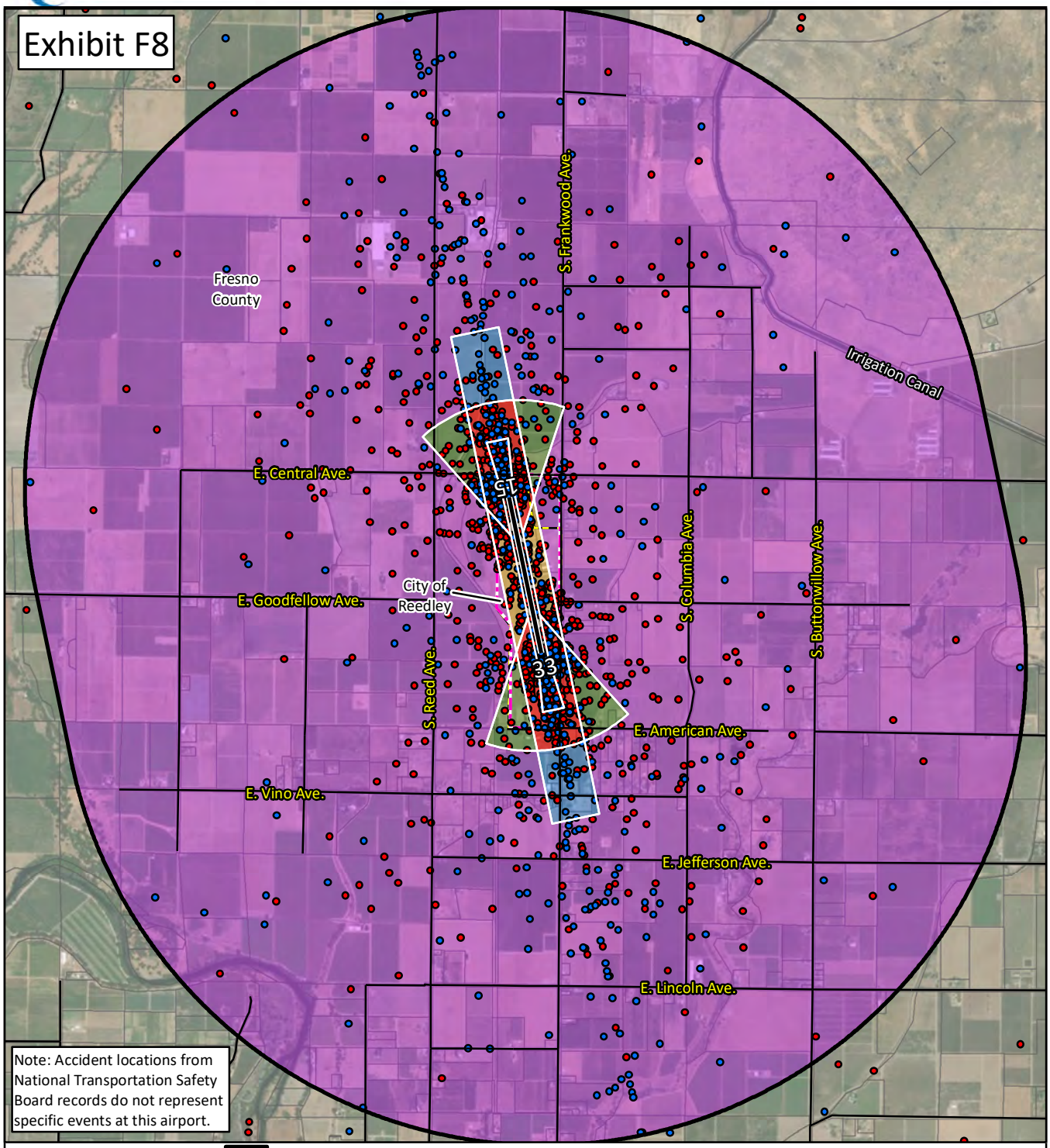
N

0 3,000 6,000

1" = 3,000'

[1]Reedley Municipal Airport Layout Plan (2013).
[2]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).

Exhibit F8



Note: Accident locations from National Transportation Safety Board records do not represent specific events at this airport.

LEGEND

- 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

N

0 3,000 6,000

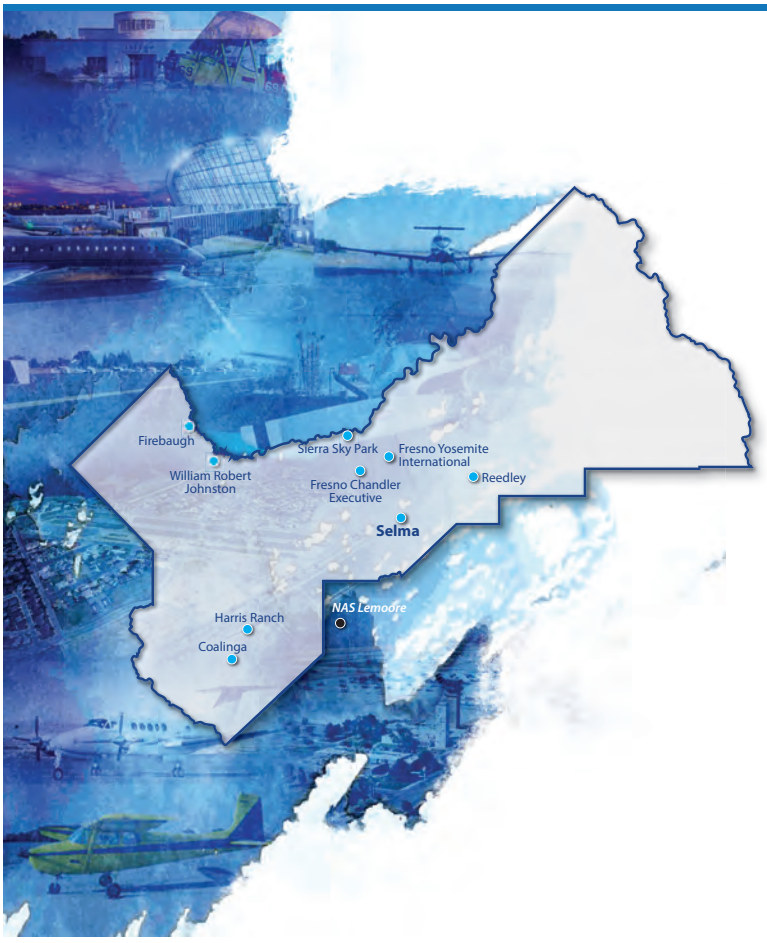
1" = 3,000'

[1]Reedley Municipal Airport Layout Plan (2013).
[2]California Airport Land Use Planning Handbook, 2011. Normalized from airports in United States.
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[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).

Fresno Council of Governments

Appendix G

SELMA AIRPORT



Appendix G: Selma Airport

Appendix G provides an overview of Selma 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.

Selma Airport is two miles northwest of the City of Selma. The Airport is a public use airport that is privately owned by Selma Aerodrome, Inc. The Airport is not classified in the 2017 – 2021 *National Plan of Integrated Airport Systems*; however, it is classified as a community facility in the 2013 *California Aviation System Plan.* The Airport covers 23 acres of land and is at an elevation of 305 feet above mean sea level.

SAFETY ZONES

The Airport Influence Area (AIA) and Safety Zones for Selma Airport are shown on **Exhibit G1**. 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, Selma Airport has one runway, Runway 10-28, which is 2,000 feet long. The California Department of Transportation, Division of Aeronautics-approved airport diagram 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 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 Selma Airport noise exposure contours shown on **Exhibit G2**. 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 G1** summarizes the 2037 operations for the Airport using the Model for Estimating General Aviation Operations at Non-Towered Airports (GRA, Inc. 2001) 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 Selma Airport was derived from an interview with the Airport manager and based aircraft list. **Table G1** summarizes the generalized fleet mix data input into the noise analysis.

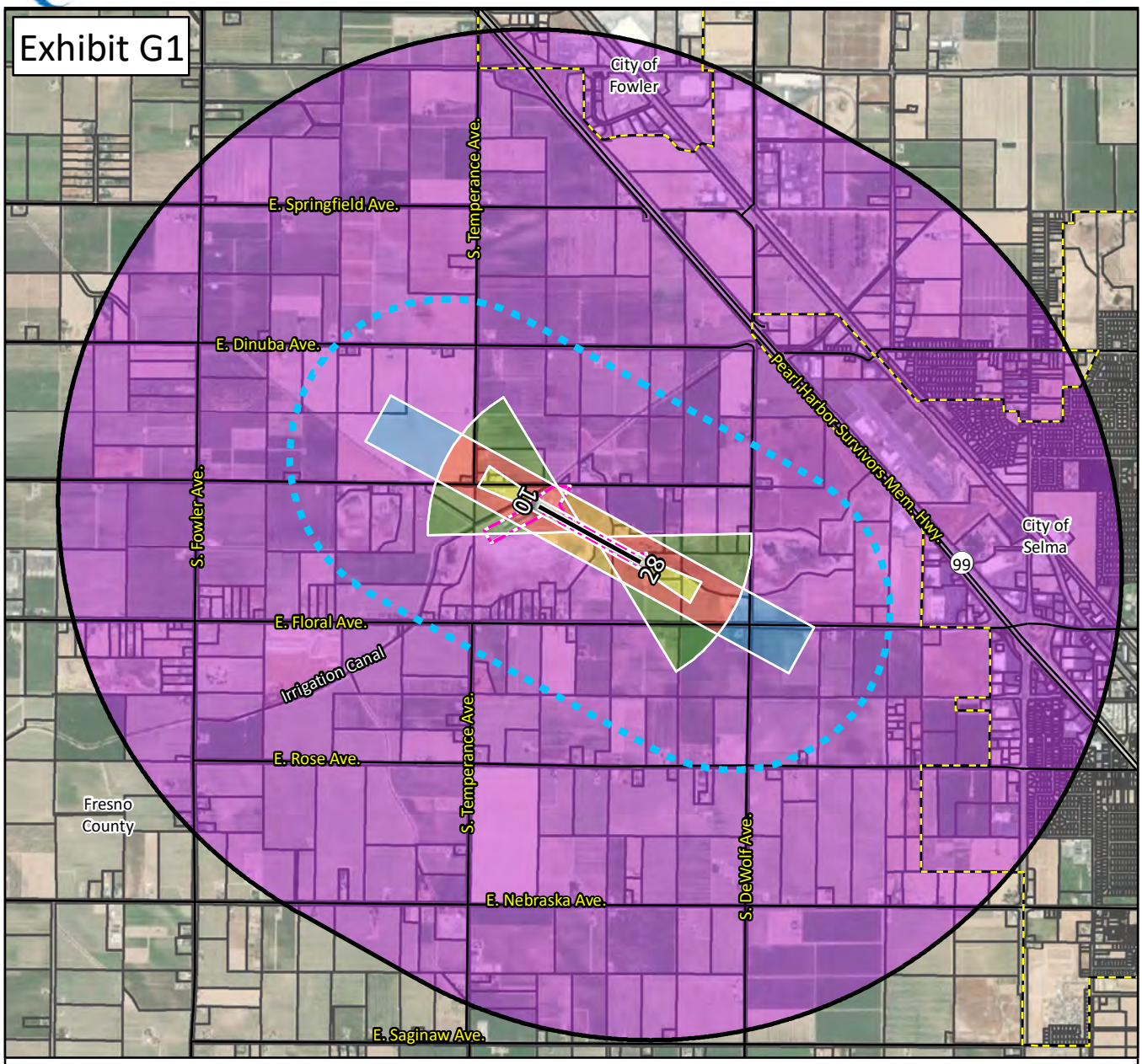
A variety of general aviation, single engine fixed-propeller aircraft are modeled with the GASEPV and GASEPF aircraft in the AEDT. The GASEPV represents many single engine general aviation aircraft including the Mooney M-20, Cessna 172 and 180, Piper Cherokee Arrow, and the Air Tractor AT-502 and AT-802.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

TABLE G1
Selma Airport
Aircraft Fleet Mix and Operations

Operations	AEDT Designator	2017	2037[2]
Itinerant			
Single Engine, Fixed	GASEPF	3,733	3,733
Single Engine, Variable	GASEPV	3,733	3,733
Subtotal		7,466	7,466
Local			
Single Engine, Fixed	GASEPF	2,667	2,667
Single Engine, Variable	GASEPV	2,667	2,667
Subtotal		5,344	5,344
Grand Total		12,000	12,000

Source:
[1] FAA 5010 Airport Master Record, operations for 12 months ending August 30, 2016
[2] Model for Estimating General Aviation Operations at Non-Towered Airports (GRA, Inc. 2001)

Exhibit G1



LEGEND

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

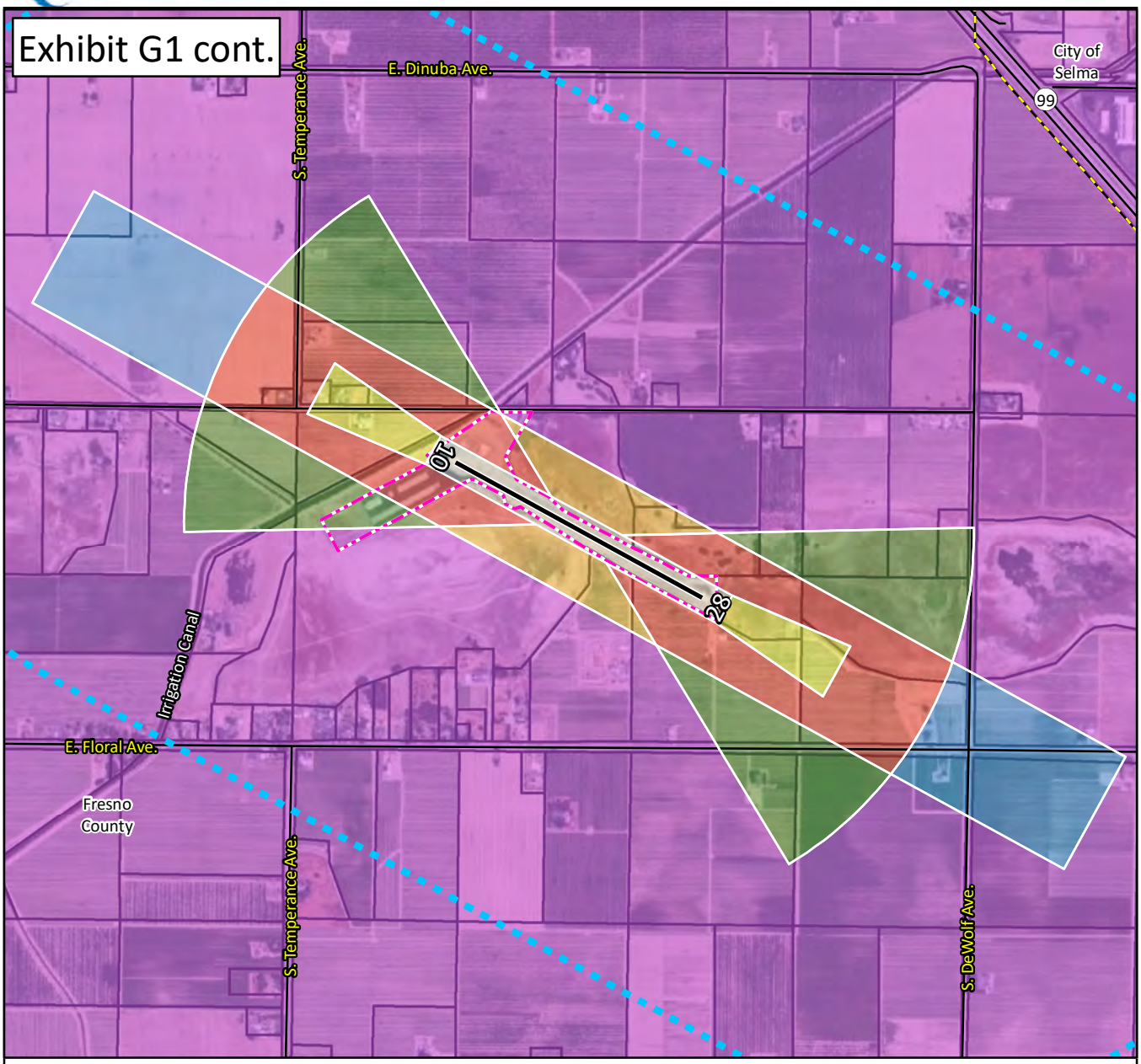
N

0 3,000 6,000

1" = 3,000'

[1]Runway digitized from ESRI Basemap Imagery (2016).
[2]APN: 34818043
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2020).

Exhibit G1 cont.



LEGEND

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

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

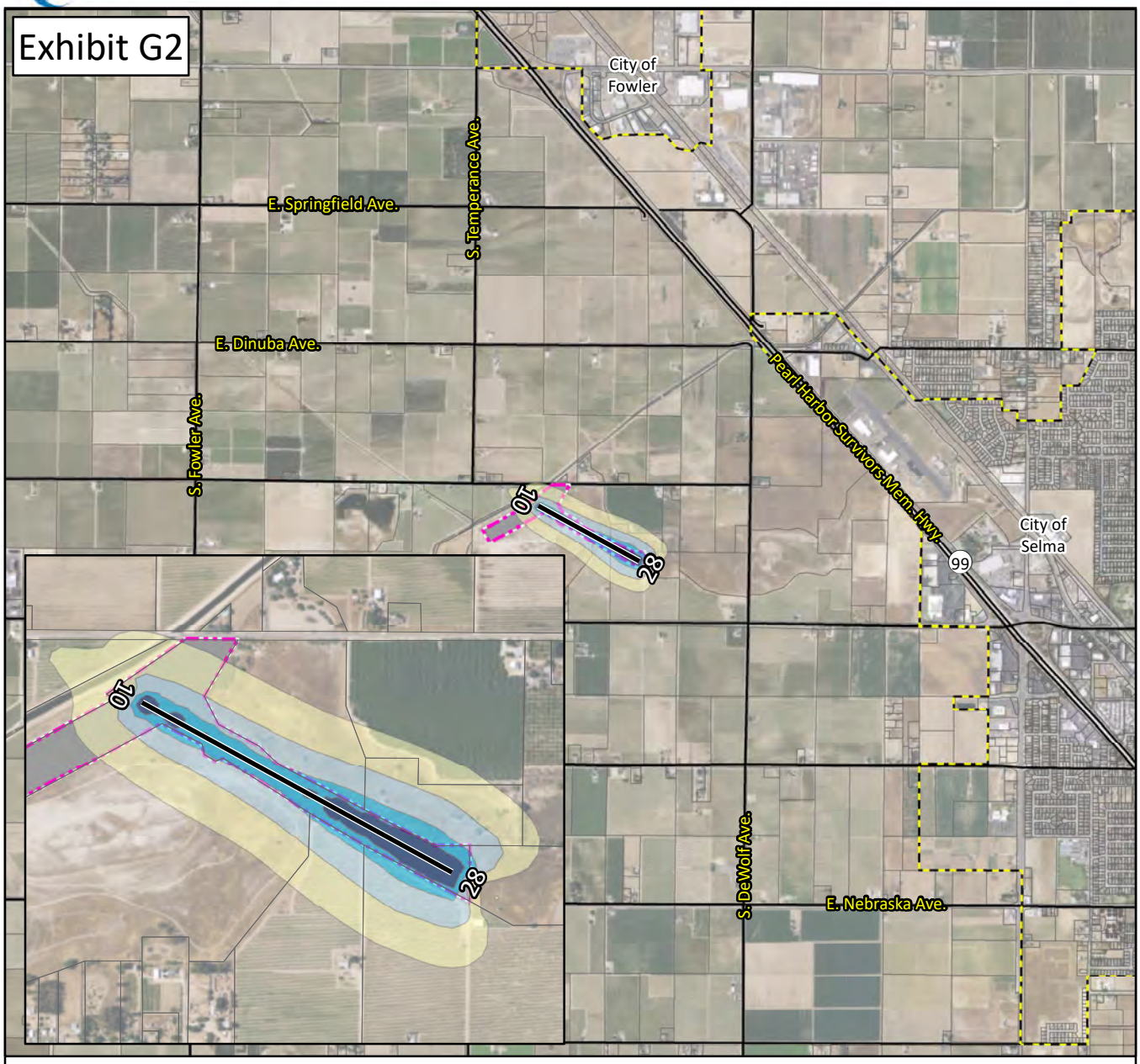
N

0 1,300 2,600

1" = 1,300'

[1]Runway digitized from ESRI Basemap Imagery (2016).
[2]APN: 34818043
[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 G2



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- Streets

Future Noise Contours[3]

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

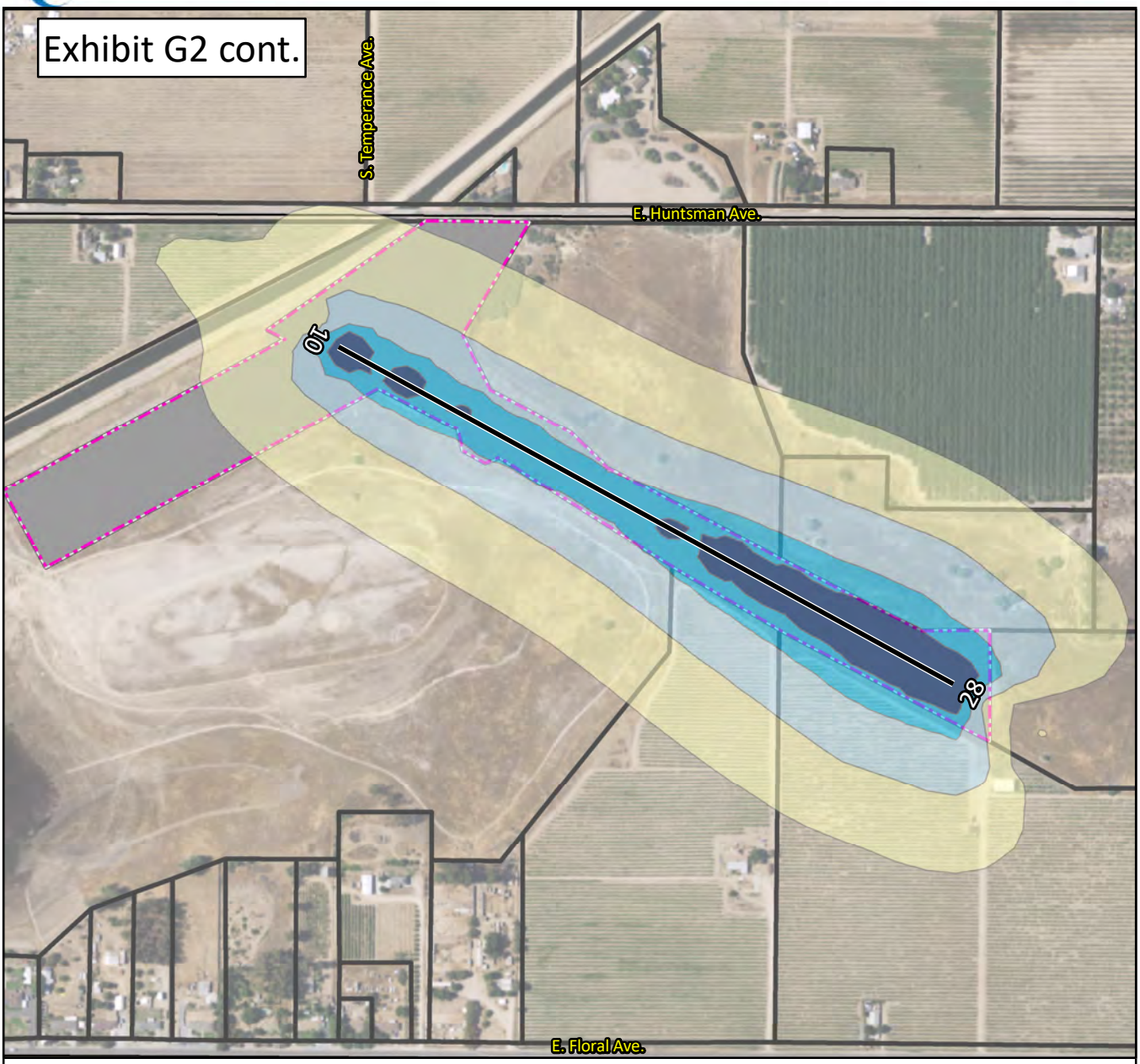
N

0 3,000 6,000

1" = 3,000'

[1]Runway digitized from ESRI Basemap Imagery (2016).
[2]APN: 34818043
[3]Community Noise Equivalent Level - Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit G2 cont.



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Streets

Future Noise Contours[3]

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

N

0 500 1,000

1" = 500'

[1]Runway digitized from ESRI Basemap Imagery (2016).
[2]APN: 34818043
[3]Community Noise Equivalent Level - Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

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 10 – 20 percent
- Runway 28 – 80 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 both runways is left hand. Accordingly, it is assumed that touch-and-go traffic occurs to the east and west of the airport.

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 G3 depicts the Airspace Plan prepared as part of this study. This exhibit includes the 14 CFR Part 77 Conical Surface which is also the Airport Influence Area for Selma Airport.

AIRPORT INFORMATION

AIRPORT FACILITIES

Airport facilities are summarized in **Table G2** and **Exhibit G4** shows the Airport Diagram (August 2016).

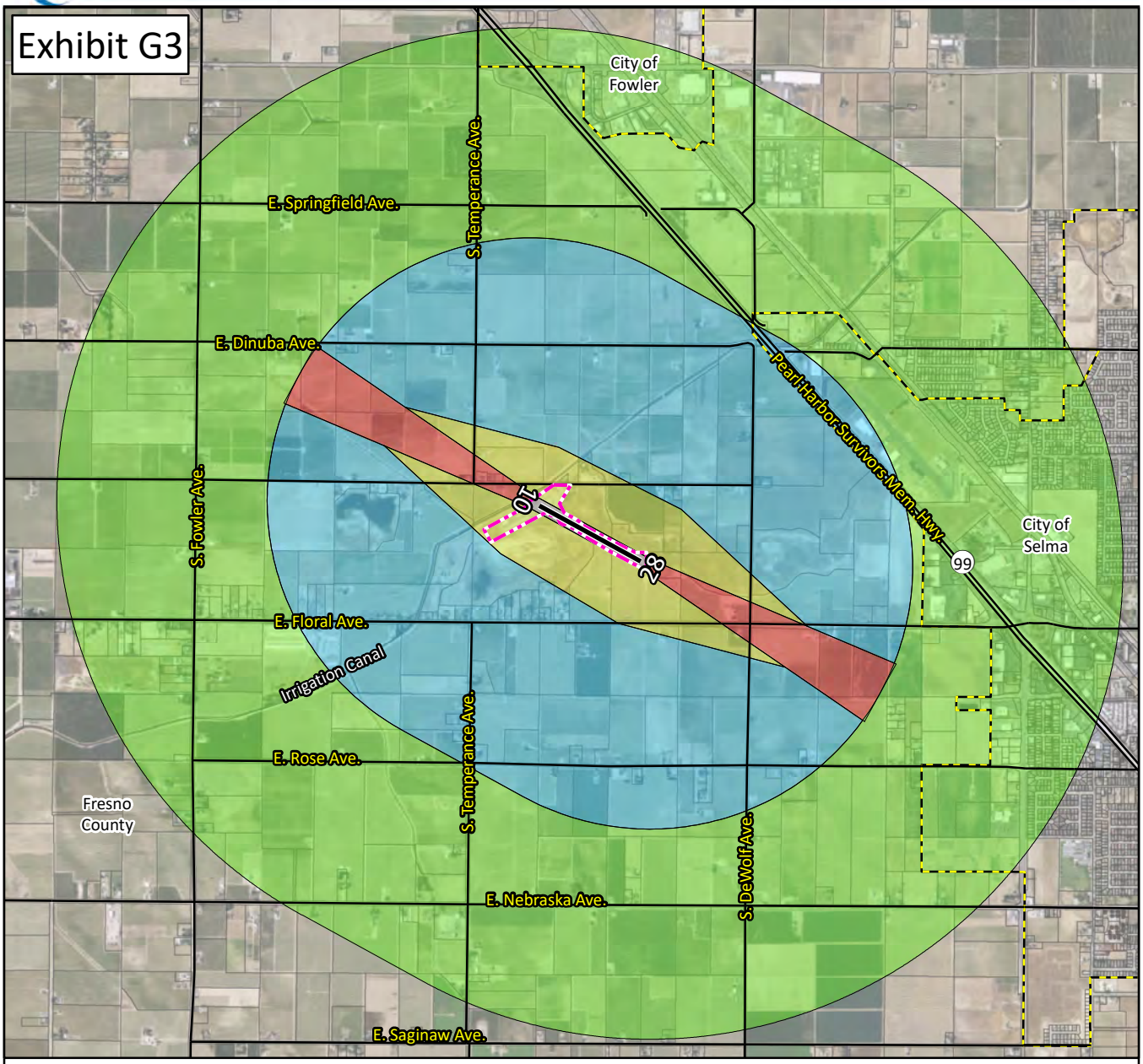
Selma Airport has one runway, Runway 10-28, which is 2,206 feet long and 50 feet wide. The runway is made of asphalt and is in fair condition. The traffic pattern for both runways ends is left-handed. Runway 10-28 has a single wheel load bearing strength of 12,000 pounds, which is the maximum aircraft weight it is designed for. The runway pavement markings are non-standard and in fair condition. The airport has non-standard low-intensity runway lighting. There are no visual or instrument approach aids for the airport.

TABLE G2
Airport Facilities
Selma Airport

	Runway 10-28
RUNWAY(S)	
Length (feet)	2,206
Width (feet)	50
Threshold Displacement (feet)	0
Runway Pavement Surface Material	Asphalt
Runway Pavement Surface Treatment	Not listed
Runway Pavement Condition	Fair
Traffic Pattern	Left | 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	Non-standard
Condition	Fair
Runway Lighting	
Runway Edge Lighting	LIRL
Approach Lighting System (ALS)	None
Touchdown Point	None
Runway End Identifier Lights (REILs)	None
VISUAL APPROACH AIDS	
Type	None
Glide Path	None
INSTRUMENT APPROACH AIDS	
Instrument Landing System (ILS)	No
Global Positioning System (GPS)	No
VOR/DME	No

LIRL: Low Intensity Runway Lights
N/A: Not Applicable
VOR/DME: Very High Frequency Omnidirectional Range Distance Measuring Equipment
Source: AirNav (July 2017)

Exhibit G3



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- Streets

Part 77 Surfaces[3]

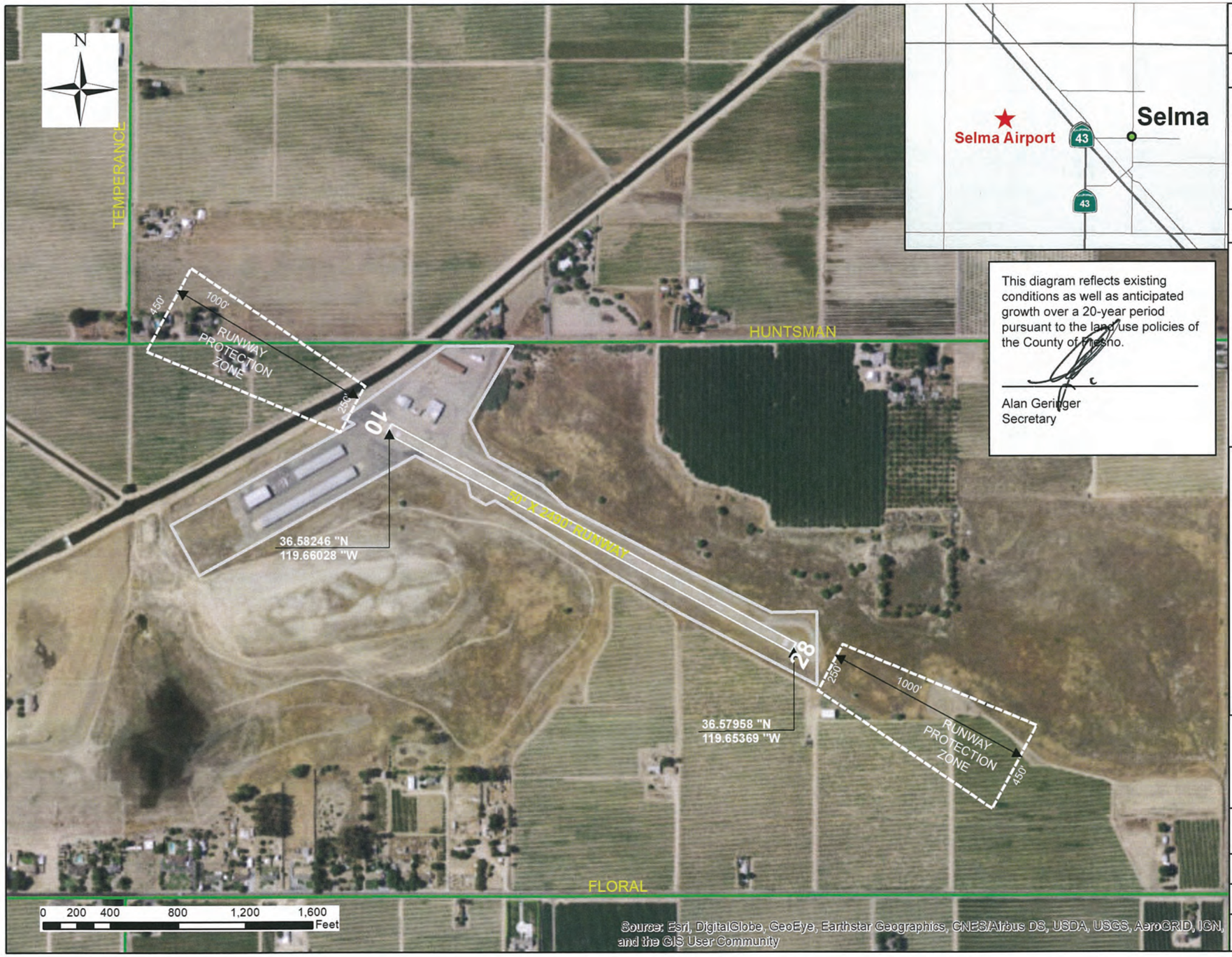
- Primary Surface
- Approach Surface
- Transitional Surface
- Horizontal Surface
- Conical Surface

N

0 3,000 6,000

1" = 3,000'

[1]Runway digitized from ESRI Basemap Imagery (2016).
[2]APN: 34818043
[3]14 CFR, Subchapter E, Part 77, §77.25.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).



This diagram reflects existing conditions as well as anticipated growth over a 20-year period pursuant to the land use policies of the County of Fresno.

Alan Geringer
Secretary

No.	REVISION	BY	DATE

Fresno County Airport Land Use Commission
Staffed by the Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721
(559) 233-4149
Fax (559)233-9645

SELMA AERODOME
IN
SELMA, CALIFORNIA
AIRPORT DIAGRAM

Reviewed by: ALAN GERINGER

Drawn by: Fresno Council of Governments

Project Number:

Date: July 3, 2018

Sheet 1 of 1

FUTURE AIRPORT PLANS

There are currently no changes proposed for the Airport during the planning horizon of this ALUCP.

AIRPORT ENVIRONS

EXISTING LAND USES

Existing land uses in the AIA are shown on **Exhibit G5**.

The Airport is surrounded predominantly by single family residential uses and agricultural fields. Many areas of the AIA are also considered open space. East of Pearl Harbor Survivors Memorial Highway and within the City limits of Selma, there are industrial, commercial, and single and multi-family residential uses. North of the Airport is the City of Fowler, which consists of primarily industrial uses, as well as some commercial and public uses. The area in between the Cities of Fowler and Selma, as well as the entire area west of Pearl Harbor Survivors Memorial Highway, is part of unincorporated Fresno County.

ZONING

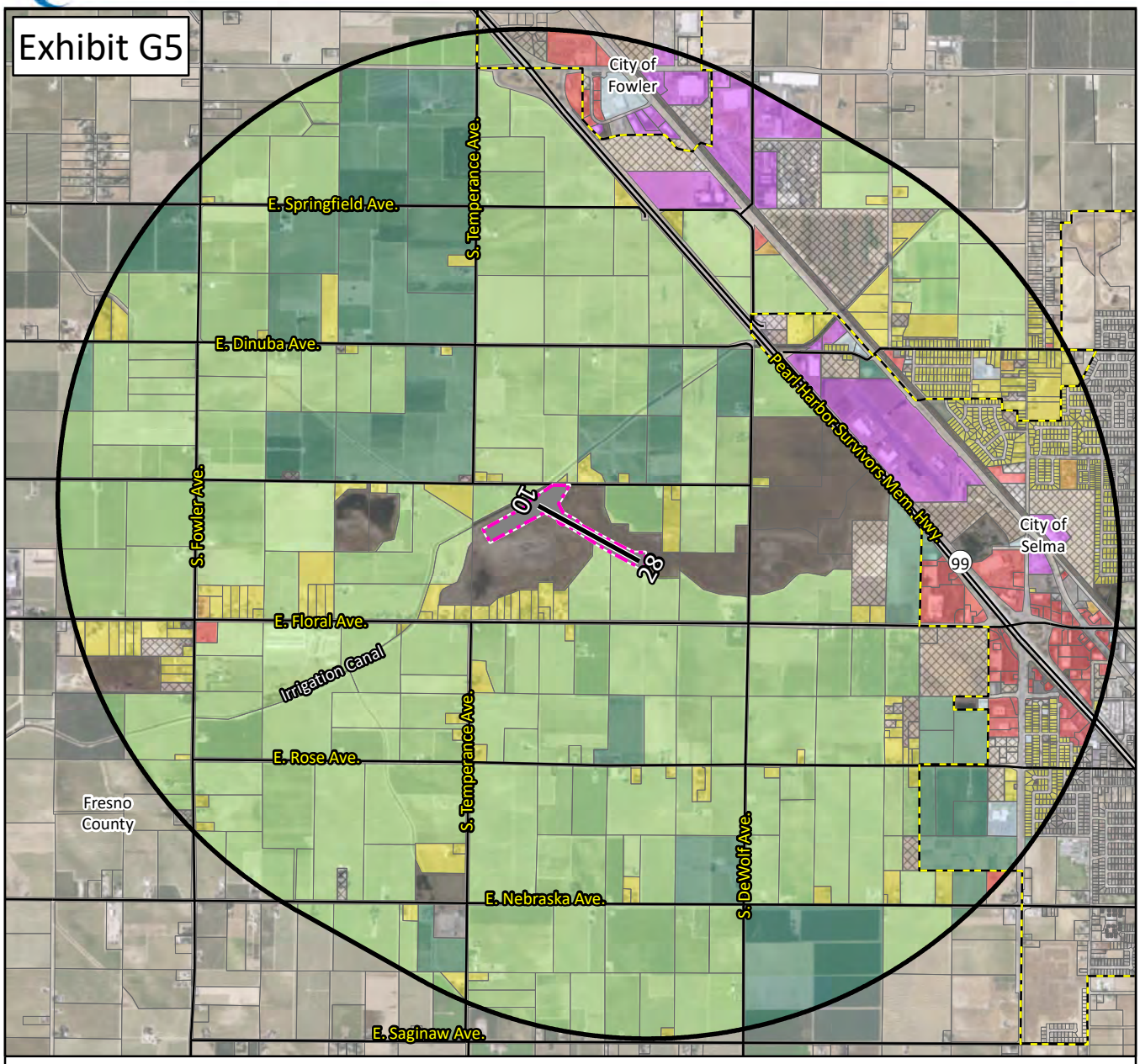
Exhibit G6 shows zoning designations in the AIA. Almost the entirety of the AIA that is in unincorporated Fresno County is zoned for agriculture. There are several parcels in the northeast corner that are zoned for industrial, south of the City of Fowler. The City of Fowler is zoned for commercial and industrial uses, whereas the City of Selma, east of the Airport, is zoned for open space, commercial, industrial, and single and multi-family residential.

GENERAL PLAN

General plan land uses are illustrated on **Exhibit G7**.

The areas immediately surrounding the Airport are planned for industrial uses. North of the Airport, and still in unincorporated Fresno County, the area is planned for primarily office use, with some parcels planned for commercial uses. To the east of the Airport, parcels are planned for office and open space. East of Pearl Harbor Survivors Memorial Highway, within the City of Selma, uses are planned for industrial, office, commercial, open space, and single and multi-family residential uses in the future. Land within the City of Fowler is planned for commercial, industrial, and office uses. West of the Airport, which is in unincorporated Fresno County, the area is predominantly planned for agriculture use, with areas immediately adjacent to the Airport planned for industrial uses.

Exhibit G5



LEGEND

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

Existing Land Use[4]

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

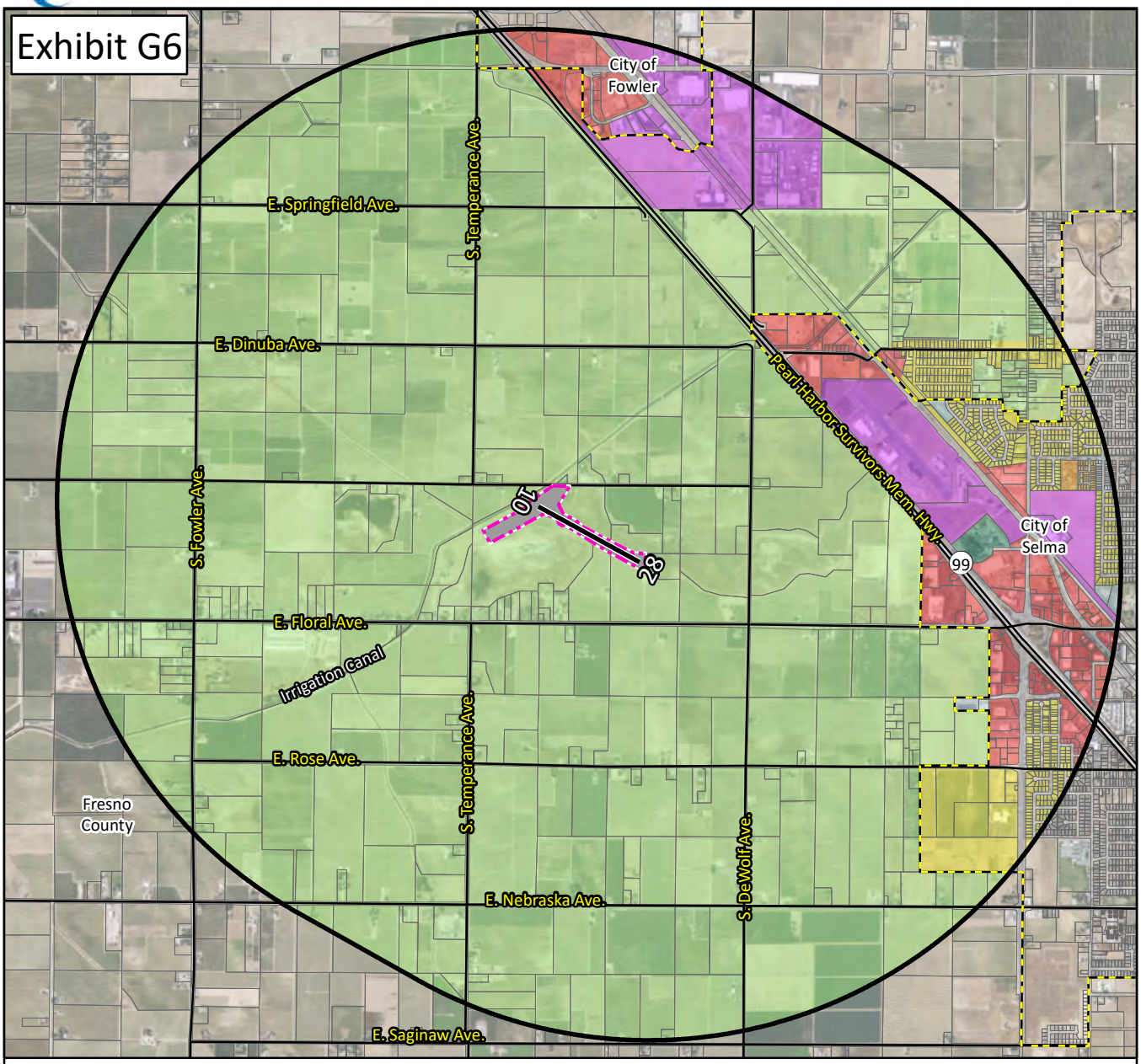
N

0 3,000 6,000

1" = 3,000'

[1]Runway digitized from ESRI Basemap Imagery (2016).
[2]APN: 34818043
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]Fresno Council of Governments.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit G6



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- Streets
- Airport Influence Area (AIA)[4]

Zoning[4]

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

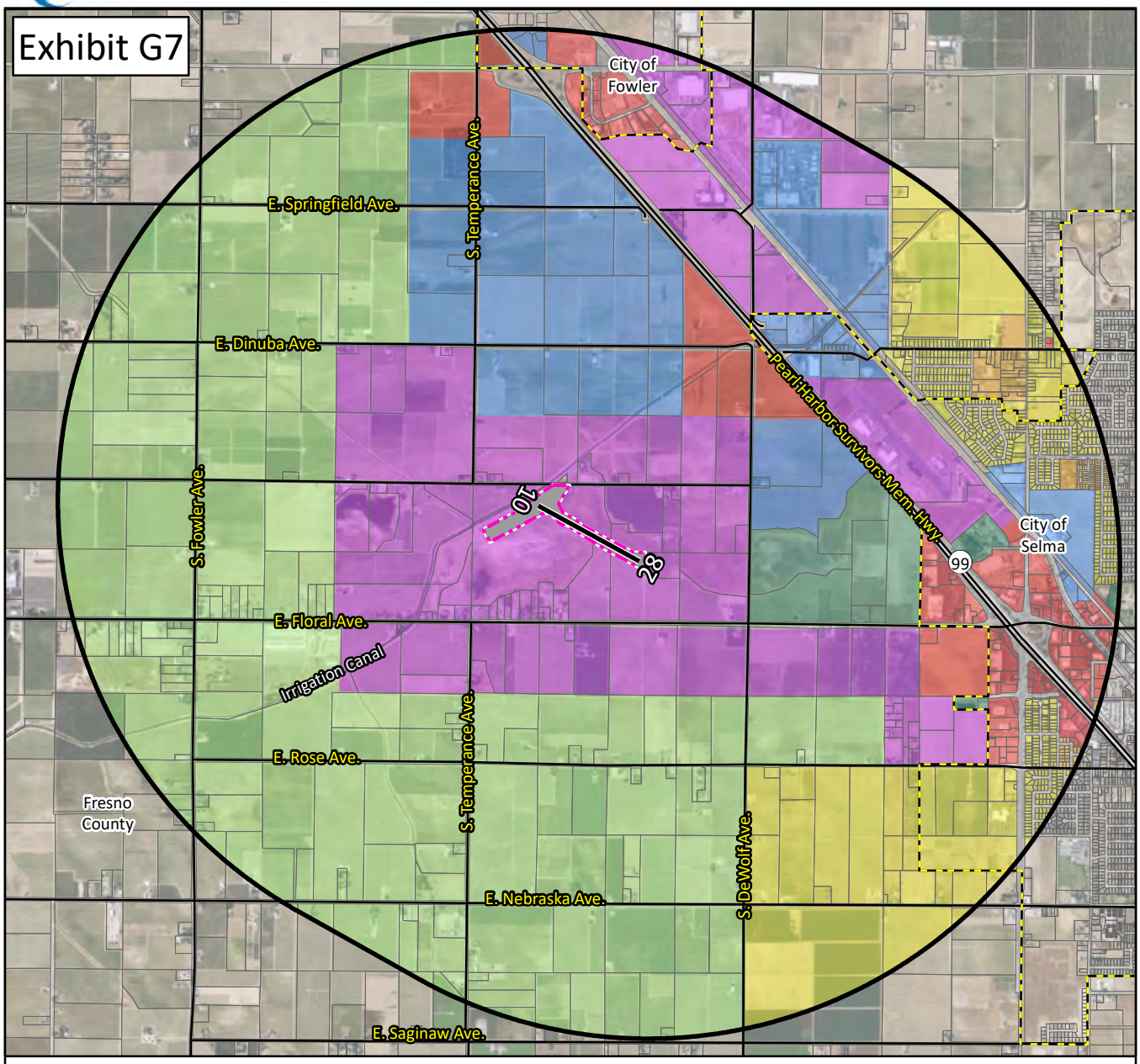
N

0 3,000 6,000

1" = 3,000'

[1]Runway digitized from ESRI Basemap Imagery (2016).
[2]APN: 34818043
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]Fresno County Zoning, City of Fowler Zoning, City of Selma Zoning.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit G7



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- Streets
- Airport Influence Area (AIA)[4]

General Plan[4]

- Single Family Residential
- Multi-Family Residential
- Commercial
- Office
- Industrial
- Open Space
- Agriculture
- Transportation/Right-of-Way

N

0 3,000 6,000

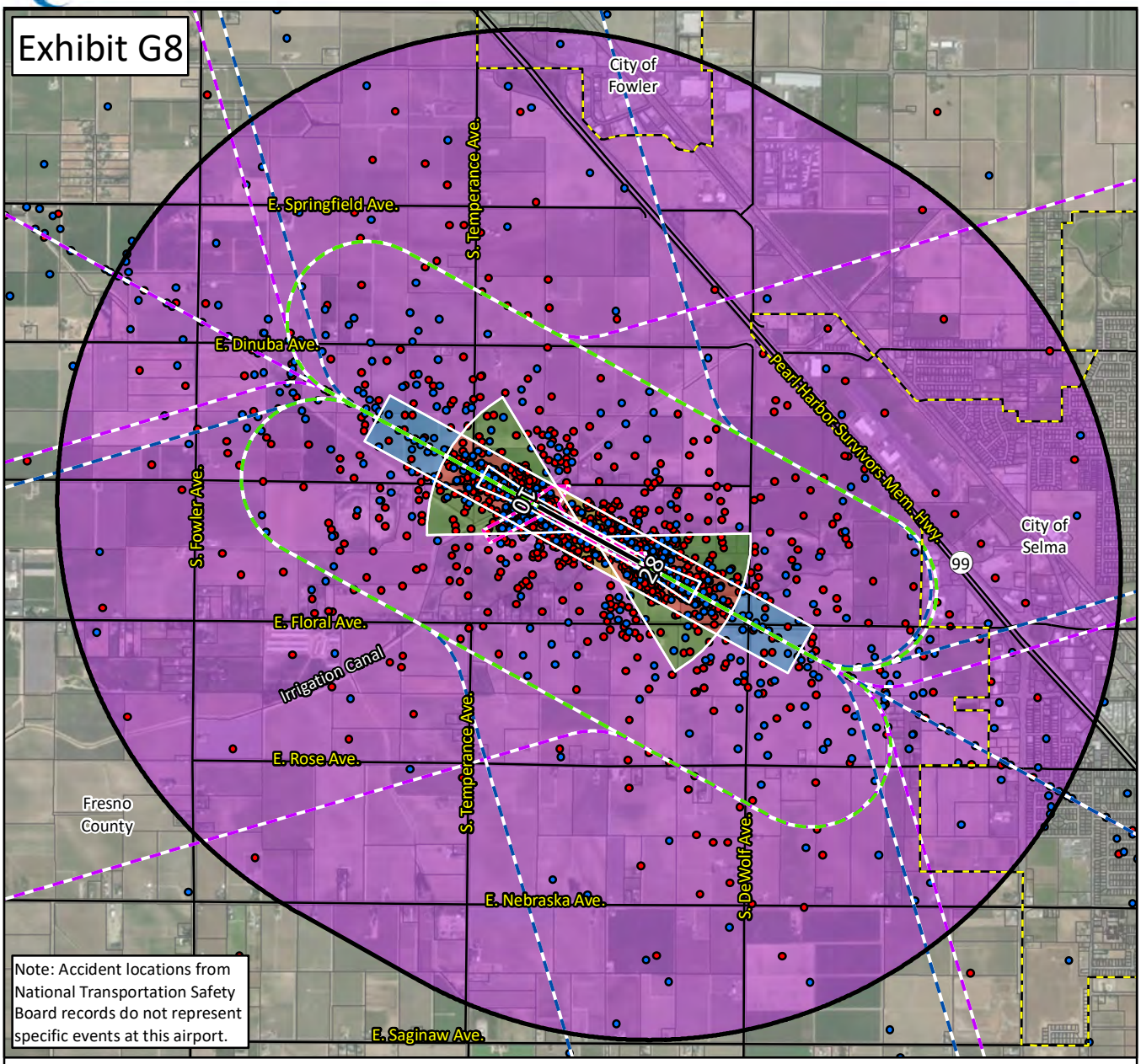
1" = 3,000'

[1]Runway digitized from ESRI Basemap Imagery (2016).
[2]APN: 34818043
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]Fresno County General Plan
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

COMPATIBILITY FACTORS

Exhibit G8 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 G8



LEGEND

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

Flight Tracks[4]

- Approach
- Departure
- Touch And Go
- Airport Influence Area (AIA)[5]

Safety Zones[6]

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

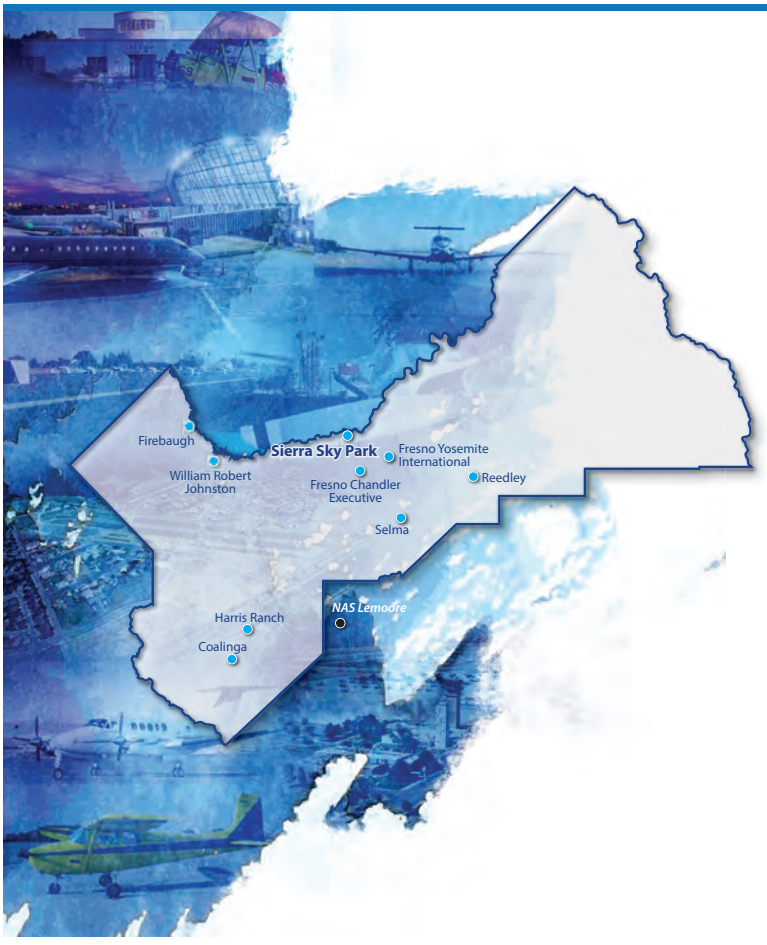
1" = 3,000'

[1]Runway digitized from ESRI Basemap Imagery (2016).
[2]APN: 34818043
[3]California Airport Land Use Planning Handbook, 2011. Normalized from airports in United States.
[4]Coffman Associates analysis.
[5]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[6]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 H

SIERRA SKY PARK AIRPORT



Appendix H: Sierra Sky Park Airport

Appendix H provides an overview of Sierra Sky Park 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.

Sierra Sky Park Airport is privately owned by Herndon-Doolittle Association, Inc., but available for public use. The Airport is not classified in the 2017 – 2021 *National Plan of Integrated Airport Systems*; however, it is considered a community facility in the 2013 *California Aviation System Plan.* Sierra Sky Park is an airpark and is therefore embedded within a residential community that supports and maintains the facility. The Airport covers 34 acres of land and is at an elevation of 321 feet.

SAFETY ZONES

The Airport Influence Area (AIA) and Safety Zones for Sierra Sky Park Airport are shown on **Exhibit H1**. 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, Sierra Sky Park Airport has one runway, Runway 12-30, which is 2,473 feet long. The California Department of Transportation, Division of Aeronautics-approved airport diagram 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 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 Sierra Sky Park Airport noise exposure contours shown on **Exhibit H2**. 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 H1** summarizes the 2037 operations for the Airport using the Model for Estimating General Aviation Operations at Non-Towered Airports (GRA, Inc. 2001) 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.

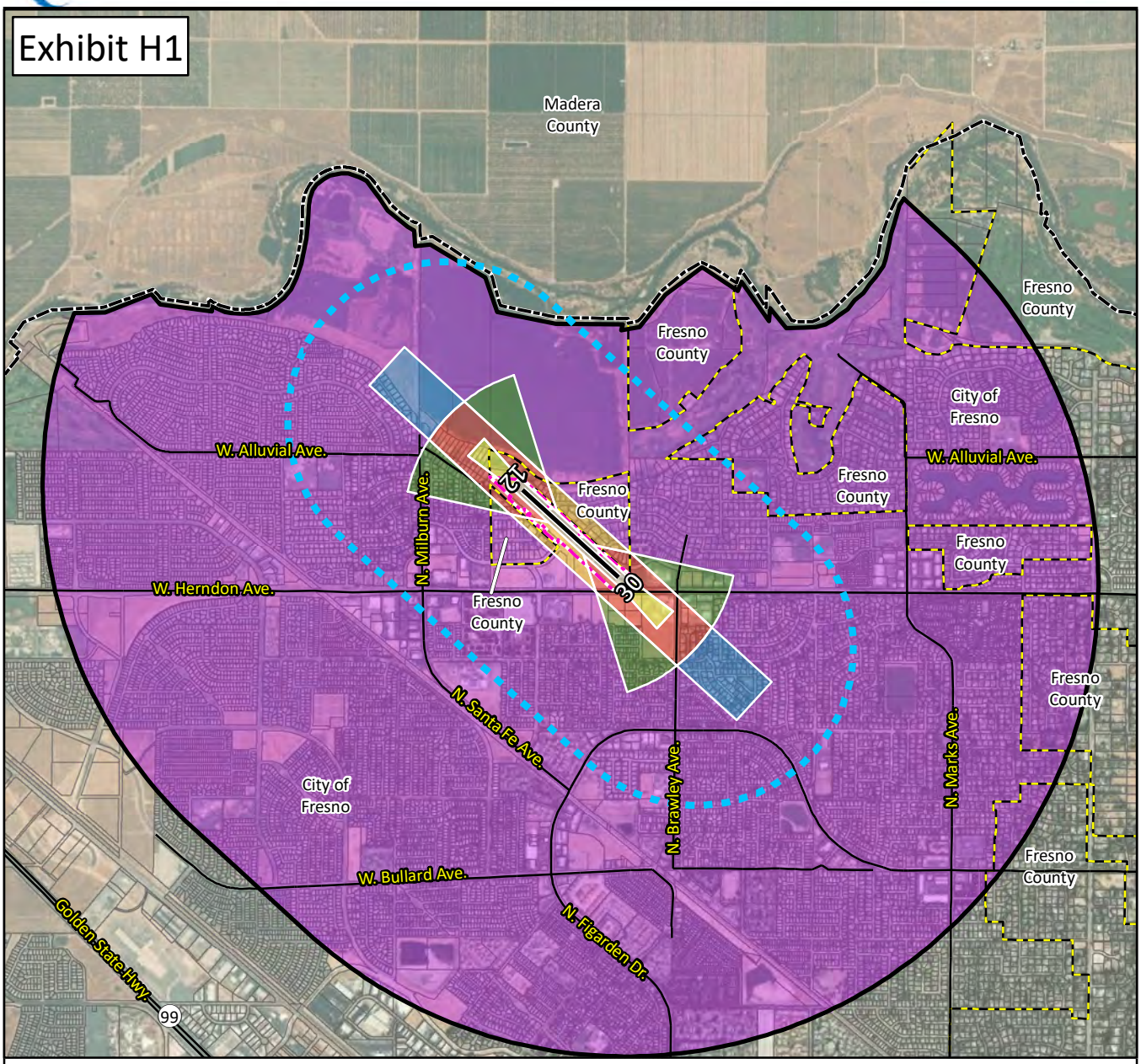
The selection of individual aircraft types is important to the modeling process because different aircraft types generate different noise levels. The aircraft fleet mix for Sierra Sky Park Airport was derived from an interview with the Airport manager and based aircraft list. **Table H1** summarizes the generalized fleet mix data input into the noise analysis.

TABLE H1
Sierra Sky Park Airport
Aircraft Fleet Mix and Operations

Operations	AEDT Designator	2017	2037[2]
Itinerant			
Single Engine, Fixed	GASEPF	5,684	6,100
Single Engine, Variable	GASEPV	5,684	6,100
Twin Engine	BEC58P	231	248
Subtotal		11,599	12,448
Local			
Single Engine, Fixed	GASEPF	1,361	1,461
Single Engine, Variable	GASEPV	1,361	1,461
Twin Engine	BEC58P	28	30
Subtotal		2,751	2,952
Grand Total		14,350	15,400

Source:
[1] FAA 5010 Airport Master Record, operations for 12 months ending June 14, 2016
[2] Model for Estimating General Aviation Operations at Non-Towered Airports (GRA, Inc. 2001)

Exhibit H1



LEGEND

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

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

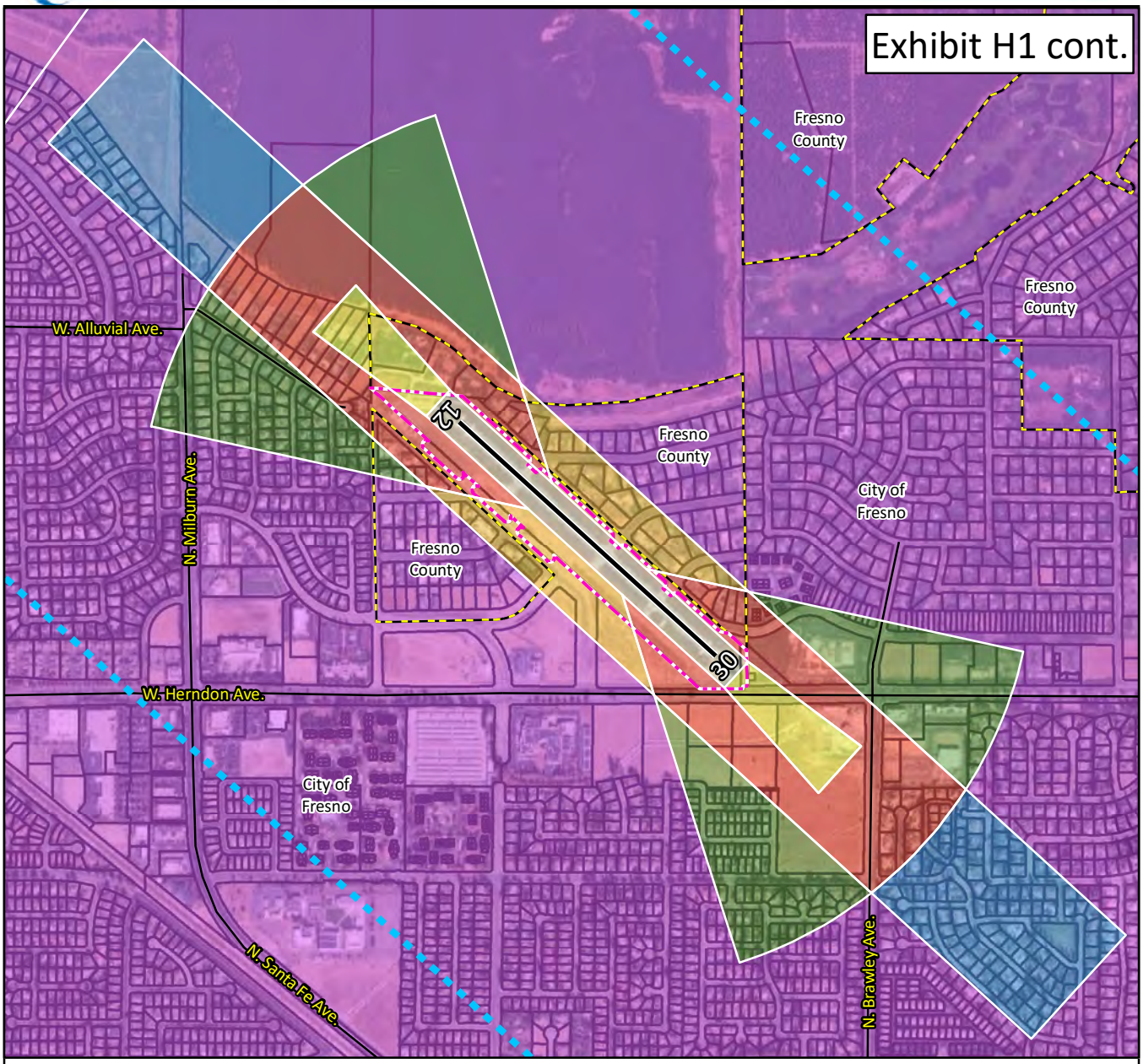
N

0 3,000 6,000

1" = 3,000'

[1]FAA 5010 Master Record
[2]APN's: 50103102, 50103402, 50104202, 50105001, 50104702.
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2020).

Exhibit H1 cont.



LEGEND

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

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

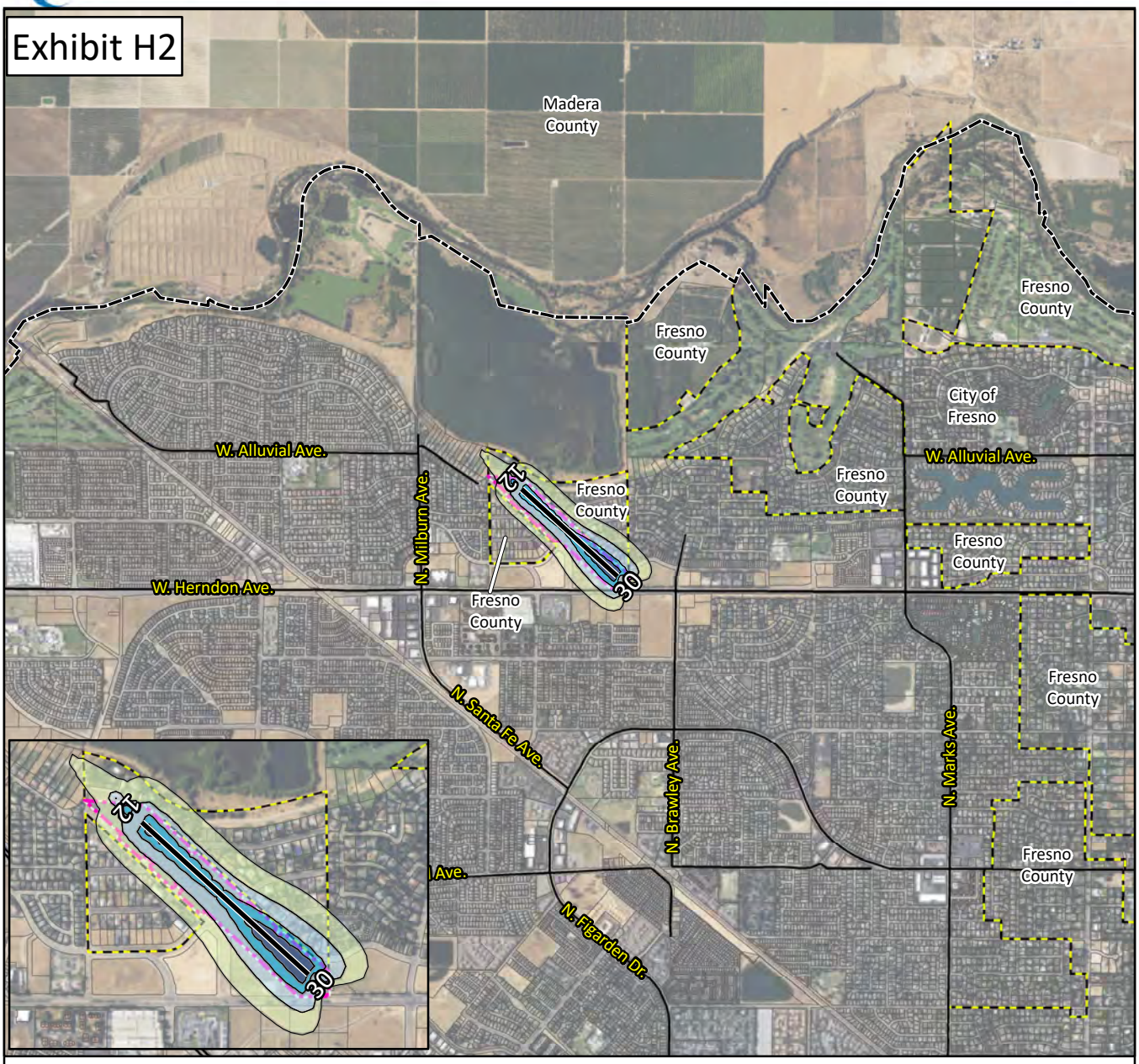
N

0 1,000 2,000

1" = 1,000'

[1]FAA 5010 Master Record
[2]APN's: 50103102, 50103402, 50104202, 50105001, 50104702.
[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 H2



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- County Boundary
- Streets

Future Noise Contours

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

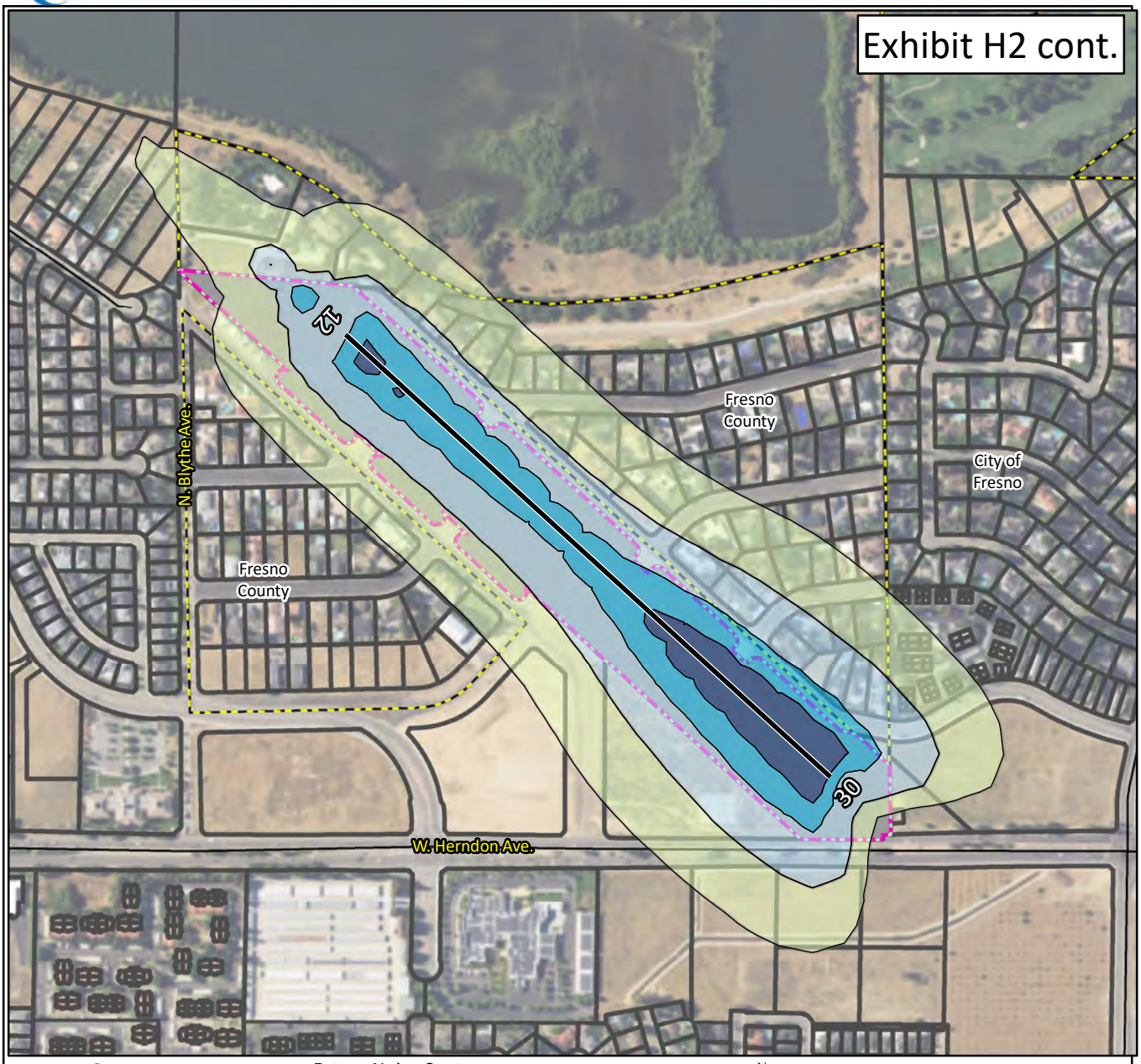
N

0 3,000 6,000

1" = 3,000'

[1]FAA 5010 Master Record.
[2]APN's: 50103102, 50103402, 50104202, 50105001, 50104702.
[3]Community Noise Equivalent Level - Coffman Associates analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit H2 cont.



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- Streets

Future Noise Contours

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

N

0 600 1,200

1" = 600'

[1]FAA 5010 Master Record.
[2]APN's: 50103102, 50103402, 50104202, 50105001, 50104702.
[3]Community Noise Equivalent Level - Coffman Associates analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

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 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.

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 – 20 percent
- Runway 30 – 80 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 south and west of the airport.

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 H3 depicts the Airspace Plan from the prepared as part of this study. This exhibit includes the 14 CFR Part 77 Conical Surface which is also the AIA for Sierra Sky Park Airport.

AIRPORT INFORMATION

AIRPORT FACILITIES

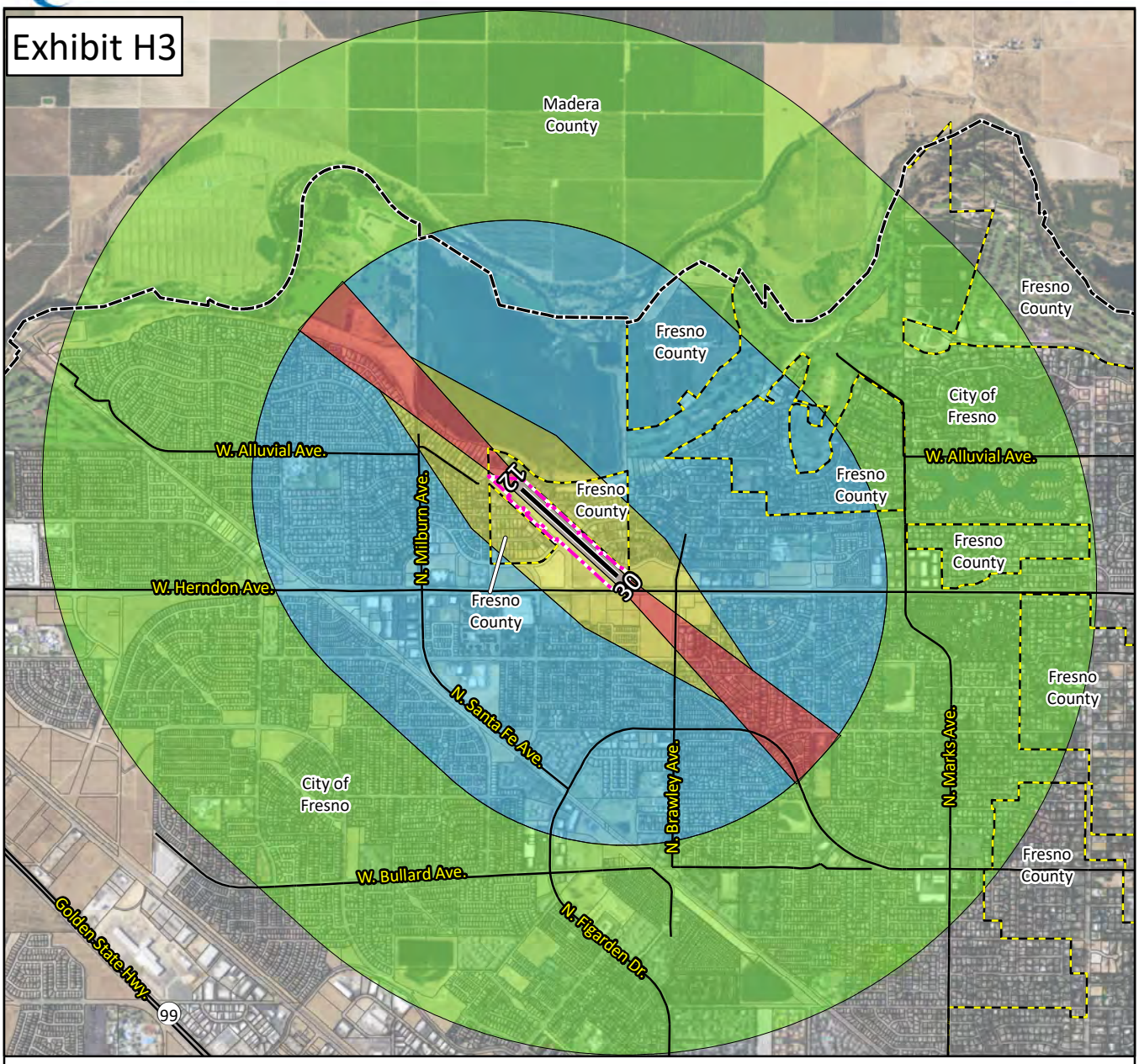
Airport facilities are summarized in **Table H2** and **Exhibit H4** shows the Airport Diagram (June 2017).

TABLE H2
Airport Facilities
Sierra Sky Park Airport

	Runway 12-30
RUNWAY(S)	
Length (feet)	2,473
Width (feet)	50
Threshold Displacement (feet)	90 | 90
Runway Pavement Surface Material	Asphalt
Runway Pavement Surface Treatment	None
Runway Pavement Condition	Good
Traffic Pattern	Left | Right
Runway Pavement Load Bearing Strength (lbs.)	
Single Wheel	Not listed
Dual Wheel	Not listed
Double Tandem	Not listed
Double Dual Tandem	Not listed
Runway Pavement Markings	
Type	Basic
Condition	Good
Runway Lighting	
Runway Edge Lighting	LIRL
Approach Lighting System (ALS)	None
Touchdown Point	None
Runway End Identifier Lights (REILs)	No
VISUAL APPROACH AIDS	
Type	None | 2-Light PAPI 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
LIRL: Low Intensity Runway Lights
PAPI: Precision Approach Path Indicator
VOR/DME: Very High Frequency Omnidirectional Range Distance Measuring Equipment
Source: AirNav (July 2017)

Exhibit H3



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- County Boundary
- Streets

Part 77 Surfaces[3]

- Primary Surface
- Approach Surface
- Transitional Surface
- Horizontal Surface
- Conical Surface

N

0 3,000 6,000

1" = 3,000'

[1]FAA 5010 Master Record.
[2]APN's: 50103102, 50103402, 50104202, 50105001, 50104702.
[3]14 CFR, Subchapter E, Part 77, §77.25.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).



This diagram reflects existing conditions ~~as well as anticipated growth over a 20 year period~~ pursuant to the land use policies of the County of Fresno.

James Shekoyan
Sierra Sky Park Property Owner
11/28/18

No.	REVISION	BY	DATE

Fresno County Airport Land Use Commission

Staffed by the Fresno Council of Governments

2035 Tulare Street, Suite 201
Fresno, CA 93721
(559) 233-4149
Fax (559)233-9645

SIERRA SKY PARK AIRPORT
IN
FRESNO, CALIFORNIA

AIRPORT DIAGRAM

Drawn by: Fresno Council of Governments

Project Number:

Date: October 30, 2018

Sheet 1 of 1

Sierra Sky Park airport has one runway, Runway 12-30, which is 2,473 feet long and 50 feet wide. The runway is constructed of asphalt and in good condition. Runway 12 has a left-handed traffic pattern and Runway 30 has a non-standard, right-handed traffic pattern. The runway has basic markings that are in good condition. There are low-intensity runway lights. Runway 30 has a two-light precision approach path indicator (PAPI) on the left; however, there are no instrument approach aids.

FUTURE AIRPORT PLANS

There are currently no changes proposed for the Airport during the planning horizon this plan covers.

AIRPORT ENVIRONS

EXISTING LAND USES

Exhibit H5 illustrates existing land uses in the AIA. Note that the AIA for the purposes of this ALUCP only include the area within Fresno County.

Adjacent land to the north, east, and northwest of the Airport are part of unincorporated Fresno County, whereas land immediately to the southwest and south are part of the City of Fresno. The areas around the Airport within Fresno County are predominantly single family residential, with select parcels for commercial and industrial land use. North of the Airport, where there is no land use data, are bluffs, bounded by the Airport to the south and the San Joaquin River to the north. In the northeastern and eastern parts of the AIA, there are several parcels that are part of unincorporated Fresno County; however, most of the AIA is within the City limits of Fresno, which is primarily single family residential. Other uses in the AIA include commercial, open space, multi-family residential, and public. The primary roadway to access the Airport is off of West Herndon Avenue.

ZONING

Exhibit H6 shows zoning in the AIA.

To the north, east, and northwest of the Airport property are zoned for single family residential. West of the Airport, the areas are zoned primarily for commercial. South of Runway 30 is zoned for open space. Most of the northern areas of the AIA are zoned for open space and agriculture uses, with single family residential zoned in the eastern, western, and southern portion of the AIA. There are zones for commercial, industrial, open space, multi-family residential, and public throughout the AIA; however, the predominant zoning is for single family residential.

GENERAL PLAN

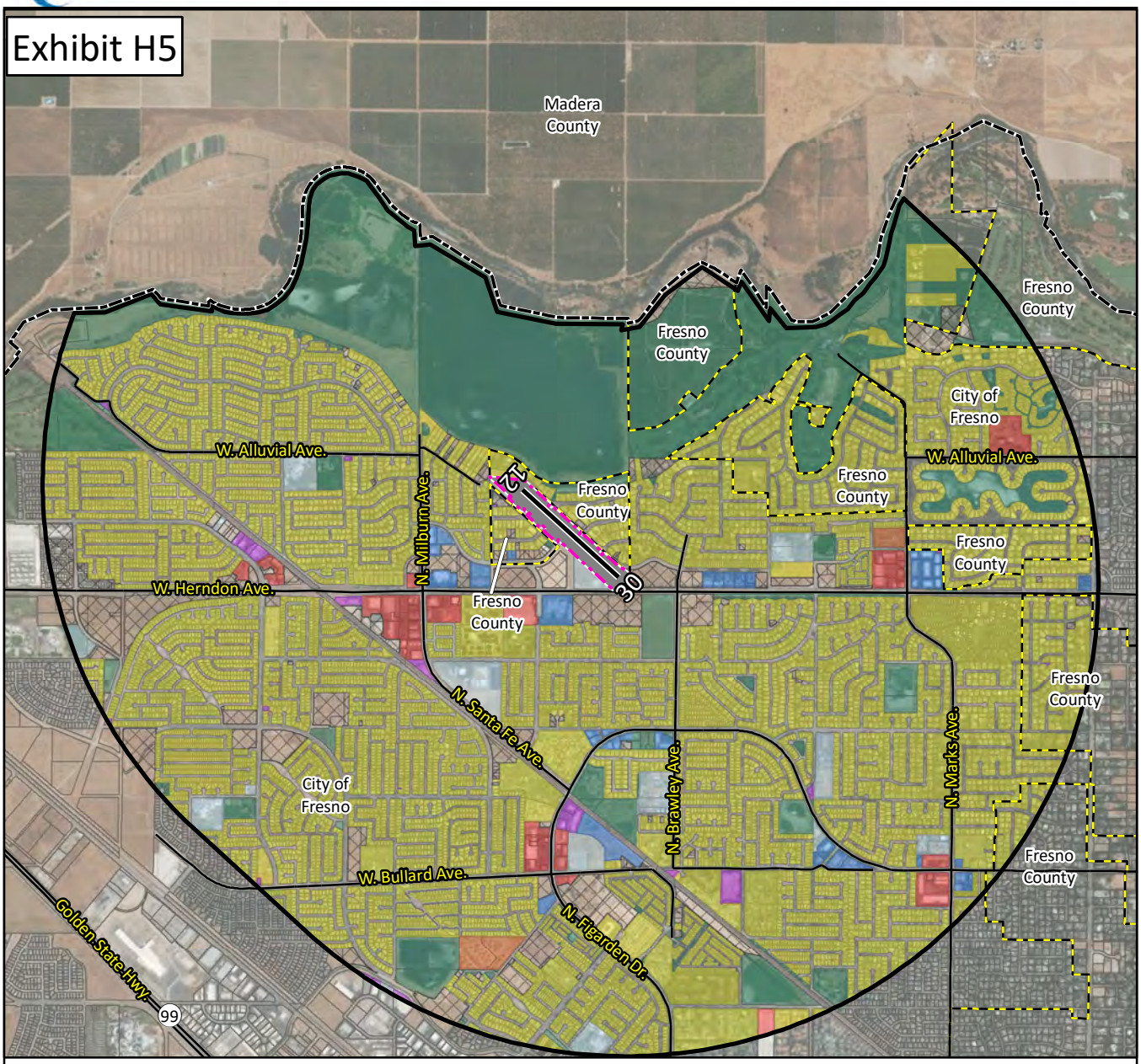
General plan land uses in the AIA are shown on **Exhibit H7**.

Areas to the northwest and east of the Airport area planned for single family residential. To the west and southwest, uses are planned for public and commercial uses. The area south of Runway 30 is planned for open space and office, and areas to the southeast are planned for commercial and mixed use, which contains a combination of commercial and residential uses. North of Runway 12 is planned for mostly open space, but some parcels are planned for mixed use as well. Unlike the existing land uses and zoning exhibits, the general plan map shows that much of the AIA is planned for mixed use in the future versus mostly residential. Much of the eastern area of the AIA is still planned for single family residential and northern portions are to remain as open space.

COMPATIBILITY FACTORS

Exhibit H8 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 H5



LEGEND

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

Existing Land Use[4]

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

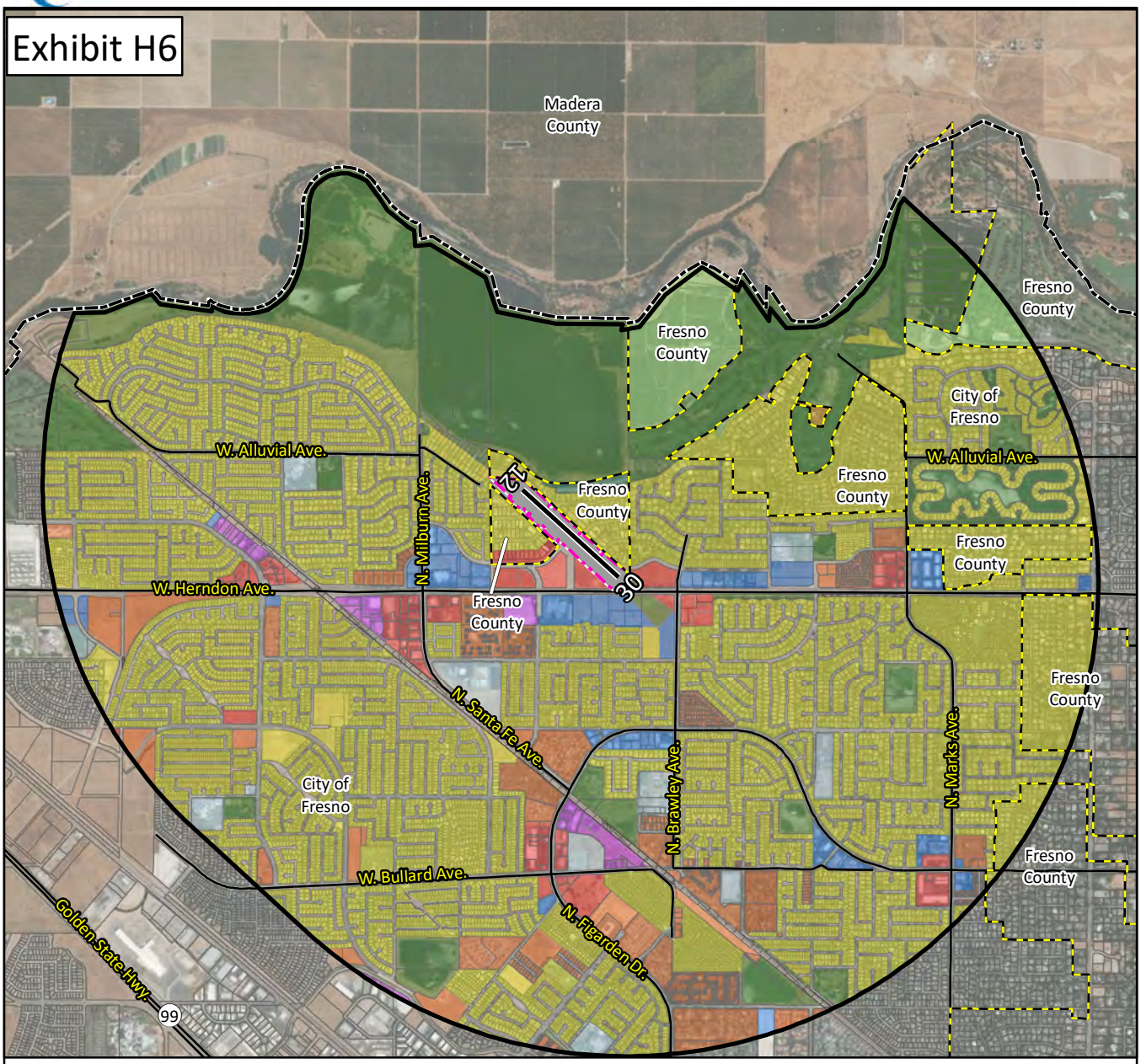
N

0 3,000 6,000

1" = 3,000'

[1]FAA 5010 Master Record.
[2]APN's: 50103102, 50103402, 50104202, 50105001, 50104702.
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]City of Fresno.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit H6



LEGEND

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

Zoning[4]

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

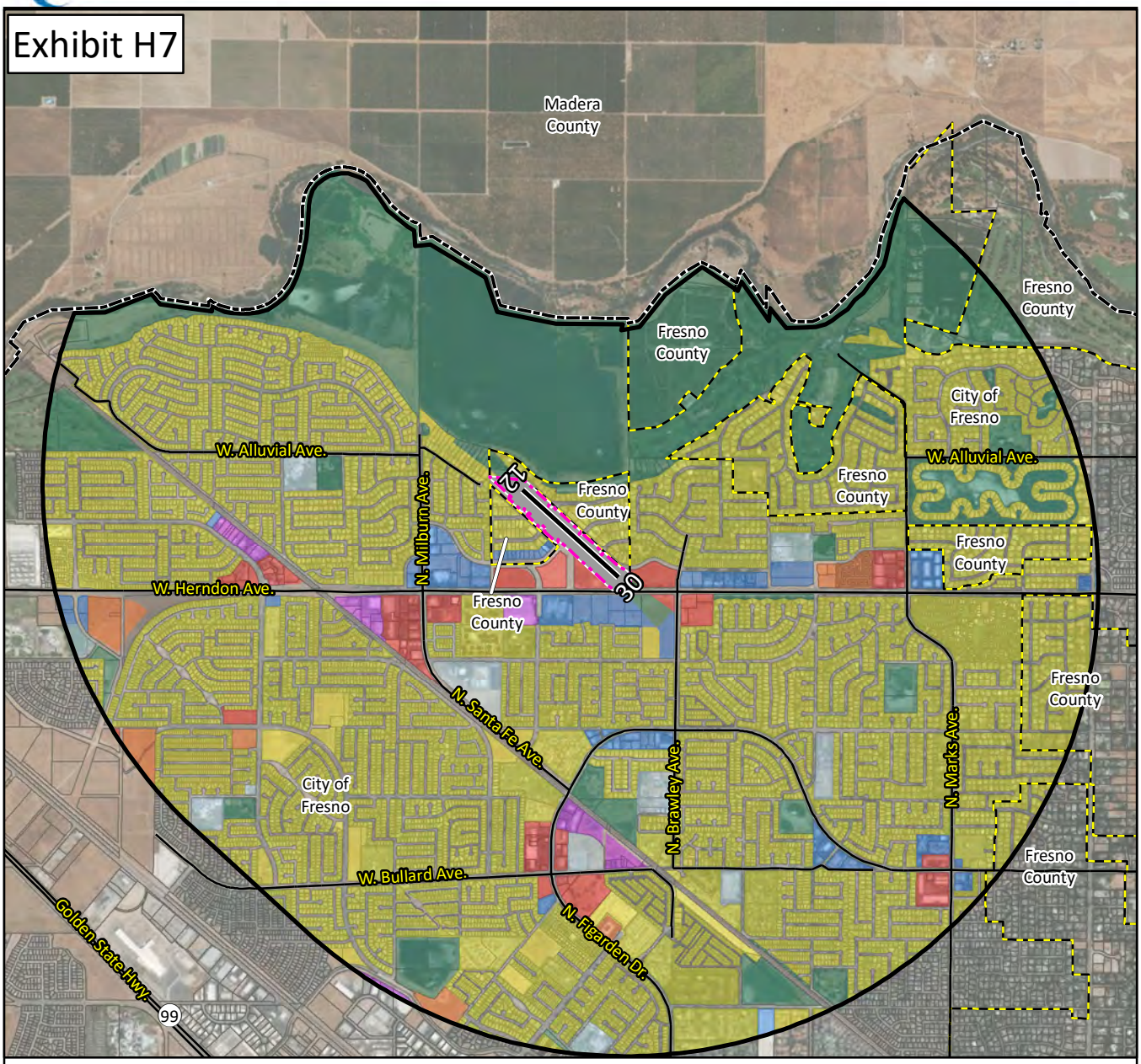
N

0 3,000 6,000

1" = 3,000'

[1]FAA 5010 Master Record.
[2]APN's: 50103102, 50103402, 50104202, 50105001, 50104702.
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]Fresno County Zoning, City of Fresno Zoning.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit H7



LEGEND

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

General Plan[4]

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

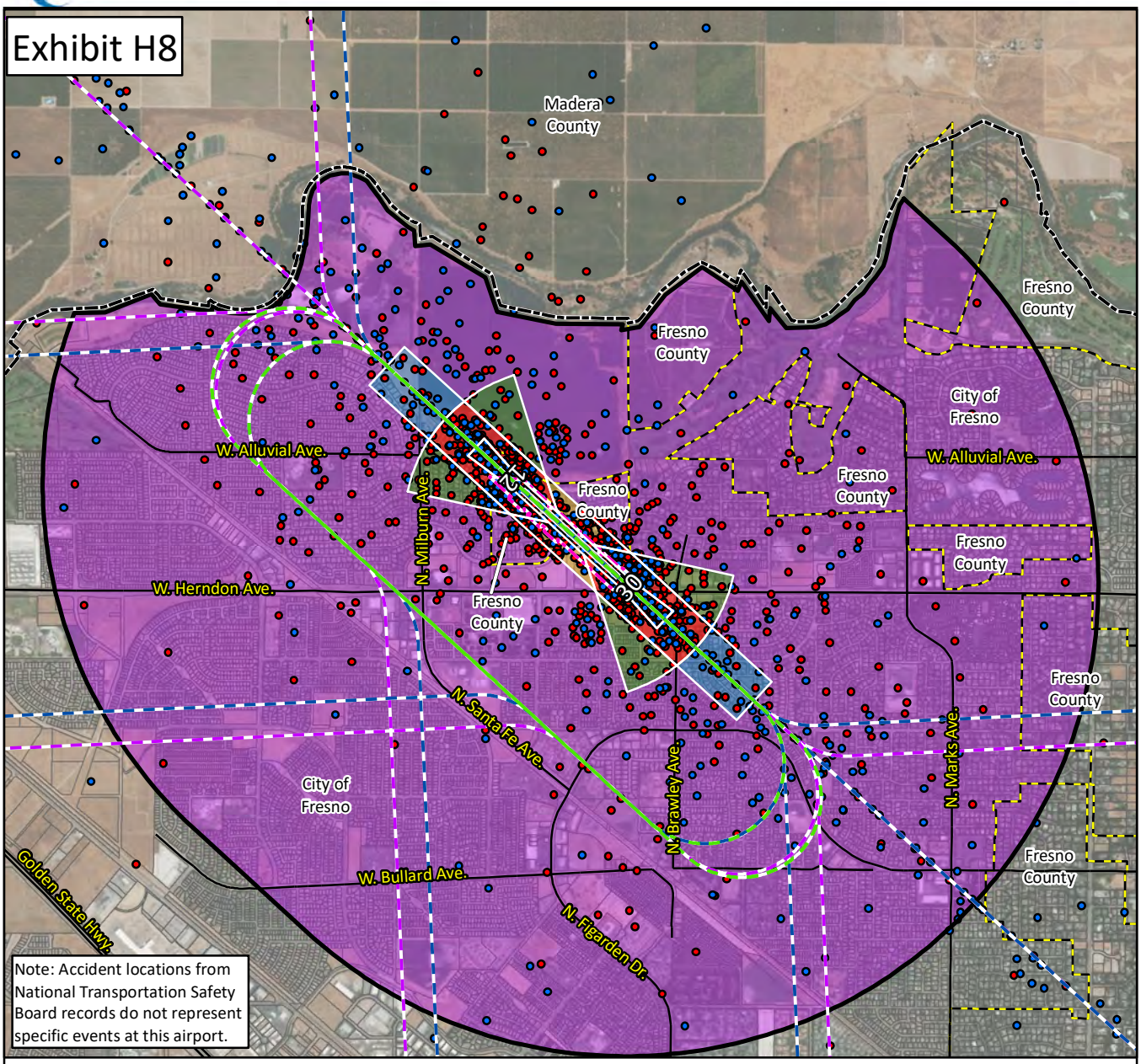
N

0 3,000 6,000

1" = 3,000'

[1]FAA 5010 Master Record.
[2]APN's: 50103102, 50103402, 50104202, 50105001, 50104702.
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]City of Fresno General Plan.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit H8



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- County Boundary
- Streets
- Arrival Accidents[3]
- Departure Accidents[3]
- Airport Influence Area (AIA)[4]

Flight Tracks[5]

- Approach
- Departure
- Touch And Go

Safety Zones[6]

- 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

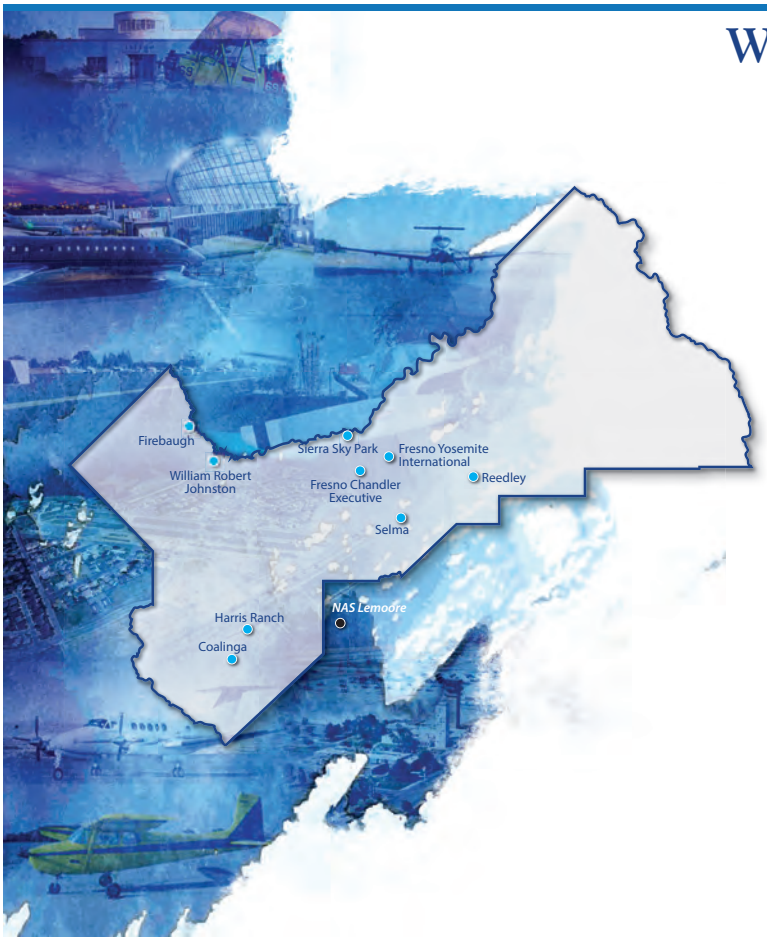
1" = 3,000'

[1]FAA 5010 Master Record.
[2]APN's: 50103102, 50103402, 50104202, 50105001, 50104702.
[3]California Airport Land Use Planning Handbook, 2011. Normalized from airports in United States.
[4]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[5]Coffman Associates Analysis.
[6]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 J

WILLIAM ROBERT JOHNSTON MUNICIPAL AIRPORT



Appendix J: William Robert Johnston Municipal Airport

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

The Airport lies on the eastern boundary of the City of Mendota. The 2017 – 2021 *National Plan of Integrated Airport Systems* classifies it as a general aviation Airport while the 2013 *California Aviation System Plan* considers it a community facility. The Airport is owned by the City of Mendota and is available for public use. The Airport covers 130 acres of land and is at an elevation of 162 feet. The Airport is primarily used for aerial application operations.

SAFETY ZONES

The Airport Influence Area (AIA) and Safety Zones for William Robert Johnston Municipal Airport are shown on **Exhibit J1**. 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, the Airport has one runway, Runway 15-33, which is 3,499 feet long. The Federal Aviation Administration (FAA)-approved Airport Layout Plan (ALP) includes an extension of 1,400 feet to the northwest for a total of 4,899 feet. Therefore, the Safety Zones are based on the Medium General Aviation Runway example. As discussed below, the traffic pattern is located east of the Airport, therefore; based on Handbook guidance, the Inner Turning Zone is only shown to the east. For this plan, 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

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 William Robert Johnston Municipal Airport noise exposure contours shown on **Exhibit J2**. 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 J1** 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 William Robert Johnston Municipal Airport was derived from an interview with the Airport manager, based aircraft list, and a review of flight plan records. **Table J1** summarizes the generalized fleet mix data input into the noise analysis.

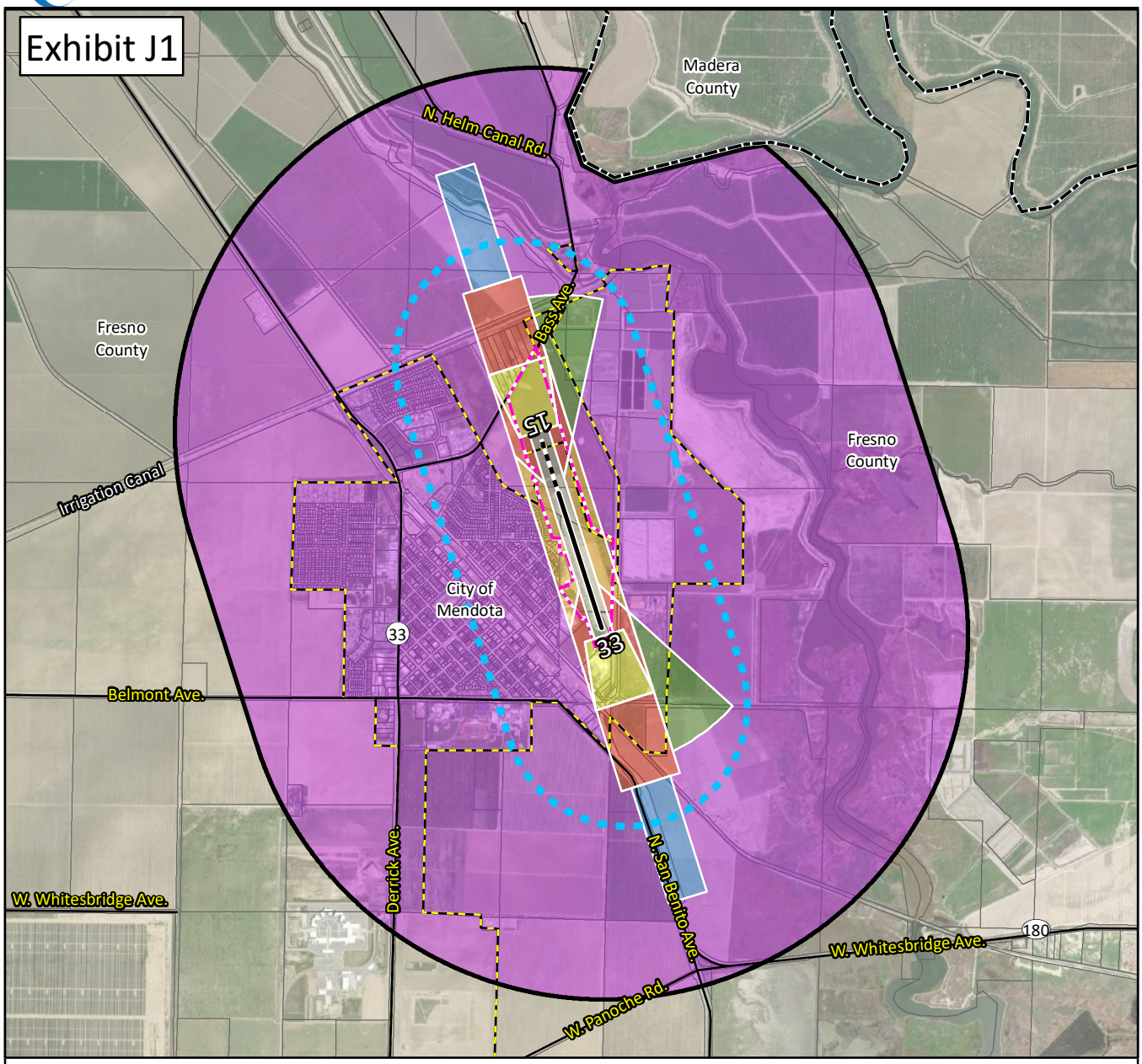
A variety of general aviation, single engine fixed-propeller aircraft are modeled with the GASEPV and GASEPF aircraft in the AEDT. The GASEPV represents many single engine general aviation aircraft including the Mooney M-20, Cessna 172 and 180, and Piper Cherokee Arrow. The general aviation, single engine 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.

TABLE J1
William Robert Johnston Municipal Airport
Aircraft Fleet Mix and Operations

Operations	AEDT Designator	2017[1]	2037[2]
Itinerant			
Single Engine, Fixed	GASEPF	1,000	1,174
Single Engine, Variable	GASEPV	1,000	1,174
Subtotal		2,000	2,348
Local			
Single Engine, Fixed	GASEPF	1,000	1,180
Single Engine, Variable	GASEPV	1,000	1,181
Subtotal		2,000	2,361
Grand Total		4,000	4,709

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

Exhibit J1



LEGEND

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

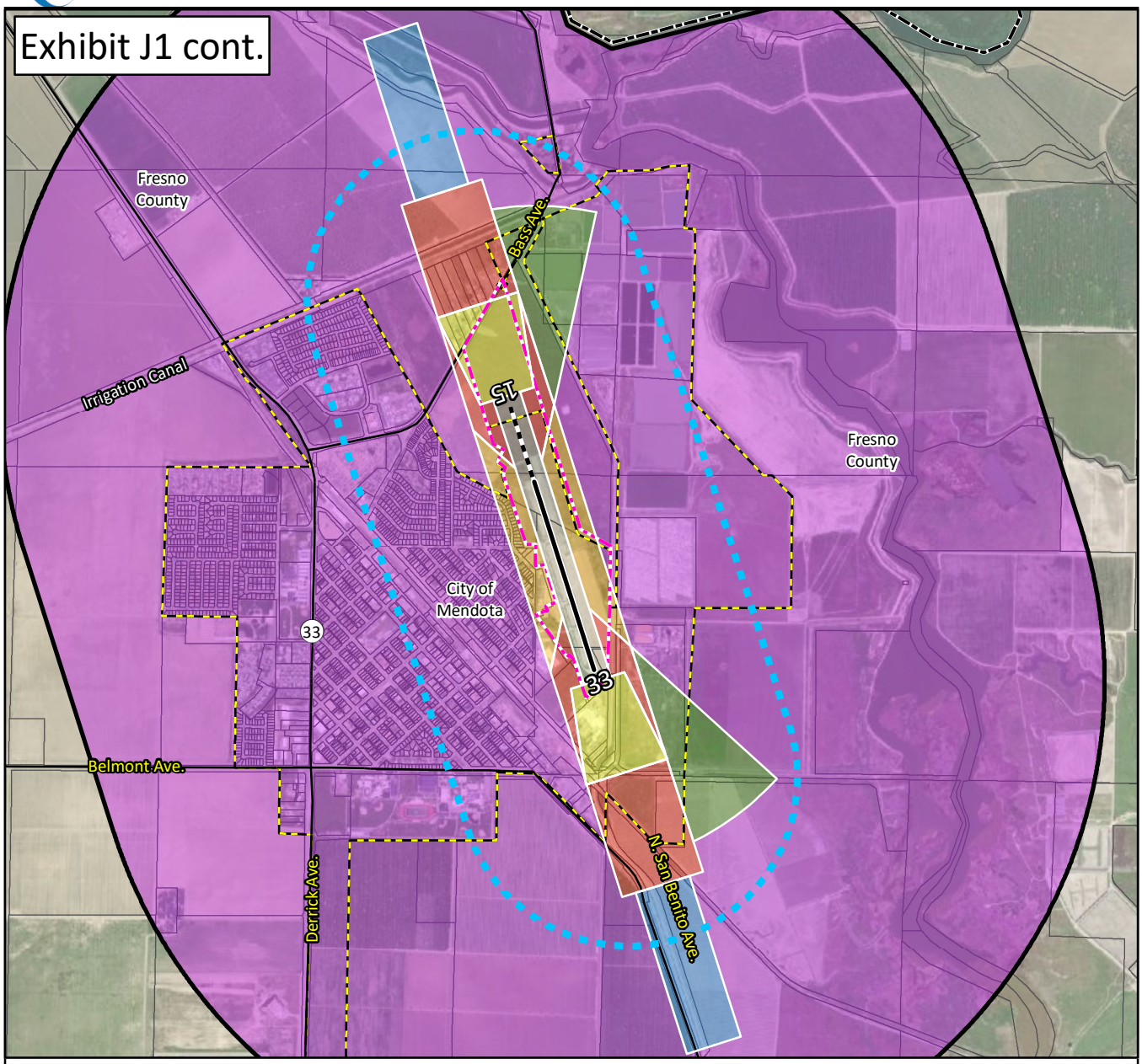
N

0 4,000 8,000

1" = 4,000'

[1]FAA 5010 Master Record.
[2]William Robert Johnston Airport Layout Plan.
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2020).

Exhibit J1 cont.



LEGEND

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

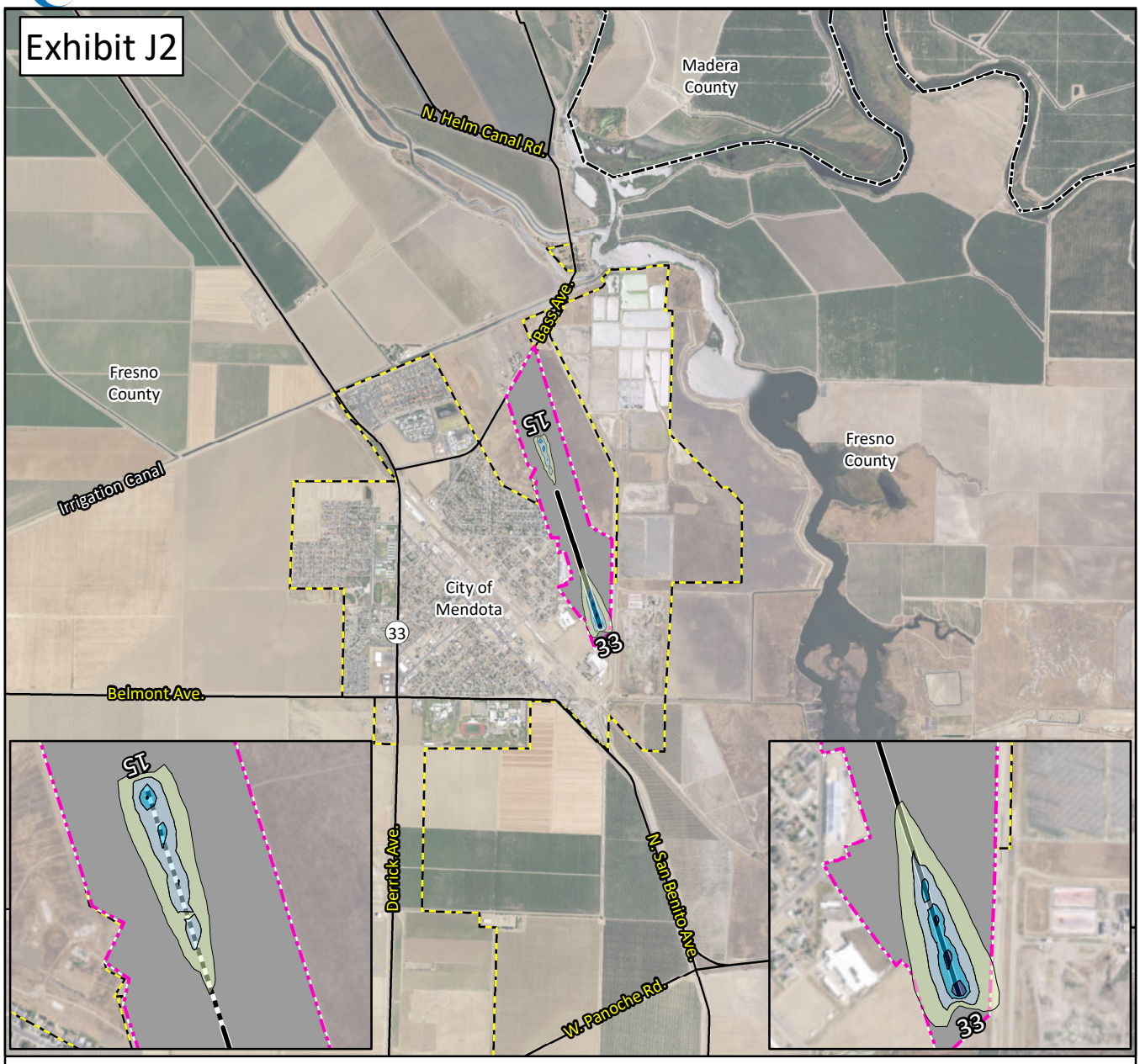
N

0 2,800 5,600

1" = 2,800'

[1]FAA 5010 Master Record.
[2]William Robert Johnston Airport Layout Plan.
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[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).

Exhibit J2



LEGEND

- Existing Runway[1]
- Ultimate Runway[2]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- County Boundary
- Streets

Future Noise Contours[3]

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

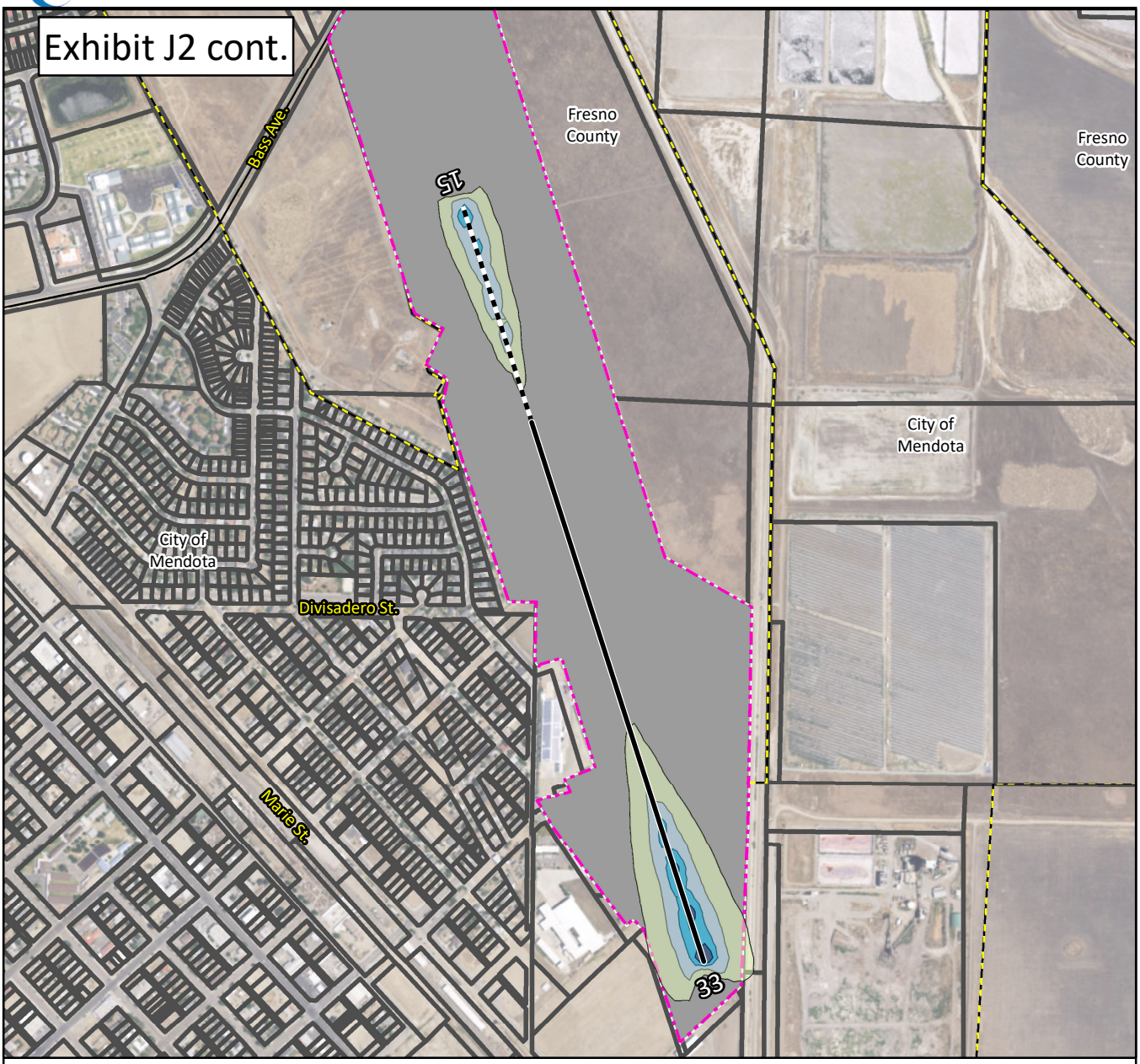
N

0 4,000 8,000

1" = 4,000'

[1]FAA 5010 Master Record.
[2]William Robert Johnston Airport Layout Plan.
[3] Community Noise Equivalent Level - Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit J2 cont.



LEGEND

- Existing Runway[1]
- Ultimate Runway[2]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- Streets

Future Noise Contours[3]

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

N

0 1,000 2,000

1" = 1,000'

[1]FAA 5010 Master Record.
[2]William Robert Johnston Airport Layout Plan.
[3] Community Noise Equivalent Level - Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

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 15 – 25 percent
- Runway 33 – 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 15 is left hand and the traffic pattern for Runway 33 right hand. Accordingly, it is assumed that touch-and-go traffic occurs to the east of the Airport for Runway 15-33.

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 J3 depicts the Airspace Plan from the 2005 William Robert Johnston Municipal Airport Layout Plan. This exhibit includes the 14 CFR Part 77 Conical Surface which is also the Airport Influence Area for the Airport.

AIRPORT INFORMATION

AIRPORT FACILITIES

Airport facilities are summarized in **Table J2** and **Exhibit J4** shows the ALP (November 2005).

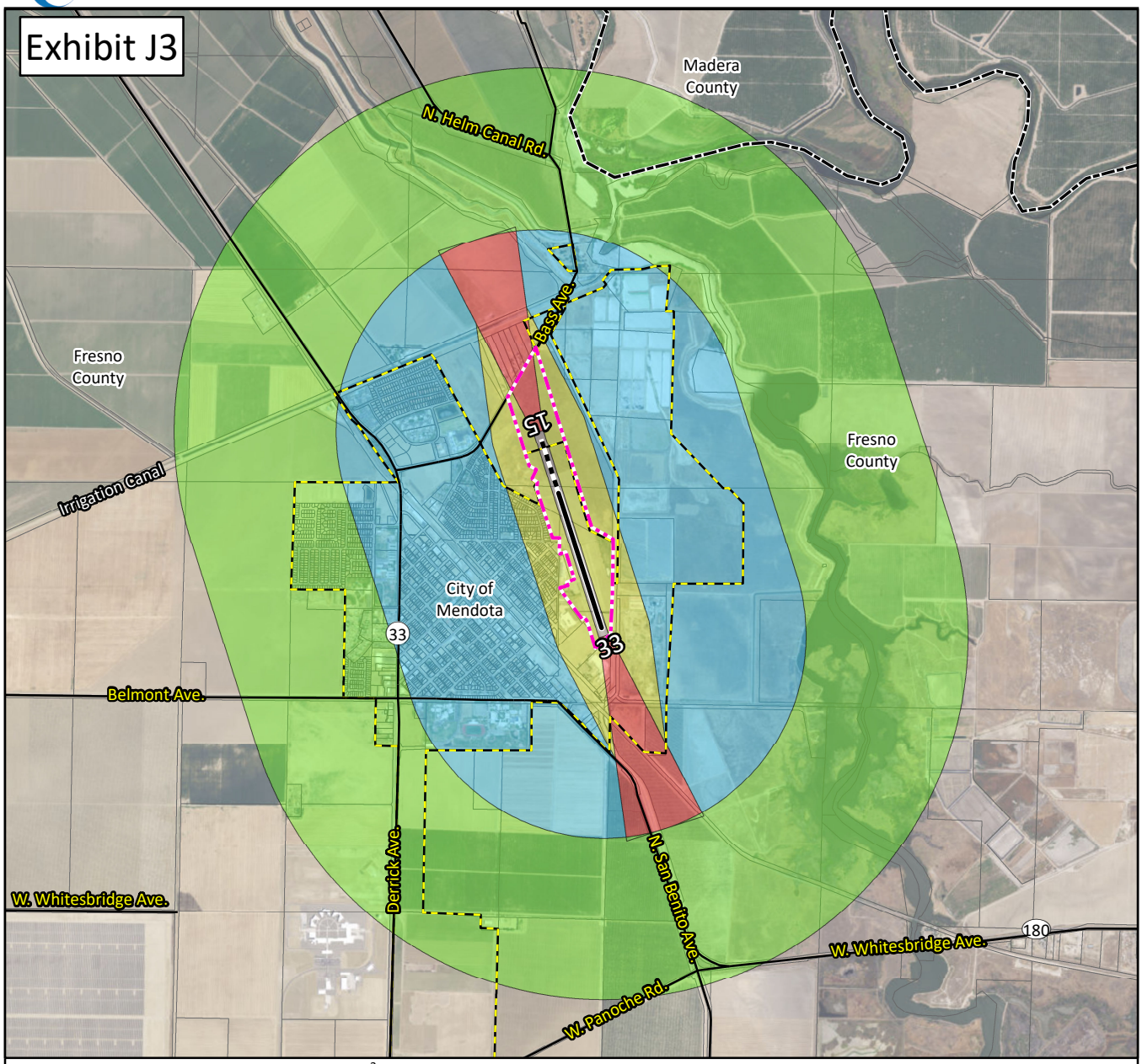
Runway 15-33 is the Airport's only runway. It is 3,499 feet long and sixty feet wide. It is constructed of asphalt and in fair condition. Runway 15 has a left-handed traffic pattern and Runway 33 has a non-standard right-handed traffic pattern. The runway is designed for single wheel aircraft weighing 12,000 pounds or less. The runway markings are basic and in fair condition. There is no runway lighting, visual, or instrument approach aids.

TABLE J2
Airport Facilities
William Robert Johnston Municipal Airport

	Runway 15-33
RUNWAY(S)	
Length (feet)	3,499
Width (feet)	60
Threshold Displacement (feet)	0
Runway Pavement Surface Material	Asphalt
Runway Pavement Surface Treatment	Not listed
Runway Pavement Condition	Fair
Traffic Pattern	Left | Right
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	None
Approach Lighting System (ALS)	None
Touchdown Point	None
Runway End Identifier Lights (REILs)	None
VISUAL APPROACH AIDS	
Type	None
Glide Path	N/A
INSTRUMENT APPROACH AIDS	
Instrument Landing System (ILS)	No
Global Positioning System (GPS)	No
VOR/DME	No

N/A: Not Applicable
VOR/DME: Very High Frequency Omnidirectional Range Distance Measuring Equipment
Source: AirNav (July 2017)

Exhibit J3



LEGEND

- Existing Runway[1]
- Ultimate Runway[2]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- County Boundary
- Streets

Part 77 Surfaces[3]

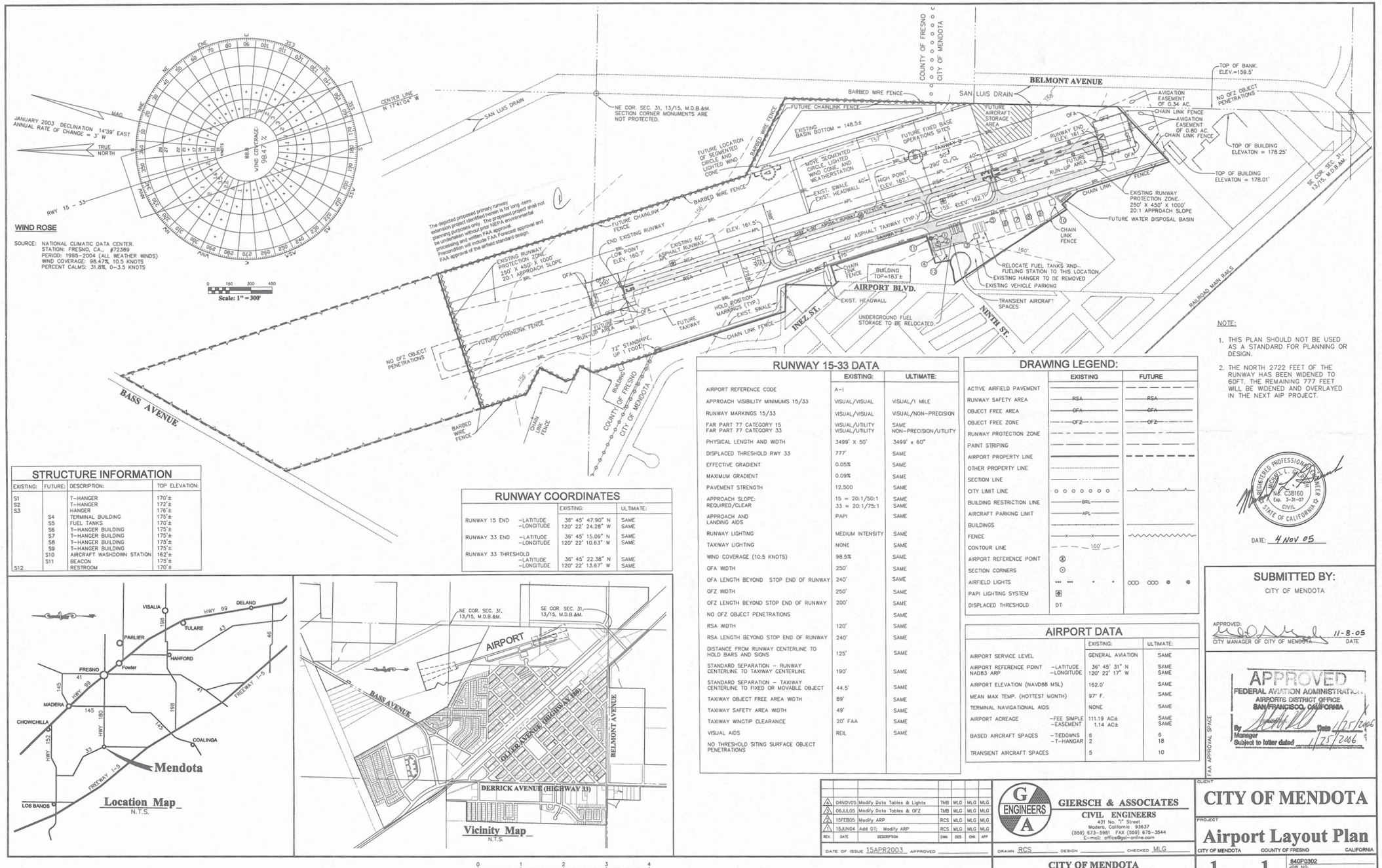
- Primary Surface
- Approach Surface
- Transitional Surface
- Horizontal Surface
- Conical Surface

N

0 4,000 8,000

1" = 4,000'

[1]FAA 5010 Master Record.
[2]William Robert Johnston Airport Layout Plan.
[3]14 CFR, Subchapter E, Part 77, §77.25.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).



STRUCTURE INFORMATION

EXISTING:	FUTURE:	DESCRIPTION:	TOP ELEVATION:
S1		T-HANGER	170'±
S2		T-HANGER	172'±
S3		HANGER	176'±
	S4	TERMINAL BUILDING	175'±
	S5	FUEL TANKS	170'±
	S6	T-HANGER BUILDING	175'±
	S7	T-HANGER BUILDING	175'±
	S8	T-HANGER BUILDING	175'±
	S9	T-HANGER BUILDING	175'±
	S10	AIRCRAFT WASHDOWN STATION	162'±
	S11	BEACON	175'±
S12		RESTROOM	170'±

RUNWAY COORDINATES

		EXISTING:	ULTIMATE:
RUNWAY 15 END	-LATITUDE	36° 45' 47.90" N	SAME
	-LONGITUDE	120° 22' 24.28" W	SAME
RUNWAY 33 END	-LATITUDE	36° 45' 15.09" N	SAME
	-LONGITUDE	120° 22' 10.63" W	SAME
RUNWAY 33 THRESHOLD	-LATITUDE	36° 45' 22.38" N	SAME
	-LONGITUDE	120° 22' 13.67" W	SAME

0 1 2 3 4
FOR REDUCED OR ENLARGED PLANS, ORIGINAL SCALE IS IN INCHES

RUNWAY 15-33 DATA

	EXISTING:	ULTIMATE:
AIRPORT REFERENCE CODE	A-I	
APPROACH VISIBILITY MINIMUMS 15/33	VISUAL/VISUAL	VISUAL/1 MILE
RUNWAY MARKINGS 15/33	VISUAL/VISUAL	VISUAL/NON-PRECISION
FAR PART 77 CATEGORY 15 FAR PART 77 CATEGORY 33	VISUAL/UTILITY VISUAL/UTILITY	SAME NON-PRECISION/UTILITY
PHYSICAL LENGTH AND WIDTH	3499' X 50'	3499' x 60"
DISPLACED THRESHOLD RWY 33	777'	SAME
EFFECTIVE GRADIENT	0.05%	SAME
MAXIMUM GRADIENT	0.09%	SAME
PAVEMENT STRENGTH	12,500	SAME
APPROACH SLOPE: REQUIRED/CLEAR	15 = 20:1/50:1 33 = 20:1/75:1	SAME SAME
APPROACH AND LANDING AIDS	PAPI	SAME
RUNWAY LIGHTING	MEDIUM INTENSITY	SAME
TAXIWAY LIGHTING	NONE	SAME
WIND COVERAGE (10.5 KNOTS)	98.5%	SAME
OFA WIDTH	250'	SAME
OFA LENGTH BEYOND STOP END OF RUNWAY	240'	SAME
OFZ WIDTH	250'	SAME
OFZ LENGTH BEYOND STOP END OF RUNWAY	200'	SAME
NO OFZ OBJECT PENETRATIONS		SAME
RSA WIDTH	120'	SAME
RSA LENGTH BEYOND STOP END OF RUNWAY	240'	SAME
DISTANCE FROM RUNWAY CENTERLINE TO HOLD BARS AND SIGNS	125'	SAME
STANDARD SEPARATION - RUNWAY CENTERLINE TO TAXIWAY CENTERLINE	190'	SAME
STANDARD SEPARATION - TAXIWAY CENTERLINE TO FIXED OR MOVABLE OBJECT	44.5'	SAME
TAXIWAY OBJECT FREE AREA WIDTH	89'	SAME
TAXIWAY SAFETY AREA WIDTH	49'	SAME
TAXIWAY WINGTIP CLEARANCE	20' FAA	SAME
VISUAL AIDS	REIL	SAME
NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS		

DRAWING LEGEND:

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
RUNWAY SAFETY AREA	RSA	RSA
OBJECT FREE AREA	OFA	OFA
OBJECT FREE ZONE	OFZ	OFZ
RUNWAY PROTECTION ZONE		
PAINT STRIPING		
AIRPORT PROPERTY LINE		
OTHER PROPERTY LINE		
SECTION LINE		
CITY LIMIT LINE		
BUILDING RESTRICTION LINE	BRL	
AIRCRAFT PARKING LIMIT	APL	
BUILDINGS		
FENCE	x x	
CONTOUR LINE	160'	
AIRPORT REFERENCE POINT		
SECTION CORNERS		
AIRFIELD LIGHTS		
PAPI LIGHTING SYSTEM		
DISPLACED THRESHOLD	DT	

AIRPORT DATA

		EXISTING:	ULTIMATE:
AIRPORT SERVICE LEVEL		GENERAL AVIATION	SAME
AIRPORT REFERENCE POINT NAD83 ARP	-LATITUDE -LONGITUDE	36° 45' 31" N 120° 22' 17" W	SAME SAME
AIRPORT ELEVATION (NAVD88 MSL)		162.0'	SAME
MEAN MAX TEMP. (HOTTEST MONTH)		97° F.	SAME
TERMINAL NAVIGATIONAL AIDS		NONE	SAME
AIRPORT ACREAGE	-FEE SIMPLE -EASEMENT	111.19 AC± 1.14 AC±	SAME SAME
BASED AIRCRAFT SPACES	-TIEDOWNS -T-HANGAR	6 2	6 18
TRANSIENT AIRCRAFT SPACES		5	10

REGISTERED PROFESSIONAL ENGINEER
MICHAEL L. GIERSCH
No. C38160
Exp. 3-31-07
CIVIL
STATE OF CALIFORNIA

DATE: 4 NOV 05

SUBMITTED BY:
CITY OF MENDOTA

APPROVED: _____ 11-8-05
CITY MANAGER OF CITY OF MENDOTA — DATE

FAA APPROVAL SPACE

APPROVED
FEDERAL AVIATION ADMINISTRATION
AIRPORTS DISTRICT OFFICE
SAN FRANCISCO, CALIFORNIA
By _____ Date 1/25/2006
Manager
Subject to letter dated 1/25/2006

REV.	DATE	DESCRIPTION	DWN	DES	CHK	APP
1	04NOV05	Modify Data Tables & Lights	TMB	MLG	MLG	MLG
2	06JUL05	Modify Data Tables & OFZ	TMB	MLG	MLG	MLG
3	15FEB05	Modify ARP	RCS	MLG	MLG	MLG
4	15JUN04	Add DT; Modify ARP	RCS	MLG	MLG	MLG

DATE OF ISSUE 15APR2003 APPROVED _____

GIERSCH & ASSOCIATES
CIVIL ENGINEERS
421 No. "I" Street
Madera, California 93637
(559) 673-5981 FAX (559) 675-3544
E-mail: office@gai-online.com

DRAWN RCS DESIGN _____ CHECKED MLG

CITY OF MENDOTA
MUNICIPAL AIRPORT

CLIENT
CITY OF MENDOTA

PROJECT
Airport Layout Plan
CITY OF MENDOTA COUNTY OF FRESNO CALIFORNIA

1 SHEET OF 1 SHEET(S)
JOB NO. 840P0302
DRAWING NO. AIRPORT3 1208

FUTURE AIRPORT PLANS

There is a runway extension proposed to the north of Runway 15 in the long-term future. Other ultimate airfield plans include widening Runway 15-33 ten feet, and updating runway marking on Runway 33 to be non-precision.

AIRPORT ENVIRONS

EXISTING LAND USES

Existing land uses within the AIA are shown **Exhibit J5**. Note that only areas within Fresno County are considered as part of this ALUCP.

The Airport is within the municipal boundary of the City of Mendota; however, much of the AIA is considered unincorporated Fresno County. North of Bass Avenue are single family residential uses. East of the Airport are agricultural uses. South and southwest of Runway 33 are industrial uses, and along much of the western side of the Airport are single family residential neighborhoods. Downtown Mendota is west of the Airport, which consists of residential, commercial, and industrial uses. Much of the remainder of the AIA is used for agriculture; however, there is a substantial area east of the Airport for public use.

ZONING

Exhibit J6 shows the zoning in the AIA.

Much of the area in the AIA is zoned for agricultural uses, including the areas immediately northwest, north, and east of the Airport. To the southwest and south of Runway 33, the land is zoned for industrial purposes, and to the southeast, land is zoned for public use. The City of Mendota, primarily to the west of the Airport, is zoned for primarily single family residential, although there are parcels zoned for multi-family residential, industrial, commercial, and public uses, as well.

GENERAL PLAN

General plan land uses are displayed on **Exhibit J7**.

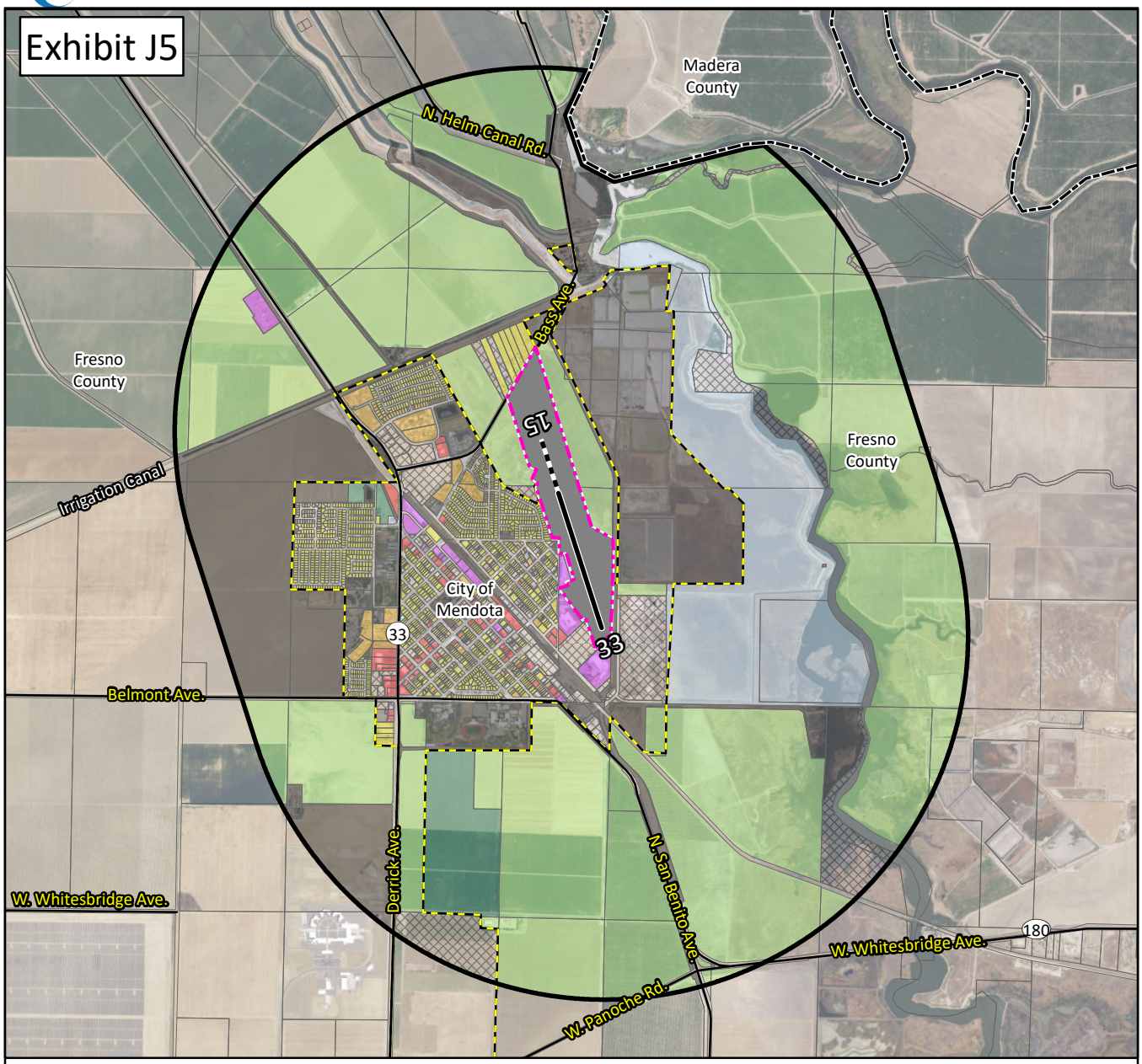
Areas to the north and west of the Airport area planned for residential use. The area to the west of Runway 15-33 is planned for open space, whereas areas farther to the west are planned for public and then open space. To the southeast and south of the Runway 33 end, the land is planned for industrial uses. West of the Airport near the main area of the City of Mendota, there are uses planned for residential, office and mixed use, which is often a combination of commercial and residential uses. In contrast to the existing land use exhibit, **Exhibit J7** shows more development in the AIA. Much of the AIA is

planned for single family residential and mixed use; however, there are still significant portions planned for open space and agricultural uses.

COMPATIBILITY FACTORS

Exhibit J8 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 J5



LEGEND

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

Existing Land Use[4]

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

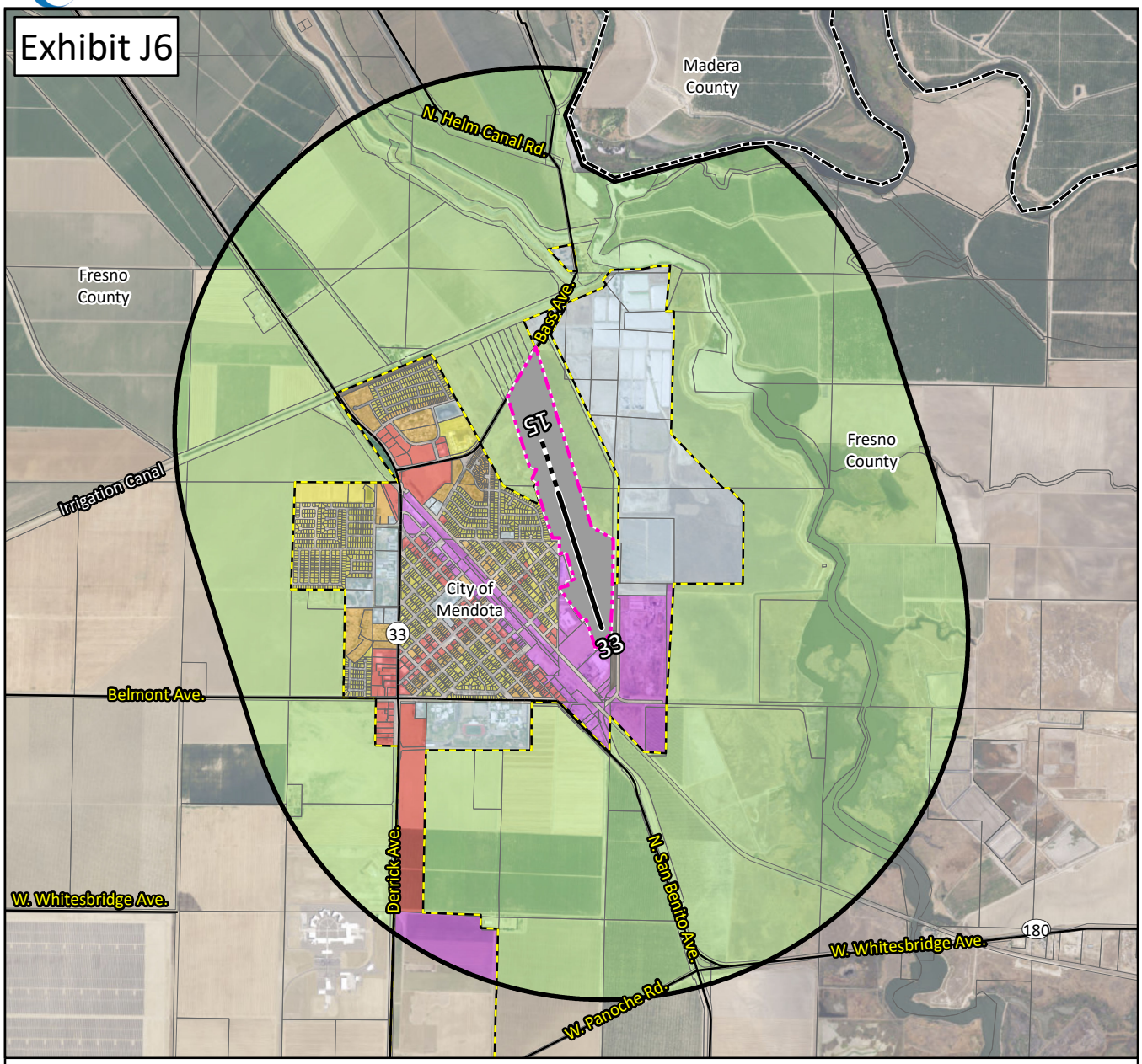
N

0 4,000 8,000

1" = 4,000'

[1]FAA 5010 Master Record.
[2]William Robert Johnston Airport Layout Plan.
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]Fresno Council of Governments.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit J6



LEGEND

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

Zoning[4]

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

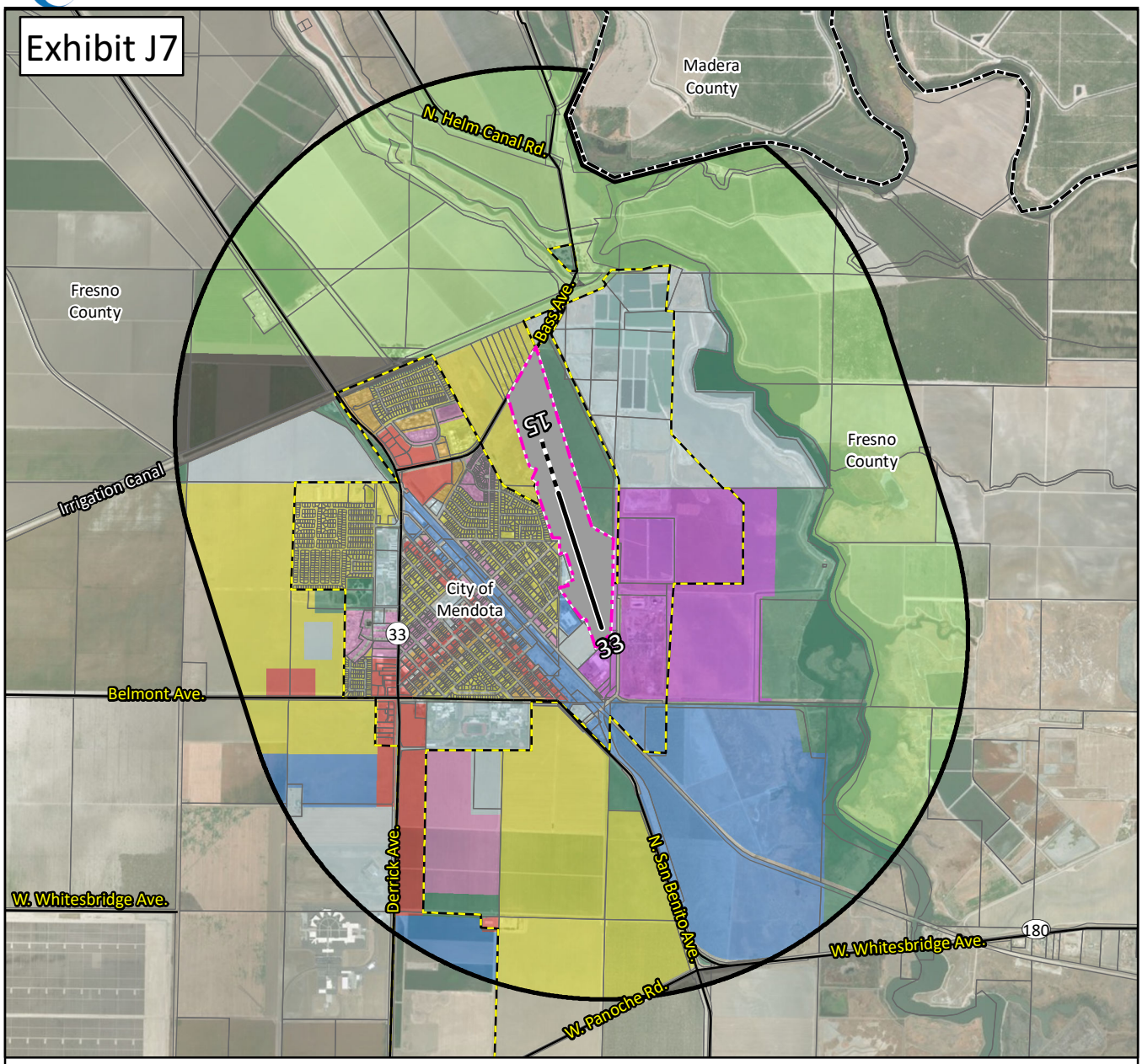
N

0 4,000 8,000

1" = 4,000'

[1]FAA 5010 Master Record.
[2]William Robert Johnston Airport Layout Plan.
[3]77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]Fresno County Zoning, City of Mendota Zoning.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit J7



LEGEND

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

General Plan[4]

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

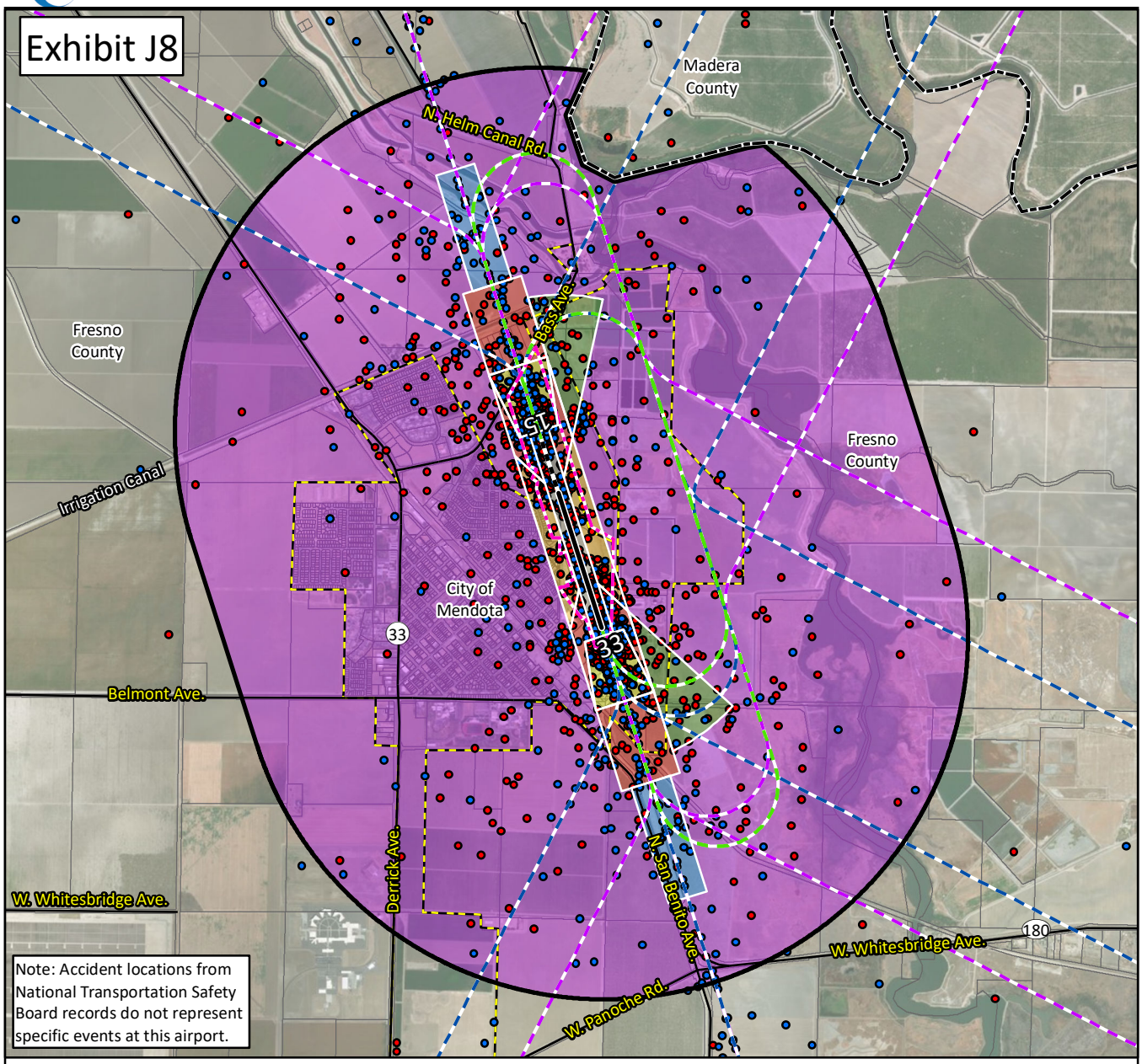
N

0 4,000 8,000

1" = 4,000'

[1]FAA 5010 Master Record.
[2]William Robert Johnston Airport Layout Plan.
[3]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[4]Fresno County General Plan.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Exhibit J8



LEGEND

- Existing Runway[1]
- Ultimate Runway[2]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- County Boundary
- Streets
- Arrival Accidents[3]
- Departure Accidents[3]
- Airport Influence Area (AIA)[4]

Flight Tracks[5]

- Approach
- Departure
- Touch And Go

Safety Zones[6]

- 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 4,000 8,000

1" = 4,000'

[1]FAA 5010 Master Record.
[2]William Robert Johnston Airport Layout Plan.
[3]California Airport Land Use Planning Handbook, 2011. Normalized from airports in United States.
[4]Part 77 Conical Surface. See 14 CFR, Subchapter E, Part 77, §77.25.
[5]Coffman Associates analysis.
[6]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Appendix K: Naval Air Station Lemoore

Appendix K includes the land use compatibility criteria and maps for Naval Air Station (NAS) Lemoore. NAS Lemoore is located within both Fresno and Kings County. This plan will focus on policies and information relevant to the components of the Airport that are influenced by Fresno County only. The NAS Lemoore was commissioned in 1961 and remains the Navy's newest, largest, and only west coast Master Jet Base. The primary purpose of the Airport is to support Strike Fighter Wing, U.S. Pacific Fleet, and man, train, and equip west coast Strike Fighter squadrons. Much of the activity at the Airport consists of training flights for pilots.

NAS Lemoore covers approximately 19,000 acres, about 10,000 acres of which are leased for agricultural uses and which act as mitigation for the Bird/Animal Aircraft Strike Program. The facility has three operational areas:

- Air Operations Area: Includes the airfield, weapons handling and storage facilities, fuels, aircraft maintenance and aviation storage
- Administration Area: Contains NAS Lemoore administrative offices, training schools, public works facilities, emergency services and a water treatment plant
- Housing Area: Contains Kindergarten through 8th grade and Kindergarten through fifth grade schools, youth center, single and multi-family homes, restaurants, enlisted and officers clubs, barracks, hospital, gymnasium, shopping mall, equestrian center, and other community support facilities.

The United States (U.S.) Department of Defense has established two types of studies to promote compatible land use near military installations. The first is the Air Installation Compatible Use Zones (AICUZ) program, which includes noise exposure contours and accident potential zones. The second is the Joint Land Use Study, which is a cooperative effort between the Department of Defense and surrounding

communities to prepare land use planning documents to promote compatible land use near military installations. The following two documents were prepared for NAS Lemoore:

- *Air Installations Compatible Use Zones Report, Naval Air Station Lemoore, California*, November 2010
- *NAS Lemoore Joint Land Use Study*, August 2011

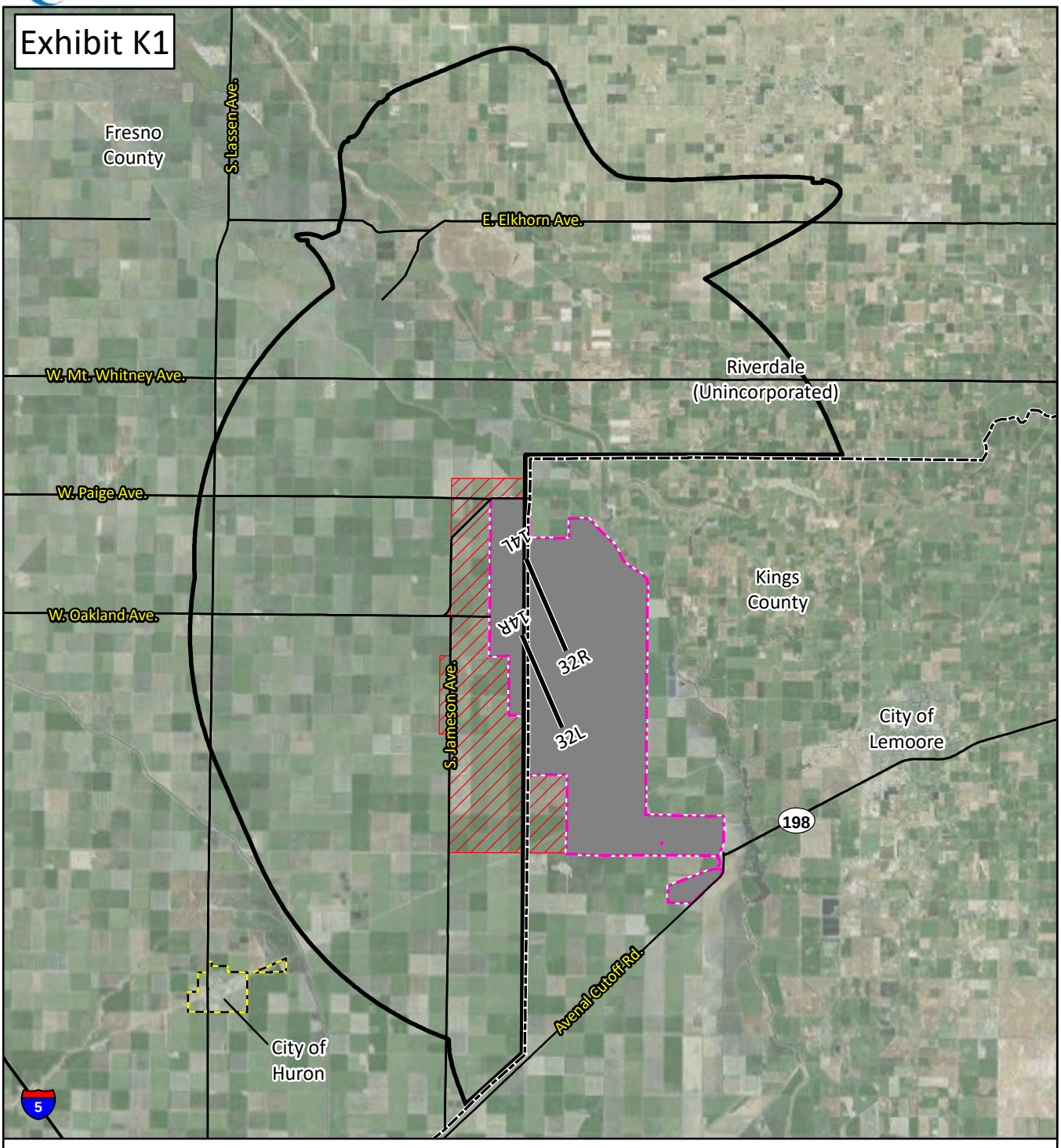
Both reports include recommended land use compatibility measures for implementation in Fresno County. **Exhibit K1** depicts the Airport Influence Area (AIA) within Fresno County for NAS Lemoore. Additionally, the Restructure Use Easement is shown on **Exhibit K1**. The Restructure Use Easement is an area of 10,639.60 acres in Fresno and Kings Counties that are taken for use by the U.S. as long as NAS Lemoore is owned and maintained by the U.S. Government. Area within this easement restricts land uses to agricultural purposes and mineral exploration, development and production. Further, structures of any kind, except for those related to farming and mining (not used for habitation), are prohibited. These structures cannot exceed 25 feet above ground level.

AIRPORT FACILITIES

Airport facilities are summarized in **Table K1**.

The Airport has two runways: Runway 14L-32R and Runway 14R-32L. Runway 14L-32R is 13,502 feet long and 200 feet wide. It is made of concrete. Both runway ends are left-handed traffic patterns. The runway is strength-rated to withstand up to 664,000 pounds. Runway edge lighting is high intensity and is equipped with an obstacle landing system. The touchdown point is unlighted and there are runway end identifier lights. There are no visual approach aids; however, there are two instrument approach aids, including tactical air navigation (TACAN) and global positioning system (GPS).

Runway 14R-32L is 13,501 feet long and 200 feet wide. It is constructed of concrete and both runways use left-handed traffic patterns. The runway can withstand up to 709,000 pounds. Runway lighting is high intensity, and there is an unlighted touchdown point as well as runway end identifier lights. Runway 14R has an obstacle landing system, while Runway 32L has a standard 2,400 foot high intensity approach lighting system with centerline sequenced flashers. There are no visual approach aids but there are two instrument approach aids, including TACAN and GPS.



LEGEND

- Runway[1]
- Airport Property[2]
- Municipal Boundary
- County Boundary
- Streets
- NAS Lemoore Safety Easement
- Airport Influence Area (AIA)[3]

N

0 20,000 40,000

1" = 20,000'

[1]Federal Aviation Administration Web Data Sheet.
[2]NAS Lemoore.
[3]AIA comprised of outer edges of NAS Lemoore Noise Zone and Outer Horizontal Surface.
Sources:NAS Lemoore, Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

TABLE K1
Airport Facilities
Naval Air Station Lemoore

	Runway 14L-32R	Runway 14R-32L
RUNWAY(S)		
Length (feet)	13,502	13,501
Width (feet)	200	200
Threshold Displacement (feet)	0	0
Runway Pavement Surface Material	Concrete	Concrete
Runway Pavement Surface Treatment	N/A	N/A
Runway Pavement Condition	Unknown	Unknown
Traffic Pattern	Left | Right	Right | Left
Runway Pavement Load Bearing Strength (lbs.)		
Pavement Classification Number (PCN)	51	56
Single Wheel	No limit	No limit
Dual Wheel	168,000	183,000
Double Tandem	264,000	285,000
Double Dual Tandem	664,000	709,000
Runway Pavement Markings		
Type	None	None
Condition	None	None
Runway Lighting		
Runway Edge Lighting	HIRL	HIRL
Approach Lighting System (ALS)	OLS	OLS | ALSF2, SF, OLS, Wave-Off
Touchdown Point	Yes (no lights)	Yes (lighted)
Runway End Identifier Lights (REILs)	Yes	Yes
VISUAL APPROACH AIDS		
Type	None	None
Glide Path	None	None
INSTRUMENT APPROACH AIDS		
Instrument Landing System (ILS)	No	No
Global Positioning System (GPS)	Yes	Yes
TACAN	Yes	Yes
VOR/DME/	No	No

HIRL: High Intensity Runway Lights
OLS: Obstacle Landing System
ALSF2: Approach Lighting System with Sequenced Flashing Lights Category 2
TACAN: Tactical Air Navigation
VOR/DME: Very High Frequency Omnidirectional Range Distance Measuring Equipment
Source: AirNav (July 2017)

SAFETY ZONES

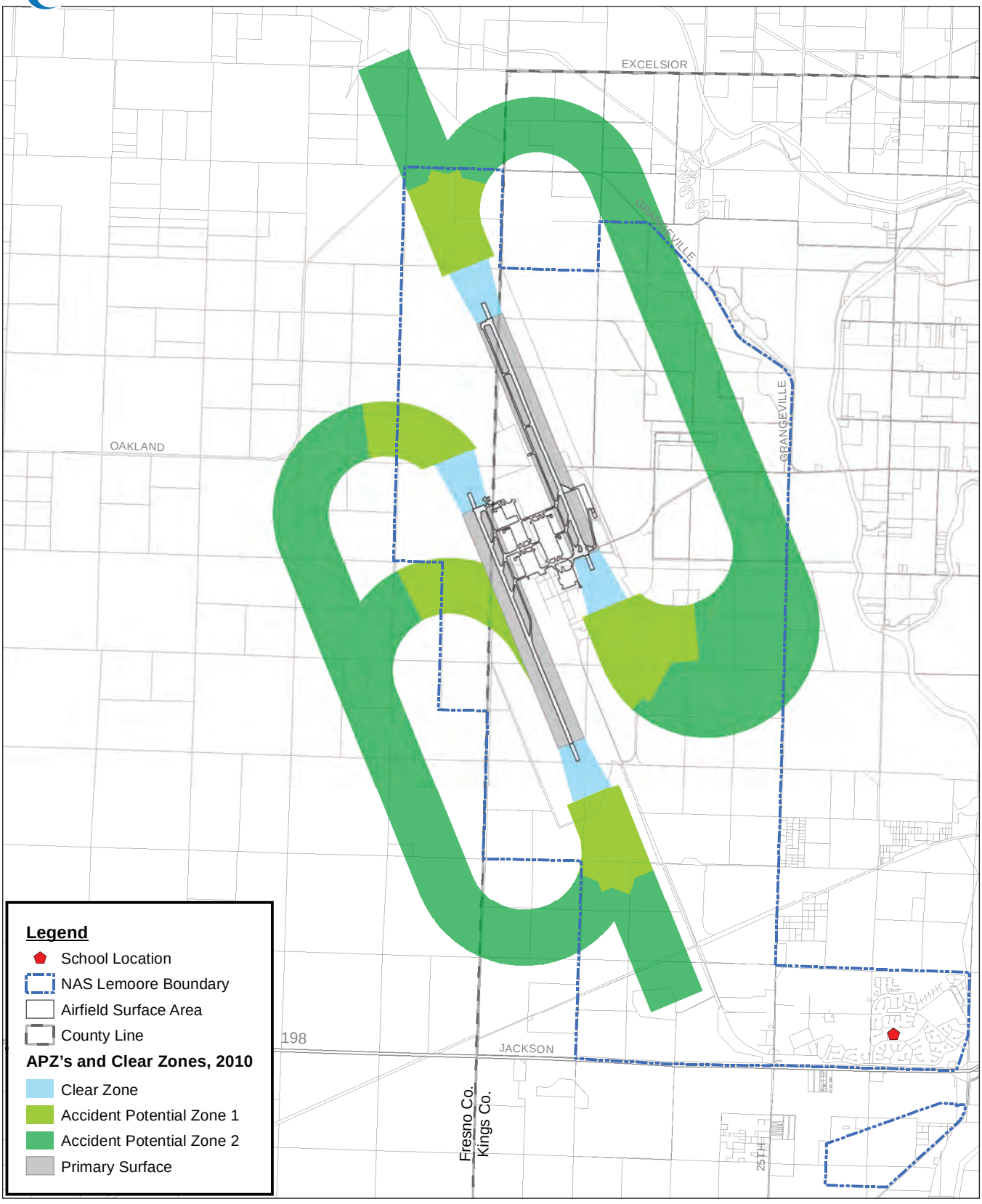
Exhibit K2 depicts the Accident Potential Zones from the *Air Installations Compatible Use Zones Report, Naval Air Station, Lemoore, California*. Compatibility criteria for these zones can be found in **Table K2**, Land Use Compatibility Recommendations, which is included at the end of this appendix.

NOISE

Exhibit K3 depicts the noise exposure contours from the *Air Installations Compatible Use Zones Report, Naval Air Station, Lemoore, California*. Compatibility criteria for these zones can be found in **Table K2**, Land Use Compatibility Recommendations, which is included at the end of this appendix.

AIRSPACE

Exhibit K4 depicts the Imaginary Surfaces from the *Air Installations Compatible Use Zones Report, Naval Air Station, Lemoore, California*. As outlined in the report, these areas must remain free of obstructions to ensure safe flight approaches, departures, and patterns. Obstructions may include natural terrain and manmade features, such as buildings, towers, poles, and other vertical obstructions to airspace navigation.



0 0.5 1 2 3
Miles
Scale 1:90,000

Source: 2010 AICUZ APZs, Nas Lemoore
Ecology & Environment, Inc.

Exhibit K2
ACCIDENT POTENTIAL ZONES - NAS LEMOORE

Table 6-1
Land-Use Compatibility Recommendations

Land Use		Accident Potential Zones[1]			Noise Levels			
					Noise Zone 2		Noise Zone 3	
SLUCM No.	Name	Clear Zone	APZ 1	APZ 2	65 to 70 DNL	70 to 75 DNL	75 to 80 DNL	80 to 85 DNL
10	Residential							
11	Household units	NA	NA	NA	N[28]	N[28]	N	N
11.11	Single units; detached	N	N	Y[2]	N[28]	N[28]	N	N
11.12	Single units; semidetached	N	N	N	N[28]	N[28]	N	N
11.13	Single units; attached row	N	N	N	N[28]	N[28]	N	N
11.21	Two units; side-by-side	N	N	N	N[28]	N[28]	N	N
11.22	Two units; one above the other	N	N	N	N[28]	N[28]	N	N
11.31	Apartments; walk up	N	N	N	N[28]	N[28]	N	N
11.32	Apartments; elevator	N	N	N	N[28]	N[28]	N	N
12	Group quarters	N	N	N	N[28]	N[28]	N	N
13	Residential hotels	N	N	N	N[28]	N[28]	N	N
14	Mobile home parks or courts	N	N	N	N	N	N	N
15	Transient lodgings	N	N	N	N[28]	N[28]	N[28]	N
16	Other residential	N	N	N	N[28]	N[28]	N	N
20	Manufacturing[3]							
21	Food and kindred products; manufacturing	N	N	Y[4]	Y	Y[29]	Y[30]	Y[31]
22	Textile mill products; manufacturing	N	N	Y[4]	Y	Y[29]	Y[30]	Y[31]
23	Apparel and other finished products; products made from fabrics, leather and similar materials; manufacturing	N	N	N	Y	Y[29]	Y[30]	Y[31]
24	Lumber and wood products (except furniture); manufacturing	N	Y[5]	Y[5]	Y	Y[29]	Y[30]	Y[31]
25	Furniture and fixtures; manufacturing	N	Y[5]	Y[5]	Y	Y[29]	Y[30]	Y[31]
26	Paper and allied products; manufacturing	N	Y[5]	Y[5]	Y	Y[29]	Y[30]	Y[31]
27	Printing, publishing, and allied industries	N	Y[5]	Y[5]	Y	Y[29]	Y[30]	Y[31]
28	Chemicals and allied products; manufacturing	N	N	N	Y	Y[29]	Y[30]	Y[31]
29	Petroleum refining and related industries	N	N	N	Y	Y[29]	Y[30]	Y[31]
30	Manufacturing (continued) [3]							

Table 6-1
Land-Use Compatibility Recommendations

Land Use		Accident Potential Zones[1]			Noise Levels			
					Noise Zone 2		Noise Zone 3	
SLUCM No.	Name	Clear Zone	APZ 1	APZ 2	65 to 70 DNL	70 to 75 DNL	75 to 80 DNL	80 to 85 DNL
31	Rubber and misc. plastic products; manufacturing	N	N	N	Y	Y[29]	Y[30]	Y[31]
32	Stone, clay, and glass products; manufacturing	N	N	Y[4]	Y	Y[29]	Y[30]	Y[31]
33	Primary metal products; manufacturing	N	N	Y[4]	Y	Y[29]	Y[30]	Y[31]
34	Fabricated metal products; manufacturing	N	N	Y[4]	Y	Y[29]	Y[30]	Y[31]
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks	N	N	N	Y	25	30	N
39	Miscellaneous manufacturing	N	Y[5]	Y[5]	Y	Y[29]	Y[30]	Y[31]
40	Transportation, communication and utilities[6, 7]							
41	Railroad, rapid rail transit, and street railway transportation	N	Y[5, 7]	Y[5]	Y	Y[29]	Y[30]	Y[31]
42	Motor vehicle transportation	N	Y[5, 7]	Y[5]	Y	Y[29]	Y[30]	Y[31]
43	Aircraft transportation	N	Y[5, 7]	Y[5]	Y	Y[29]	Y[30]	Y[31]
44	Marine craft transportation	N	Y[5, 7]	Y[5]	Y	Y[29]	Y[30]	Y[31]
45	Highway and street right-of-way	N	Y[5, 7]	Y[5]	Y	Y[29]	Y[30]	Y[31]
46	Automobile parking	N	Y[5, 7]	Y[5]	Y	Y[29]	Y[30]	Y[31]
47	Communication	N	Y[5, 7]	Y[5]	Y	25[32]	30[32]	N
48	Utilities	N	Y[5, 7]	Y[5]	Y	Y[29]	Y[30]	Y[31]
485	Solid waste disposal (Landfills, incineration, etc.)	N	N	N	NA	NA	NA	NA
49	Other transportation, communication, and utilities	N	Y[7]	Y[7]	Y	25[32]	30[32]	N
50	Trade							
51	Wholesale trade	N	Y[5]	Y[5]	Y	Y[29]	Y[30]	Y[31]
52	Retail trade – building materials, hardware, and farm equipment	N	Y[8]	Y[8]	Y	Y[29]	Y[30]	Y[31]
53	Retail trade[10] – shopping centers, Home Improvement Store, Discount Club, Electronics Superstore	N	N	Y[9]	Y	25	30	N
54	Retail trade – food	N	N	Y[11]	Y	25	30	N

Table 6-1
Land-Use Compatibility Recommendations

Land Use		Accident Potential Zones[1]			Noise Levels			
					Noise Zone 2		Noise Zone 3	
SLUCM No.	Name	Clear Zone	APZ 1	APZ 2	65 to 70 DNL	70 to 75 DNL	75 to 80 DNL	80 to 85 DNL
55	Retail trade – automotive, marine craft, aircraft, and accessories	N	Y[12]	Y[12]	Y	25	30	N
56	Retail trade – apparel and accessories	N	N	Y[13]	Y	25	30	N
57	Retail trade – furniture, home furnishings, and equipment	N	N	Y[13]	Y	25	30	N
58	Retail trade – eating and drinking establishments	N	N	N	Y	25	30	N
59	Other retail trade	N	N	Y[9]	Y	25	30	N
60	Services[14]							
61	Finance, insurance, and real estate services	N	N	Y[15]	Y	25	30	N
62	Personal services	N	N	Y[16]	Y	25	30	N
62.4	Cemeteries	N	Y[17]	Y[17]	Y	Y[29]	Y[30]	Y [31,37]
63	Business services (credit reporting; mail, stenographic reproduction; advertising)	N	N	Y[18]	Y	25	30	N
63.7	Warehousing and storage services	N	Y[19]	Y[19]	Y	Y[29]	Y[30]	Y[31]
64	Repair services	N	Y[20]	Y[20]	Y	Y[29]	Y[30]	Y[31]
65	Professional services	N	N	Y[18]	Y	25	30	N
65.1	Hospitals, other medical facilities	N	N	N	25	30	N	N
65.16	Nursing homes	N	N	N	N[28]	N[28]	N	N
66	Contract construction services	N	Y[20]	Y[20]	Y	25	30	N
67	Governmental services	N	N	Y[11]	Y[28]	25	30	N
68	Educational services	N	N	N	25	30	N	N
69	Miscellaneous	N	N	Y[18]	Y	25	30	N
70	Cultural, entertainment and recreational							
71	Cultural activities (& churches)	N	N	N	25	30	N	N
71.2	Nature exhibits	N	Y[21]	Y[21]	Y[28]	N	N	N
72	Public assembly	N	N	N	Y	N	N	N
72.1	Auditoriums, concert halls	N	N	N	25	30	N	N

Table 6-1
Land-Use Compatibility Recommendations

Land Use		Accident Potential Zones[1]			Noise Levels			
					Noise Zone 2		Noise Zone 3	
SLUCM No.	Name	Clear Zone	APZ 1	APZ 2	65 to 70 DNL	70 to 75 DNL	75 to 80 DNL	80 to 85 DNL
72.11	Outdoor music shells, amphitheaters	N	N	N	N	N	N	N
72.2	Outdoor sports arenas, spectator sports	N	N	N	Y[33]	Y[33]	N	N
73	Amusements- fairgrounds, miniature golf, driving ranges; amusement parks, etc.	N	N	Y	Y	Y	N	N
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y[20, 21]	Y[20, 21]	Y[28]	25	30	N
75	Resorts and group camps	N	N	N	Y[28]	Y[28]	N	N
76	Parks	N	Y[20, 21]	Y[20, 21]	Y[28]	Y[28]	N	N
79	Other cultural, entertainment and recreation	N	Y[17, 20]	Y[17, 20]	Y[28]	Y[28]	N	N
80	Resource production and extraction							
81	Agriculture (except livestock)	Y[6]	Y[22]	Y[22]	Y[34]	Y[35]	Y[36]	Y[36, 37]
81.5, 81.7	Livestock farming and breeding	N	Y[22, 23]	Y[22, 23]	Y[34]	Y[35]	N	N
82	Agricultural related activities	N	Y[22, 24]	Y[22, 24]	Y[34]	Y[35]	Y[36]	Y[36, 37]
83	Forestry activities[25]	N	Y[24]	Y[24]	Y[34]	Y[35]	Y[36]	Y[36, 37]
84	Fishing activities[26]	N[26]	Y[24]	Y[24]	Y	Y	Y	Y
85	Mining activities	N	Y[24]	Y[24]	Y	Y	Y	Y
89	Other resource production and extraction	N	Y[24]	Y[24]	Y	Y	Y	Y
90	Other							
91	Undeveloped Land	Y	Y	Y	NA	NA	NA	NA
93	Water Areas	N[27]	N[27]	N[27]	NA	NA	NA	NA

Adapted from OPNAVINST 11010.36C (U.S. Department of the Navy 2008).

Key:
Y (Yes) = Land use and related structures compatible without restrictions.
N (No) = Land use and related structures are not compatible and should be prohibited.
Y^x (Yes with restrictions) = The land use and related structures are generally compatible. However, see notes indicated by superscript.
N^x (No with restrictions) = The land use and related structures are generally incompatible. However, see notes indicated by superscript.
SLUCM = Standard Land Use Coding Manual.
NLR (Noise Level Reduction) = Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
DNL =Day-night average sound level.
NA = Not Applicable (no data available for that category).

Table 6-1
Land-Use Compatibility Recommendations

Land Use		Accident Potential Zones[1]			Noise Levels			
					Noise Zone 2		Noise Zone 3	
SLUCM No.	Name	Clear Zone	APZ 1	APZ 2	65 to 70 DNL	70 to 75 DNL	75 to 80 DNL	80 to 85 DNL

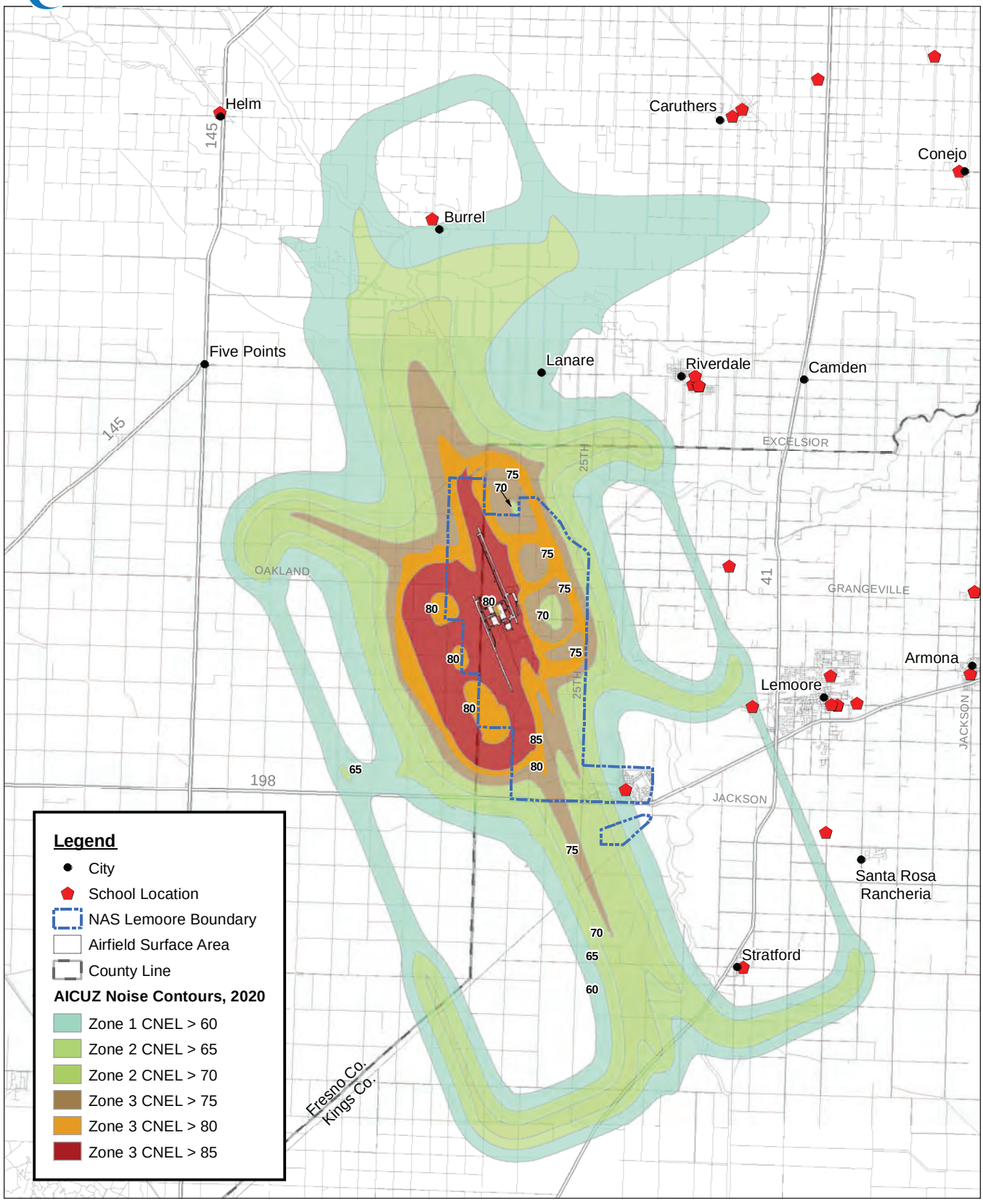
25, 30, or 35 = Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 must be incorporated into design and construction of structure.

Notes:

1. A "Yes" or a "No" designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist installations and local governments, general suggestions as to FARs are provided as a guide to densities in some categories. In general, land-use restrictions which limit commercial, services, or industrial buildings or structure occupants to 25 per acre in APZ 1 and 50 per acre in APZ 2 are the range of occupancy levels, including employees, considered to be low density. Outside events should normally be limited to assemblies of not more than 25 people per acre in APZ 1, and Maximum (MAX) assemblies of 50 people per acre in APZ 2.
2. The suggested maximum density for detached single-family housing is 1 to 2 dwelling units per acre (Du/Ac). In a Planned Unit Development (PUD) of single-family detached units where clustered housing development results in large open areas, this density could possibly be increased, provided the amount of surface area covered by structures does not exceed 20 % of the PUD total area. PUD encourages clustered development that leaves large open areas.
3. Other factors to be considered: Labor intensity, structural coverage, explosive characteristics, air pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.
4. Maximum FAR of 0.56 in APZ 2.
5. Maximum FAR of 0.28 in APZ 1 and 0.56 in APZ 2.
6. No structures (except airfield lighting), buildings, or aboveground utility/communications lines should normally be located in clear zone areas on or off the installation. The clear zone is subject to severe restrictions. See UFC 3-260-01 "Airfield and Heliport Planning & Design" dated 10 November 2001 for specific design details.
7. No passenger terminals and no major aboveground transmission lines in APZ 1.
8. Within SLUCM Code 52, Max FARs for lumber yards (SLUCM Code 521) are 0.20 in APZ 1 and 0.40 in APZ 2. For hardware/paint and farm equipment stores, SLUCM Code 525, the Max FARs are 0.12 in APZ 1 and 0.24 in APZ 2.
9. Maximum FAR of 0.16 in APZ 2.
10. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. Shopping center types include strip, neighborhood, community, regional, and super regional facilities anchored by small businesses, supermarket or drug store, discount retailer, department store, or several department stores, respectively. Included in this category are such uses as big box discount and electronics superstores. The Max recommended FAR for SLUCM 53 should be applied to the gross leasable area of the shopping center rather then attempting to use other recommended FARs listed in Table 2 under "Retail" or "Trade."
11. Maximum FAR of 0.24 in APZ 2.
12. Maximum FAR of 0.14 in APZ 1 and 0.28 in APZ 2.
13. Maximum FAR of 0.28 in APZ 2.
14. Low intensity office uses only. Accessory uses such as meeting places, auditoriums, etc., are not recommended.
15. Maximum FAR of 0.22 for "General Office/Office park" In APZ 2.
16. Office uses only. Maximum FAR of 0.22 in APZ 2.
17. No chapels are allowed within APZ 1 or APZ 2.
18. Maximum FAR of 0.22 in APZ 2.
19. Maximum FAR of 1.0 in APZ 1 and 2.0 in APZ 2.
20. Maximum FAR of 0.11 in APZ 1 and 0.22 in APZ 2.
21. Facilities must be low intensity and provide no tot lots, etc. Facilities such as clubhouses, meeting places, auditoriums, large classes, etc., are not recommended.
22. Includes livestock grazing but excludes feedlots and intensive animal husbandry. Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.
23. Includes feedlots and intensive animal husbandry.
24. Maximum FAR of 0.28 in APZ 1 and 0.56 in APZ 2. No activity that produces smoke or glare or involves explosives.
25. Lumber and timber products removed due to establishment, expansion, or maintenance of clear zones will be disposed of in accordance with appropriate DoD Natural Resources Instructions.
26. Controlled hunting and fishing may be permitted for the purpose of wildlife management.

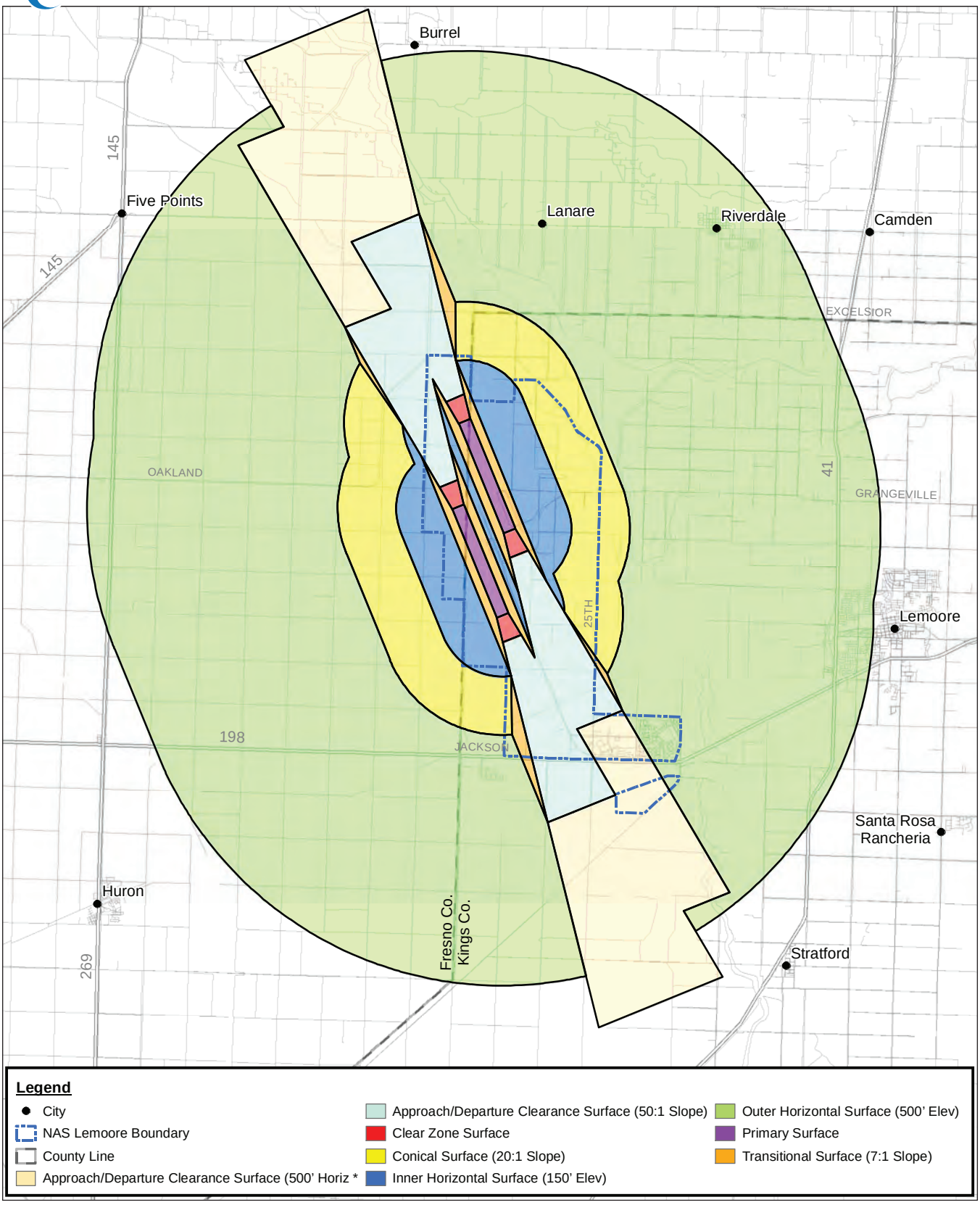
Table 6-1 Land-Use Compatibility Recommendations								
Land Use		Accident Potential Zones[1]			Noise Levels			
					Noise Zone 2		Noise Zone 3	
SLUCM No.	Name	Clear Zone	APZ 1	APZ 2	65 to 70 DNL	70 to 75 DNL	75 to 80 DNL	80 to 85 DNL

27. Naturally occurring water features (e.g., rivers, lakes, streams, wetlands) are compatible.
28. a. Although local conditions regarding the need for housing may require residential use in these zones, residential use is discouraged in DNL 65-69 and strongly discouraged in DNL 70-74. The absence of viable alternative development options should be determined and an evaluation should be conducted locally prior to approvals indicating that a demonstrated community need for the residential use would not be met if development were prohibited in these zones.
    b. Where the community determines that residential uses must be allowed, measures to achieve outdoor to indoor NLR of at least 25 dB in DNL 65-69 and NLR of 30 dB DNL 70-74 should be incorporated into building codes and be in individual approvals; for transient housing a NLR of at least 35 dB should be incorporated in DNL 75-79.
    c. Normal permanent construction can be expected to provide an NLR of 20 dB; thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation, upgraded sound transmission class ratings in windows and doors and closed windows year round. Additional consideration should be given to modifying NLR levels based on peak noise levels or vibrations.
    d. NLR criteria will not eliminate outdoor noise problems. However, building location and site planning, design, and use of berms and barriers can help mitigate outdoor exposure, particularly from ground level sources. Measures that reduce noise at a site should be used wherever practical in preference to measures which only protect interior spaces.
29. Measures to achieve an NLR of 25 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
30. Measures to achieve an NLR of 30 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
31. Measures to achieve an NLR of 35 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
32. If the project or proposed development is noise sensitive, use indicated NLR; if not, land use is compatible without NLR.
33. Land use compatible provided special sound reinforcement systems are installed.
34. Residential buildings require an NLR of 25.
35. Residential buildings require an NLR of 30.
36. Residential buildings not permitted.
37. Land-use not recommended, but if the community decides use is necessary, hearing protection devices should be worn.



0 1 2 4 6 8
Miles
Scale 1:250,000

Source: 2020 Prospective AICUZ APZs Noise Contours, Nas Lemoore Ecology & Environment, Inc.



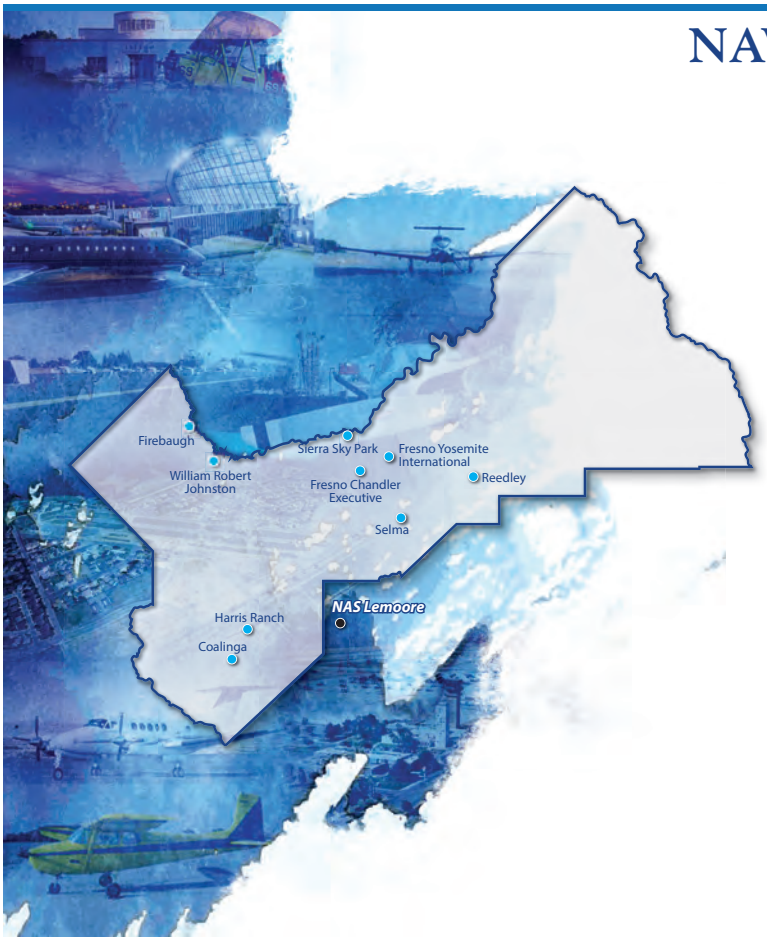
0 0.5 1 2 3 4 5 6
Miles
Scale 1:200,000

Source: Imaginary Surfaces, Nas Lemoore
Ecology & Environment, Inc.

Fresno Council of Governments

Appendix K

NAVAL AIR STATION LEMOORE



Appendix K: Naval Air Station Lemoore

Appendix K includes the land use compatibility criteria and maps for Naval Air Station (NAS) Lemoore. NAS Lemoore is located within both Fresno and Kings County. This plan will focus on policies and information relevant to the components of the Airport that are influenced by Fresno County only. The NAS Lemoore was commissioned in 1961 and remains the Navy's newest, largest, and only west coast Master Jet Base. The primary purpose of the Airport is to support Strike Fighter Wing, U.S. Pacific Fleet, and man, train, and equip west coast Strike Fighter squadrons. Much of the activity at the Airport consists of training flights for pilots.

NAS Lemoore covers approximately 19,000 acres, about 10,000 acres of which are leased for agricultural uses and which act as mitigation for the Bird/Animal Aircraft Strike Program. The facility has three operational areas:

- Air Operations Area: Includes the airfield, weapons handling and storage facilities, fuels, aircraft maintenance and aviation storage
- Administration Area: Contains NAS Lemoore administrative offices, training schools, public works facilities, emergency services and a water treatment plant
- Housing Area: Contains Kindergarten through 8th grade and Kindergarten through fifth grade schools, youth center, single and multi-family homes, restaurants, enlisted and officers clubs, barracks, hospital, gymnasium, shopping mall, equestrian center, and other community support facilities.

The United States (U.S.) Department of Defense has established two types of studies to promote compatible land use near military installations. The first is the Air Installation Compatible Use Zones (AICUZ) program, which includes noise exposure contours and accident potential zones. The second is the Joint Land Use Study, which is a cooperative effort between the Department of Defense and surrounding

communities to prepare land use planning documents to promote compatible land use near military installations. The following two documents were prepared for NAS Lemoore:

- *Air Installations Compatible Use Zones Report, Naval Air Station Lemoore, California*, November 2010
- *NAS Lemoore Joint Land Use Study*, August 2011

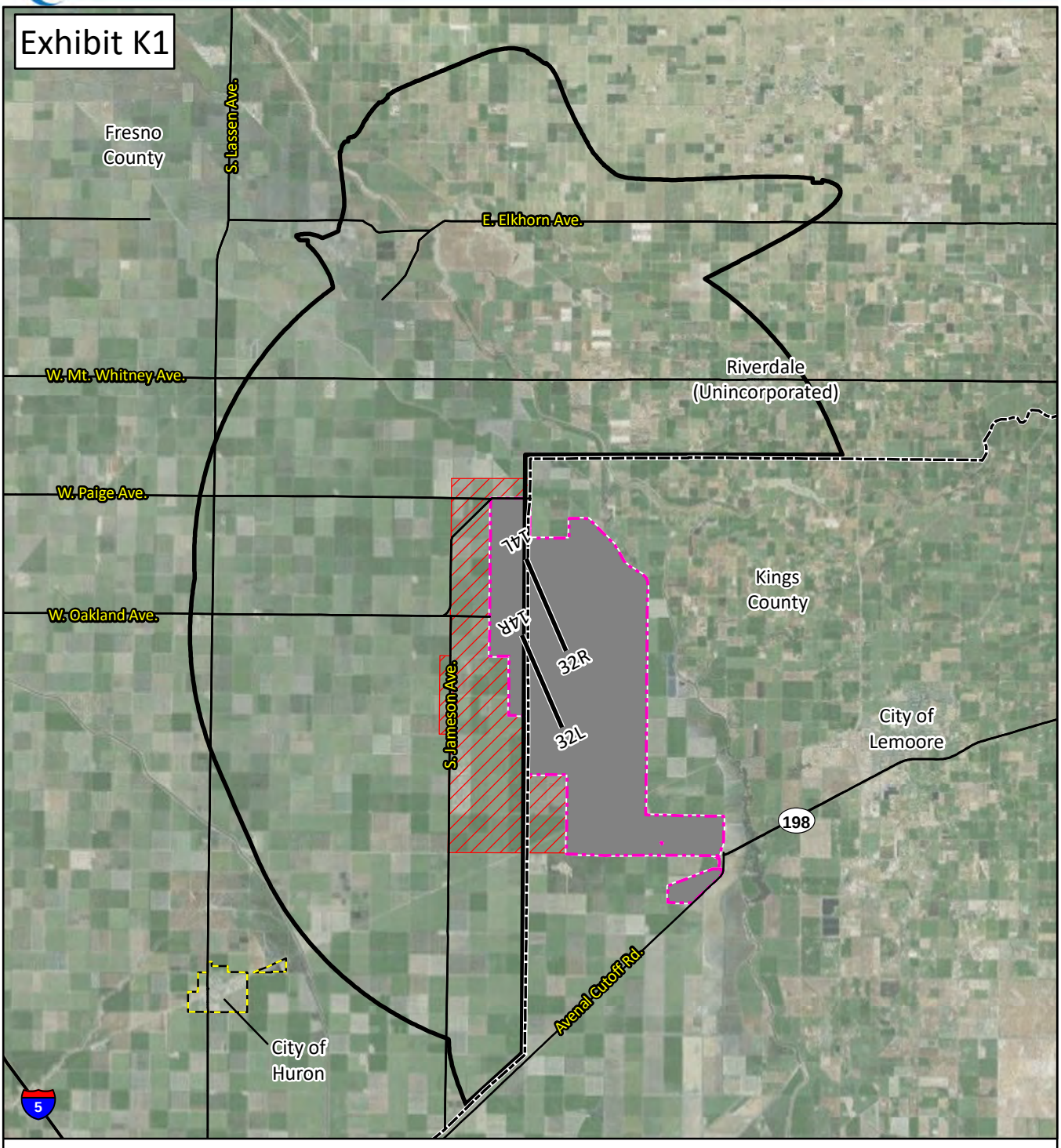
Both reports include recommended land use compatibility measures for implementation in Fresno County. **Exhibit K1** depicts the Airport Influence Area (AIA) within Fresno County for NAS Lemoore. Additionally, the Restructure Use Easement is shown on **Exhibit K1**. The Restructure Use Easement is an area of 10,639.60 acres in Fresno and Kings Counties that are taken for use by the U.S. as long as NAS Lemoore is owned and maintained by the U.S. Government. Area within this easement restricts land uses to agricultural purposes and mineral exploration, development and production. Further, structures of any kind, except for those related to farming and mining (not used for habitation), are prohibited. These structures cannot exceed 25 feet above ground level.

AIRPORT FACILITIES

Airport facilities are summarized in **Table K1**.

The Airport has two runways: Runway 14L-32R and Runway 14R-32L. Runway 14L-32R is 13,502 feet long and 200 feet wide. It is made of concrete. Both runway ends are left-handed traffic patterns. The runway is strength-rated to withstand up to 664,000 pounds. Runway edge lighting is high intensity and is equipped with an obstacle landing system. The touchdown point is unlighted and there are runway end identifier lights. There are no visual approach aids; however, there are two instrument approach aids, including tactical air navigation (TACAN) and global positioning system (GPS).

Runway 14R-32L is 13,501 feet long and 200 feet wide. It is constructed of concrete and both runways use left-handed traffic patterns. The runway can withstand up to 709,000 pounds. Runway lighting is high intensity, and there is an unlighted touchdown point as well as runway end identifier lights. Runway 14R has an obstacle landing system, while Runway 32L has a standard 2,400 foot high intensity approach lighting system with centerline sequenced flashers. There are no visual approach aids but there are two instrument approach aids, including TACAN and GPS.



LEGEND

- Runway[1]
- Airport Property[2]
- Municipal Boundary
- County Boundary
- Streets
- NAS Lemoore Safety Easement
- Airport Influence Area (AIA)[3]

N

0 20,000 40,000

1" = 20,000'

[1]Federal Aviation Administration Web Data Sheet.
[2]NAS Lemoore.
[3]AIA comprised of outer edges of NAS Lemoore Noise Zone and Outer Horizontal Surface.
Sources:NAS Lemoore, Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

TABLE K1
Airport Facilities
Naval Air Station Lemoore

	Runway 14L-32R	Runway 14R-32L
RUNWAY(S)		
Length (feet)	13,502	13,501
Width (feet)	200	200
Threshold Displacement (feet)	0	0
Runway Pavement Surface Material	Concrete	Concrete
Runway Pavement Surface Treatment	N/A	N/A
Runway Pavement Condition	Unknown	Unknown
Traffic Pattern	Left | Right	Right | Left
Runway Pavement Load Bearing Strength (lbs.)		
Pavement Classification Number (PCN)	51	56
Single Wheel	No limit	No limit
Dual Wheel	168,000	183,000
Double Tandem	264,000	285,000
Double Dual Tandem	664,000	709,000
Runway Pavement Markings		
Type	None	None
Condition	None	None
Runway Lighting		
Runway Edge Lighting	HIRL	HIRL
Approach Lighting System (ALS)	OLS	OLS | ALSF2, SF, OLS, Wave-Off
Touchdown Point	Yes (no lights)	Yes (lighted)
Runway End Identifier Lights (REILs)	Yes	Yes
VISUAL APPROACH AIDS		
Type	None	None
Glide Path	None	None
INSTRUMENT APPROACH AIDS		
Instrument Landing System (ILS)	No	No
Global Positioning System (GPS)	Yes	Yes
TACAN	Yes	Yes
VOR/DME/	No	No

HIRL: High Intensity Runway Lights
OLS: Obstacle Landing System
ALSF2: Approach Lighting System with Sequenced Flashing Lights Category 2
TACAN: Tactical Air Navigation
VOR/DME: Very High Frequency Omnidirectional Range Distance Measuring Equipment
Source: AirNav (July 2017)

SAFETY ZONES

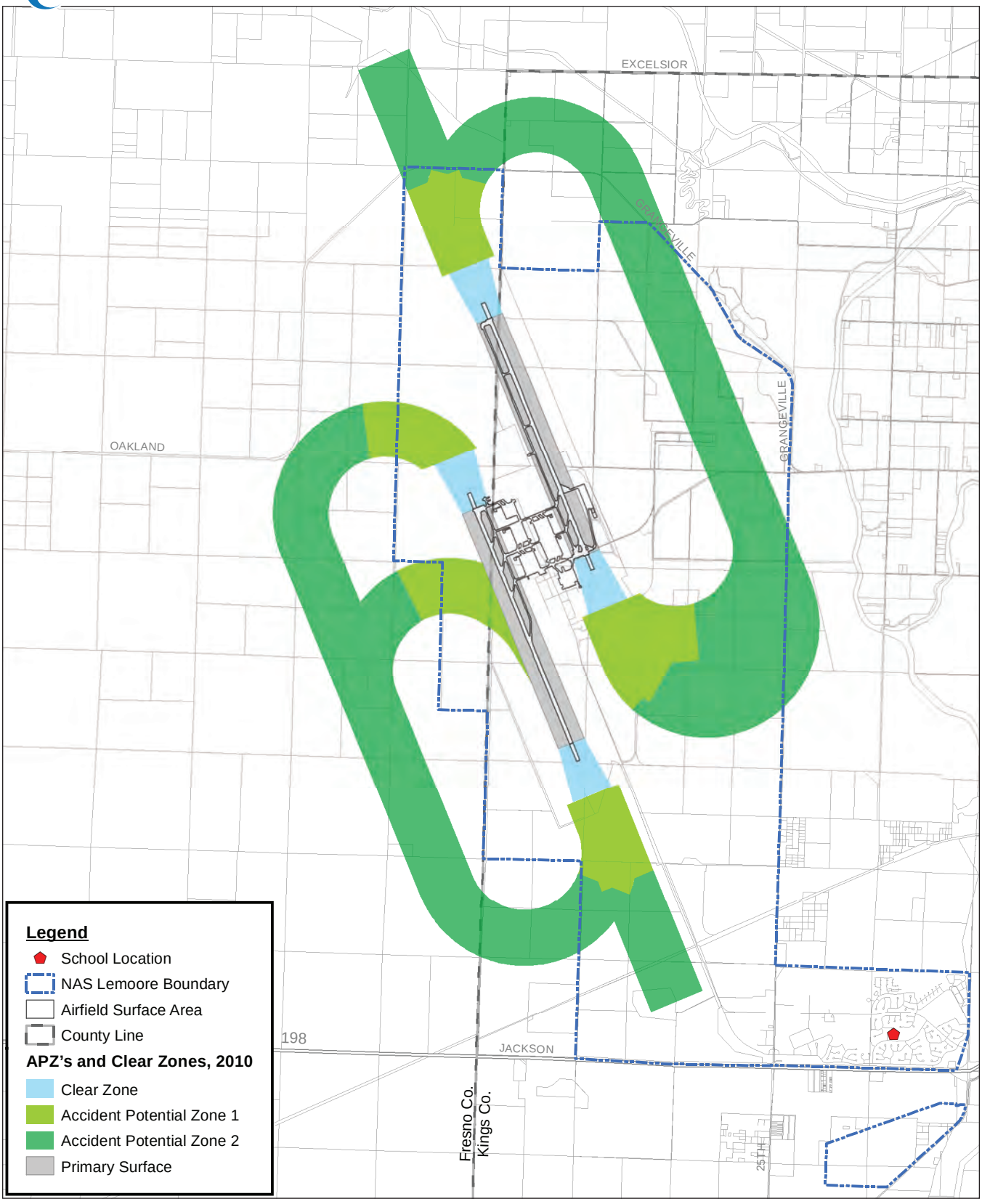
Exhibit K2 depicts the Accident Potential Zones from the *Air Installations Compatible Use Zones Report, Naval Air Station, Lemoore, California*. Compatibility criteria for these zones can be found in **Table K2**, Land Use Compatibility Recommendations, which is included at the end of this appendix.

NOISE

Exhibit K3 depicts the noise exposure contours from the *Air Installations Compatible Use Zones Report, Naval Air Station, Lemoore, California*. Compatibility criteria for these zones can be found in **Table K2**, Land Use Compatibility Recommendations, which is included at the end of this appendix.

AIRSPACE

Exhibit K4 depicts the Imaginary Surfaces from the *Air Installations Compatible Use Zones Report, Naval Air Station, Lemoore, California*. As outlined in the report, these areas must remain free of obstructions to ensure safe flight approaches, departures, and patterns. Obstructions may include natural terrain and manmade features, such as buildings, towers, poles, and other vertical obstructions to airspace navigation.



0 0.5 1 2 3
Miles
Scale 1:90,000

Source: 2010 AICUZ APZs, Nas Lemoore
Ecology & Environment, Inc.

Exhibit K2
ACCIDENT POTENTIAL ZONES - NAS LEMOORE

Table 6-1
Land-Use Compatibility Recommendations

Land Use		Accident Potential Zones[1]			Noise Levels			
					Noise Zone 2		Noise Zone 3	
SLUCM No.	Name	Clear Zone	APZ 1	APZ 2	65 to 70 DNL	70 to 75 DNL	75 to 80 DNL	80 to 85 DNL
10	Residential							
11	Household units	NA	NA	NA	N[28]	N[28]	N	N
11.11	Single units; detached	N	N	Y[2]	N[28]	N[28]	N	N
11.12	Single units; semidetached	N	N	N	N[28]	N[28]	N	N
11.13	Single units; attached row	N	N	N	N[28]	N[28]	N	N
11.21	Two units; side-by-side	N	N	N	N[28]	N[28]	N	N
11.22	Two units; one above the other	N	N	N	N[28]	N[28]	N	N
11.31	Apartments; walk up	N	N	N	N[28]	N[28]	N	N
11.32	Apartments; elevator	N	N	N	N[28]	N[28]	N	N
12	Group quarters	N	N	N	N[28]	N[28]	N	N
13	Residential hotels	N	N	N	N[28]	N[28]	N	N
14	Mobile home parks or courts	N	N	N	N	N	N	N
15	Transient lodgings	N	N	N	N[28]	N[28]	N[28]	N
16	Other residential	N	N	N	N[28]	N[28]	N	N
20	Manufacturing[3]							
21	Food and kindred products; manufacturing	N	N	Y[4]	Y	Y[29]	Y[30]	Y[31]
22	Textile mill products; manufacturing	N	N	Y[4]	Y	Y[29]	Y[30]	Y[31]
23	Apparel and other finished products; products made from fabrics, leather and similar materials; manufacturing	N	N	N	Y	Y[29]	Y[30]	Y[31]
24	Lumber and wood products (except furniture); manufacturing	N	Y[5]	Y[5]	Y	Y[29]	Y[30]	Y[31]
25	Furniture and fixtures; manufacturing	N	Y[5]	Y[5]	Y	Y[29]	Y[30]	Y[31]
26	Paper and allied products; manufacturing	N	Y[5]	Y[5]	Y	Y[29]	Y[30]	Y[31]
27	Printing, publishing, and allied industries	N	Y[5]	Y[5]	Y	Y[29]	Y[30]	Y[31]
28	Chemicals and allied products; manufacturing	N	N	N	Y	Y[29]	Y[30]	Y[31]
29	Petroleum refining and related industries	N	N	N	Y	Y[29]	Y[30]	Y[31]
30	Manufacturing (continued) [3]							

Table 6-1
Land-Use Compatibility Recommendations

Land Use		Accident Potential Zones[1]			Noise Levels			
					Noise Zone 2		Noise Zone 3	
SLUCM No.	Name	Clear Zone	APZ 1	APZ 2	65 to 70 DNL	70 to 75 DNL	75 to 80 DNL	80 to 85 DNL
31	Rubber and misc. plastic products; manufacturing	N	N	N	Y	Y[29]	Y[30]	Y[31]
32	Stone, clay, and glass products; manufacturing	N	N	Y[4]	Y	Y[29]	Y[30]	Y[31]
33	Primary metal products; manufacturing	N	N	Y[4]	Y	Y[29]	Y[30]	Y[31]
34	Fabricated metal products; manufacturing	N	N	Y[4]	Y	Y[29]	Y[30]	Y[31]
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks	N	N	N	Y	25	30	N
39	Miscellaneous manufacturing	N	Y[5]	Y[5]	Y	Y[29]	Y[30]	Y[31]
40	Transportation, communication and utilities[6, 7]							
41	Railroad, rapid rail transit, and street railway transportation	N	Y[5, 7]	Y[5]	Y	Y[29]	Y[30]	Y[31]
42	Motor vehicle transportation	N	Y[5, 7]	Y[5]	Y	Y[29]	Y[30]	Y[31]
43	Aircraft transportation	N	Y[5, 7]	Y[5]	Y	Y[29]	Y[30]	Y[31]
44	Marine craft transportation	N	Y[5, 7]	Y[5]	Y	Y[29]	Y[30]	Y[31]
45	Highway and street right-of-way	N	Y[5, 7]	Y[5]	Y	Y[29]	Y[30]	Y[31]
46	Automobile parking	N	Y[5, 7]	Y[5]	Y	Y[29]	Y[30]	Y[31]
47	Communication	N	Y[5, 7]	Y[5]	Y	25[32]	30[32]	N
48	Utilities	N	Y[5, 7]	Y[5]	Y	Y[29]	Y[30]	Y[31]
485	Solid waste disposal (Landfills, incineration, etc.)	N	N	N	NA	NA	NA	NA
49	Other transportation, communication, and utilities	N	Y[7]	Y[7]	Y	25[32]	30[32]	N
50	Trade							
51	Wholesale trade	N	Y[5]	Y[5]	Y	Y[29]	Y[30]	Y[31]
52	Retail trade – building materials, hardware, and farm equipment	N	Y[8]	Y[8]	Y	Y[29]	Y[30]	Y[31]
53	Retail trade[10] – shopping centers, Home Improvement Store, Discount Club, Electronics Superstore	N	N	Y[9]	Y	25	30	N
54	Retail trade – food	N	N	Y[11]	Y	25	30	N

Table 6-1
Land-Use Compatibility Recommendations

Land Use		Accident Potential Zones[1]			Noise Levels			
					Noise Zone 2		Noise Zone 3	
SLUCM No.	Name	Clear Zone	APZ 1	APZ 2	65 to 70 DNL	70 to 75 DNL	75 to 80 DNL	80 to 85 DNL
55	Retail trade – automotive, marine craft, aircraft, and accessories	N	Y[12]	Y[12]	Y	25	30	N
56	Retail trade – apparel and accessories	N	N	Y[13]	Y	25	30	N
57	Retail trade – furniture, home furnishings, and equipment	N	N	Y[13]	Y	25	30	N
58	Retail trade – eating and drinking establishments	N	N	N	Y	25	30	N
59	Other retail trade	N	N	Y[9]	Y	25	30	N
60	Services[14]							
61	Finance, insurance, and real estate services	N	N	Y[15]	Y	25	30	N
62	Personal services	N	N	Y[16]	Y	25	30	N
62.4	Cemeteries	N	Y[17]	Y[17]	Y	Y[29]	Y[30]	Y [31,37]
63	Business services (credit reporting; mail, stenographic reproduction; advertising)	N	N	Y[18]	Y	25	30	N
63.7	Warehousing and storage services	N	Y[19]	Y[19]	Y	Y[29]	Y[30]	Y[31]
64	Repair services	N	Y[20]	Y[20]	Y	Y[29]	Y[30]	Y[31]
65	Professional services	N	N	Y[18]	Y	25	30	N
65.1	Hospitals, other medical facilities	N	N	N	25	30	N	N
65.16	Nursing homes	N	N	N	N[28]	N[28]	N	N
66	Contract construction services	N	Y[20]	Y[20]	Y	25	30	N
67	Governmental services	N	N	Y[11]	Y[28]	25	30	N
68	Educational services	N	N	N	25	30	N	N
69	Miscellaneous	N	N	Y[18]	Y	25	30	N
70	Cultural, entertainment and recreational							
71	Cultural activities (& churches)	N	N	N	25	30	N	N
71.2	Nature exhibits	N	Y[21]	Y[21]	Y[28]	N	N	N
72	Public assembly	N	N	N	Y	N	N	N
72.1	Auditoriums, concert halls	N	N	N	25	30	N	N

Table 6-1
Land-Use Compatibility Recommendations

Land Use		Accident Potential Zones[1]			Noise Levels			
					Noise Zone 2		Noise Zone 3	
SLUCM No.	Name	Clear Zone	APZ 1	APZ 2	65 to 70 DNL	70 to 75 DNL	75 to 80 DNL	80 to 85 DNL
72.11	Outdoor music shells, amphitheaters	N	N	N	N	N	N	N
72.2	Outdoor sports arenas, spectator sports	N	N	N	Y[33]	Y[33]	N	N
73	Amusements- fairgrounds, miniature golf, driving ranges; amusement parks, etc.	N	N	Y	Y	Y	N	N
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y[20, 21]	Y[20, 21]	Y[28]	25	30	N
75	Resorts and group camps	N	N	N	Y[28]	Y[28]	N	N
76	Parks	N	Y[20, 21]	Y[20, 21]	Y[28]	Y[28]	N	N
79	Other cultural, entertainment and recreation	N	Y[17, 20]	Y[17, 20]	Y[28]	Y[28]	N	N
80	Resource production and extraction							
81	Agriculture (except livestock)	Y[6]	Y[22]	Y[22]	Y[34]	Y[35]	Y[36]	Y[36, 37]
81.5, 81.7	Livestock farming and breeding	N	Y[22, 23]	Y[22, 23]	Y[34]	Y[35]	N	N
82	Agricultural related activities	N	Y[22, 24]	Y[22, 24]	Y[34]	Y[35]	Y[36]	Y[36, 37]
83	Forestry activities[25]	N	Y[24]	Y[24]	Y[34]	Y[35]	Y[36]	Y[36, 37]
84	Fishing activities[26]	N[26]	Y[24]	Y[24]	Y	Y	Y	Y
85	Mining activities	N	Y[24]	Y[24]	Y	Y	Y	Y
89	Other resource production and extraction	N	Y[24]	Y[24]	Y	Y	Y	Y
90	Other							
91	Undeveloped Land	Y	Y	Y	NA	NA	NA	NA
93	Water Areas	N[27]	N[27]	N[27]	NA	NA	NA	NA

Adapted from OPNAVINST 11010.36C (U.S. Department of the Navy 2008).

Key:
Y (Yes) = Land use and related structures compatible without restrictions.
N (No) = Land use and related structures are not compatible and should be prohibited.
Y^x (Yes with restrictions) = The land use and related structures are generally compatible. However, see notes indicated by superscript.
N^x (No with restrictions) = The land use and related structures are generally incompatible. However, see notes indicated by superscript.
SLUCM = Standard Land Use Coding Manual.
NLR (Noise Level Reduction) = Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
DNL =Day-night average sound level.
NA = Not Applicable (no data available for that category).

Table 6-1
Land-Use Compatibility Recommendations

Land Use		Accident Potential Zones[1]			Noise Levels			
					Noise Zone 2		Noise Zone 3	
SLUCM No.	Name	Clear Zone	APZ 1	APZ 2	65 to 70 DNL	70 to 75 DNL	75 to 80 DNL	80 to 85 DNL

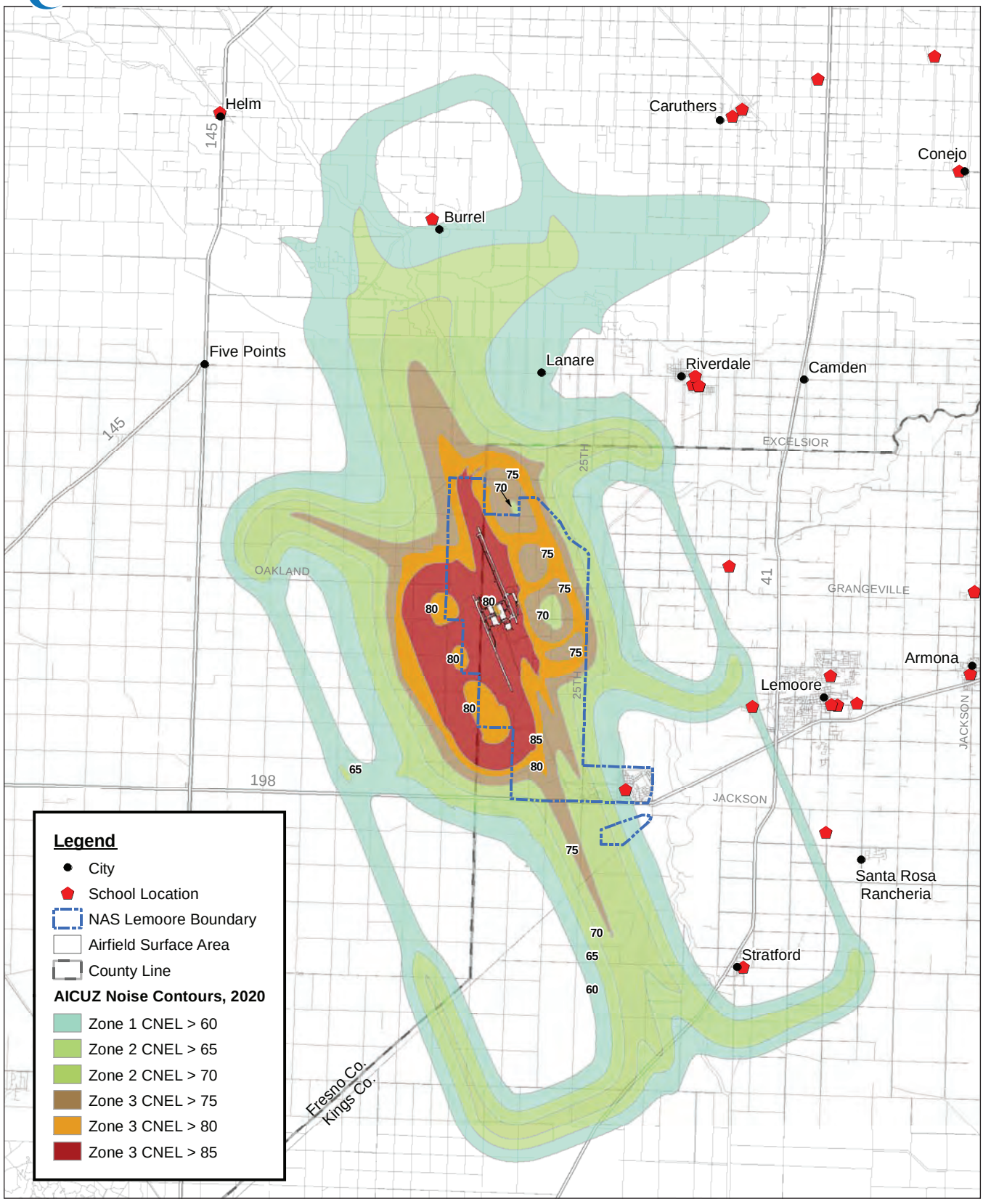
25, 30, or 35 = Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 must be incorporated into design and construction of structure.

Notes:

1. A "Yes" or a "No" designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist installations and local governments, general suggestions as to FARs are provided as a guide to densities in some categories. In general, land-use restrictions which limit commercial, services, or industrial buildings or structure occupants to 25 per acre in APZ 1 and 50 per acre in APZ 2 are the range of occupancy levels, including employees, considered to be low density. Outside events should normally be limited to assemblies of not more than 25 people per acre in APZ 1, and Maximum (MAX) assemblies of 50 people per acre in APZ 2.
2. The suggested maximum density for detached single-family housing is 1 to 2 dwelling units per acre (Du/Ac). In a Planned Unit Development (PUD) of single-family detached units where clustered housing development results in large open areas, this density could possibly be increased, provided the amount of surface area covered by structures does not exceed 20 % of the PUD total area. PUD encourages clustered development that leaves large open areas.
3. Other factors to be considered: Labor intensity, structural coverage, explosive characteristics, air pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.
4. Maximum FAR of 0.56 in APZ 2.
5. Maximum FAR of 0.28 in APZ 1 and 0.56 in APZ 2.
6. No structures (except airfield lighting), buildings, or aboveground utility/communications lines should normally be located in clear zone areas on or off the installation. The clear zone is subject to severe restrictions. See UFC 3-260-01 "Airfield and Heliport Planning & Design" dated 10 November 2001 for specific design details.
7. No passenger terminals and no major aboveground transmission lines in APZ 1.
8. Within SLUCM Code 52, Max FARs for lumber yards (SLUCM Code 521) are 0.20 in APZ 1 and 0.40 in APZ 2. For hardware/paint and farm equipment stores, SLUCM Code 525, the Max FARs are 0.12 in APZ 1 and 0.24 in APZ 2.
9. Maximum FAR of 0.16 in APZ 2.
10. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. Shopping center types include strip, neighborhood, community, regional, and super regional facilities anchored by small businesses, supermarket or drug store, discount retailer, department store, or several department stores, respectively. Included in this category are such uses as big box discount and electronics superstores. The Max recommended FAR for SLUCM 53 should be applied to the gross leasable area of the shopping center rather then attempting to use other recommended FARs listed in Table 2 under "Retail" or "Trade."
11. Maximum FAR of 0.24 in APZ 2.
12. Maximum FAR of 0.14 in APZ 1 and 0.28 in APZ 2.
13. Maximum FAR of 0.28 in APZ 2.
14. Low intensity office uses only. Accessory uses such as meeting places, auditoriums, etc., are not recommended.
15. Maximum FAR of 0.22 for "General Office/Office park" In APZ 2.
16. Office uses only. Maximum FAR of 0.22 in APZ 2.
17. No chapels are allowed within APZ 1 or APZ 2.
18. Maximum FAR of 0.22 in APZ 2.
19. Maximum FAR of 1.0 in APZ 1 and 2.0 in APZ 2.
20. Maximum FAR of 0.11 in APZ 1 and 0.22 in APZ 2.
21. Facilities must be low intensity and provide no tot lots, etc. Facilities such as clubhouses, meeting places, auditoriums, large classes, etc., are not recommended.
22. Includes livestock grazing but excludes feedlots and intensive animal husbandry. Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.
23. Includes feedlots and intensive animal husbandry.
24. Maximum FAR of 0.28 in APZ 1 and 0.56 in APZ 2. No activity that produces smoke or glare or involves explosives.
25. Lumber and timber products removed due to establishment, expansion, or maintenance of clear zones will be disposed of in accordance with appropriate DoD Natural Resources Instructions.
26. Controlled hunting and fishing may be permitted for the purpose of wildlife management.

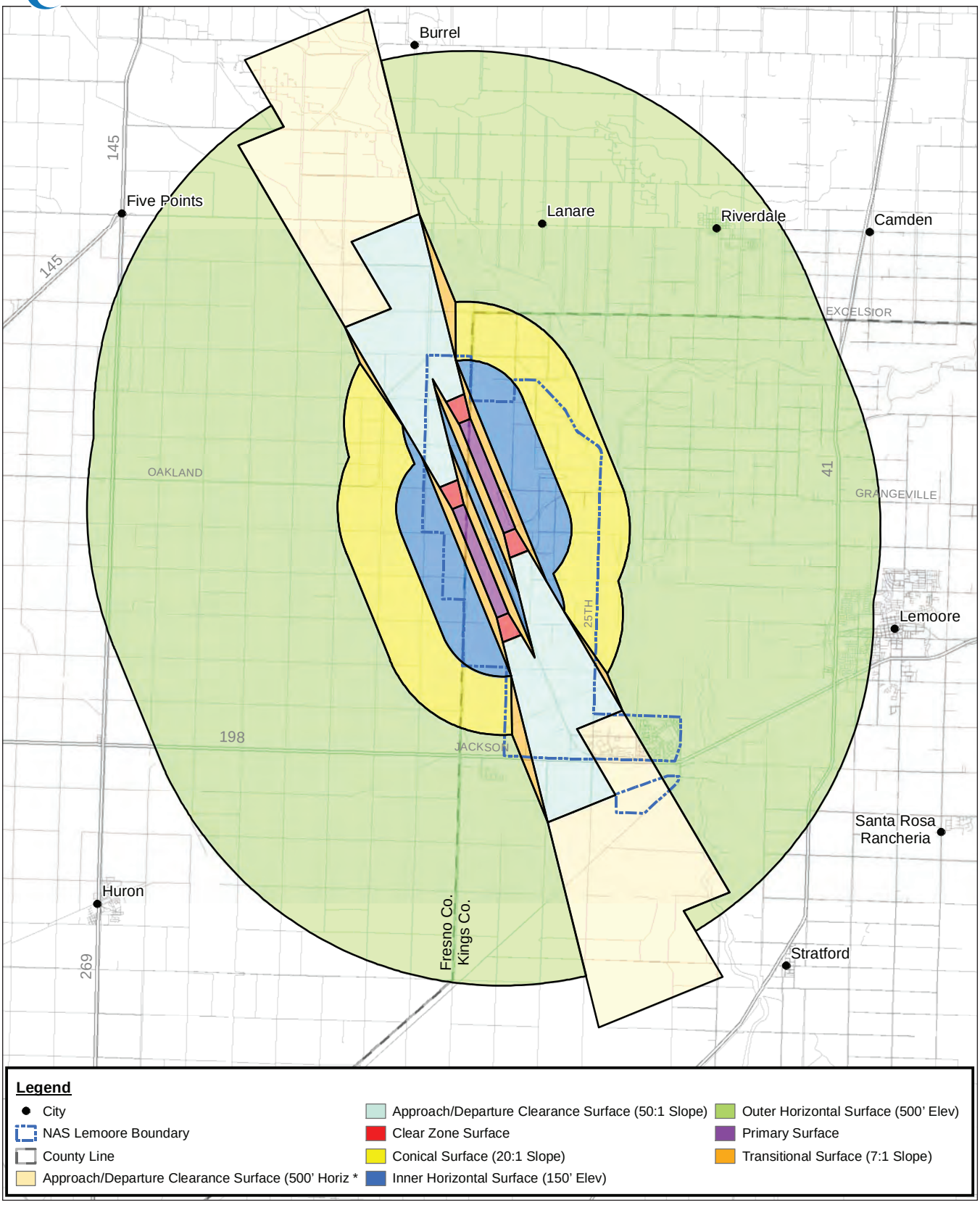
Table 6-1 Land-Use Compatibility Recommendations								
Land Use		Accident Potential Zones[1]			Noise Levels			
					Noise Zone 2		Noise Zone 3	
SLUCM No.	Name	Clear Zone	APZ 1	APZ 2	65 to 70 DNL	70 to 75 DNL	75 to 80 DNL	80 to 85 DNL

27. Naturally occurring water features (e.g., rivers, lakes, streams, wetlands) are compatible.
28. a. Although local conditions regarding the need for housing may require residential use in these zones, residential use is discouraged in DNL 65-69 and strongly discouraged in DNL 70-74. The absence of viable alternative development options should be determined and an evaluation should be conducted locally prior to approvals indicating that a demonstrated community need for the residential use would not be met if development were prohibited in these zones.
    b. Where the community determines that residential uses must be allowed, measures to achieve outdoor to indoor NLR of at least 25 dB in DNL 65-69 and NLR of 30 dB DNL 70-74 should be incorporated into building codes and be in individual approvals; for transient housing a NLR of at least 35 dB should be incorporated in DNL 75-79.
    c. Normal permanent construction can be expected to provide an NLR of 20 dB; thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation, upgraded sound transmission class ratings in windows and doors and closed windows year round. Additional consideration should be given to modifying NLR levels based on peak noise levels or vibrations.
    d. NLR criteria will not eliminate outdoor noise problems. However, building location and site planning, design, and use of berms and barriers can help mitigate outdoor exposure, particularly from ground level sources. Measures that reduce noise at a site should be used wherever practical in preference to measures which only protect interior spaces.
29. Measures to achieve an NLR of 25 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
30. Measures to achieve an NLR of 30 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
31. Measures to achieve an NLR of 35 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
32. If the project or proposed development is noise sensitive, use indicated NLR; if not, land use is compatible without NLR.
33. Land use compatible provided special sound reinforcement systems are installed.
34. Residential buildings require an NLR of 25.
35. Residential buildings require an NLR of 30.
36. Residential buildings not permitted.
37. Land-use not recommended, but if the community decides use is necessary, hearing protection devices should be worn.



0 1 2 4 6 8
Miles
Scale 1:250,000

Source: 2020 Prospective AICUZ APZs Noise Contours, Nas Lemoore Ecology & Environment, Inc.



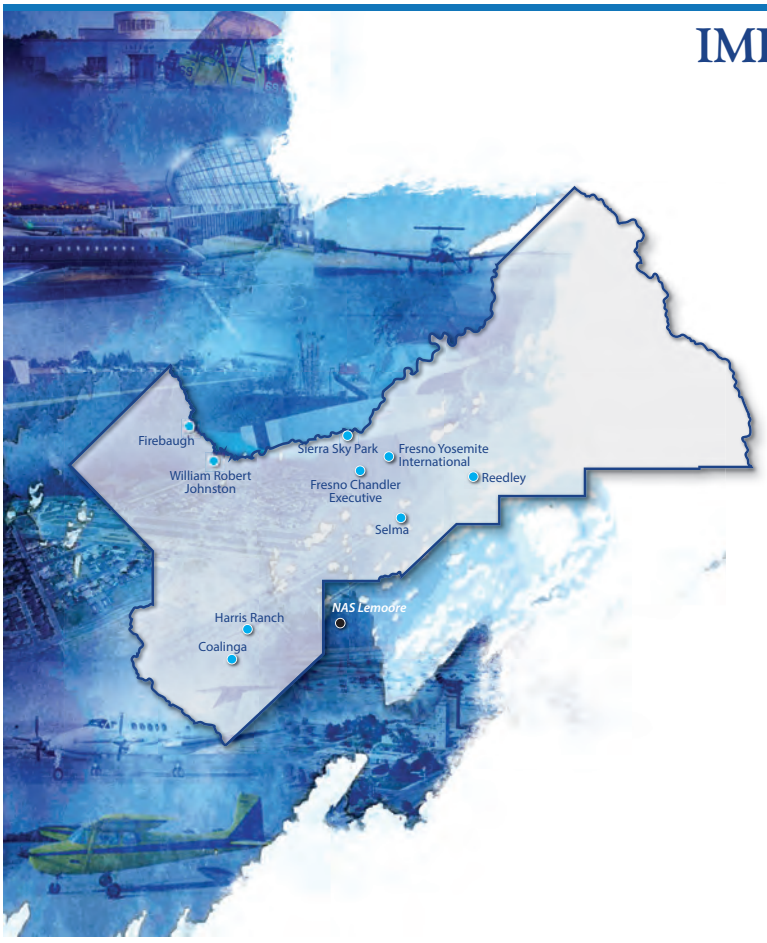
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Miles
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Source: Imaginary Surfaces, Nas Lemoore
Ecology & Environment, Inc.

Fresno Council of Governments

Appendix L

IMPLEMENTATION MATERIALS



Appendix L: Implementation Materials

This appendix includes the following materials to aid implementation of the *Airport Land Use Compatibility Plan*:

- Application for Major Land Use Action Review
- Sample avigation easement
- Sample Deed Notice
- Guidance for Calculating Land Use Intensity
- General Plan Consistency Checklist

Additional information regarding this topic can be found on the Caltrans Division of Aeronautics website: http://www.dot.ca.gov/aeronaut/index.html

Application for Major Land Use Action Review

Sample Avigation Easement

This indenture made this _____day of _____, 20___, between_____ hereinafter referred to as Grantor, and the [Insert County or City name], a political subdivision in the State of California, hereinafter referred to as Grantee.

The Grantor, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, does hereby grant to the Grantee, its successors and assigns, a perpetual and assignable easement over the following described parcel of land in which the Grantor holds a fee simple estate. The property which is subject to this easement is depicted as _____ on "Exhibit A" attached and is more particularly described as follows:

[**Insert legal description of real property**]

The easement applies to the Airspace above an imaginary plane over the real property. The plane is described as follows:

The imaginary plane above the hereinbefore described real property, as such plane is defined by Part 77 of the Federal Aviation Regulations, and consists of a plane [describe approach, transition, or horizontal surface]; the elevation of said plane being based upon the _____ Airport official runway end elevation of _____ feet Above Mean Sea Level (AMSL), as determined by [Insert name and Date of Survey or Airport Layout Plan that determines the elevation] the approximate dimensions of which said plane are described and shown on Exhibit A attached hereto and incorporated herein by reference.

The aforesaid easement and right-of-way includes, but is not limited to:

(1) For the use and benefit of the public, the easement and continuing right to fly, or cause or permit the flight by any and all persons, or any aircraft, of any and all kinds now or hereinafter known, in, through, across, or about any portion of the Airspace hereinabove described; and

(2) The easement and right to cause or create, or permit or allow to be caused or created within all space above the existing surface of the hereinabove described real property and any and all Airspace laterally adjacent to said real property, such noise, vibration, currents and other effects of air, illumination, and fuel consumption as may be inherent in, or may arise or occur from or during the operation of aircraft of any and all kinds, now or hereafter known or used, for navigation of or flight in air; and

(3) A continuing right to clear and keep clear from the Airspace any portions of buildings, structures, or improvements of any kinds, and of trees or other objects, including the right to remove or demolish those portions of such buildings, structures, improvements, trees, or other things which extend into or above said Airspace, and the right to cut to the ground level and remove any trees which extend into or above the Airspace; and

(4) The right to mark and light, or cause or require to be marked or lighted, as obstructions to air navigation, any and all buildings, structures, or other improvements, and trees or other objects, which extend into or above the Airspace; and

(5) The right of ingress to, passage within, and egress from the hereinabove described real property, for the purposes described in subparagraphs (3) and (4) above at reasonable times and after reasonable notice.

For and on behalf of itself, its successors and assigns, the Grantor hereby covenants with the [Insert County or City name], for the direct benefit of the real property constituting the _____ Airport hereinafter described, that neither the Grantor, nor its successors in interest or assigns will construct, install, erect, place or grow in or upon the hereinabove described real property, nor will they permit to allow, any building structure, improvement, tree or other object which

extends into or above the Airspace, or which constitutes an obstruction to air navigation, or which obstructs or interferes with the use of the easement and rights-of-way herein granted.

The easements and rights-of-way herein granted shall be deemed both appurtenant to and for the direct benefit of that real property which constitutes the _____ Airport, in the [Insert County or City name], State of California; and shall further be deemed in gross, being conveyed to the Grantee for the benefit of the Grantee and any and all members of the general public who may use said easement or right-of-way, in landing at, taking off from or operating such aircraft in or about the _____ Airport, or in otherwise flying through said Airspace.

Grantor, together with its successors in interest and assigns, hereby waives its right to legal action against Grantee, its successors, or assigns for monetary damages or other redress due to impacts, as described in Paragraph (2) of the granted rights of easement, associated with aircraft operations in the air or on the ground at the airport, including future increases in the volume or changes in location of said operations.

Furthermore, Grantor, its successors, and assigns shall have no duty to avoid or mitigate such damages through physical modification of airport facilities or establishment or modification of aircraft operational procedures or restrictions. However, this waiver shall not apply if the airport role or character of its usage (as identified in an adopted airport master plan, for example) changes in a fundamental manner which could not reasonably have been anticipated at the time of the granting of this easement and which results in a substantial increase in the impacts associated with aircraft operations. Also, this grant of easement shall not operate to deprive the Grantor, its successors or assigns, of any rights which may from time to time have against any air carrier or private operator for negligent or unlawful operation of aircraft.

These covenants and agreements run with the land and are binding upon the heirs, administrators, executors, successors and assigns of the Grantor, and, for the purpose of this instrument, the real property firstly hereinabove described is the servient tenement and said _____ Airport is the dominant tenement.

DATED: _____

STATE OF }

ss

COUNTY OF }

On _____, before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____, and _____ known to me to be the persons whose names are subscribed to the within instrument and acknowledged that they executed the same.

WITNESS my hand and official seal.

_____

Notary Public

Source: *California Airport Land Use Planning Handbook* (October 2011)

Sample Deed Notice

A statement similar to the following should be included on the deed for any real property subject to the deed notice requirements set forth in the [**Fresno County**] *Airport Land Use Compatibility Plan*. Such notice should be recorded by the county of [**Fresno**]. Also, this deed notice should be included on any parcel map, tentative map, or final map for subdivision approval.

The [**Fresno County**] *Airport Land Use Compatibility Plan* and [**Insert County/City name**] Ordinance (Ordinance No. _____) identify a [**Insert Airport name**] Airport Influence Area. Properties within this area are routinely subject to overflights by aircraft using this public-use airport and, as a result, residents may experience inconvenience, annoyance, or discomfort arising from the noise of such operations. State law (Public Utilities Code Section 21670 et seq.) establishes the importance of public-use airports to protection of the public interest of the people of the state of California. Residents of property near such airports should therefore be prepared to accept the inconvenience, annoyance, or discomfort from normal aircraft operations. Residents also should be aware that the current volume of aircraft activity may increase in the future in response to **[Fresno]** County population and economic growth. Any subsequent deed conveying this parcel or subdivisions thereof shall contain a statement in substantially this form.

Source: *California Airport Land Use Planning Handbook* (October 2011)

Guidance for Calculating Land Use Intensity

Following is guidance on how to calculate the intensity of land uses (the number of people-per-acre). The most difficult part about determining the intensity of a land use is estimating the number of people likely to use a particular facility. There are several methods which can be utilized, depending upon the nature of the proposed use:

- **Maximum Occupancy**- The California Building Code (CBC) can be used as a standard for determining the maximum occupancy of certain uses. The chart provided as **Table L1** indicates the required number of square feet per occupant. The number of people on the site can be calculated by dividing the total floor area of a proposed use by the minimum square feet per occupant requirement listed in the table. The maximum occupancy can then be divided by the size of the parcel in acres to determine the number of people-per-acre. Surveys of actual occupancy levels conducted by various agencies have indicated that many retail and office uses are generally occupied at no more than 50 percent of their maximum occupancy levels, even at the busiest times of day. Therefore, the number of people calculated for office and retail uses should usually be adjusted (50%) to reflect the actual occupancy levels before making the final people-per-acre determination. Even with this adjustment, the CBC-based methodology typically produces intensities at the high end of the likely range.

- **Parking Ordinance**- The number of people present in a given area can be calculated based upon the number of parking spaces provided. Traffic studies can be used to develop an assumption regarding the number of people per vehicle. The number of people-per-acre can then be calculated by dividing the number of people on-site by the size of the parcel in acres. This approach is appropriate where the use is expected to be dependent upon access by vehicles. Depending upon the specific assumptions utilized, this methodology typically results in a number in the low end of the likely intensity for a given land use.

- **Survey of Similar Uses**- Certain uses may require an estimate based upon a survey of similar uses. This approach is more difficult, but is appropriate for uses which, because of the nature of the use, cannot be reasonably estimated based upon parking or square footage.

TABLE L1
Maximum Floor Area Allowances Per Occupant

Function of Space	Floor Area In Sq. Ft. Per Occupant
Accessory storage areas, mechanical equipment room	300 gross
Agricultural building	300 gross
Aircraft hangars	500 gross
Airport terminal	
Baggage claim	20 gross
Baggage handling	300 gross
Concourse	100 gross
Waiting areas	15 gross
Assembly	
Gaming floors (keno, slots, etc.)	11 gross
Assembly with fixed seats	See Section 1004.7
Assembly without fixed seats	
Concentrated (chairs only – not fixed)	7 net
Standing space	5 net
Unconcentrated (tables and chairs)	15 net
Bowling centers, allow 5 persons for each lane including 15 feet of runway, and for additional areas	7 net
Business areas	100 gross
Courtrooms – other than fixed seating areas	40 net
Daycare	35 net
Dormitories	50 gross
Educational	
Classroom area	20 net
Shops and other vocational room areas	50 net
Exercise rooms	50 gross
H-5 Fabrication and manufacturing areas	200 gross
Industrial areas	100 gross
Institutional areas	
Inpatient treatment areas	240 gross
Outpatient areas	100 gross
Sleeping areas	120 gross
Kitchens, commercial	200 gross
Library	
Reading rooms	50 net
Stack area	100 gross
Locker rooms	50 gross
Mercantile	
Areas on other floors	60 gross
Basement and grade floor areas	30 gross
Storage, stock, shipping areas	300 gross
Parking garages	200 gross
Residential	200 gross
Skating rinks, swimming pools	
Rink and pool	50 gross
Decks	15 gross
Stages and platforms	15 net
Warehouses	500 gross
For SI: 1 square foot = 0.0929 m^2.	

Example:

Proposed Development: Single-floor furniture store containing 20,000 sq. ft.

A. Calculation Based on Parking Space Requirements

Assume that local codes require 1 parking space per 1,500 square feet of use area for a furniture store. Next, assume 1.5 people per automobile for this type of use.

The usage intensity would be:

1) 20,000 sq. ft. bldg. / 1,500 sq. ft. (1.0 parking space per 1,500 sq. ft.) = 13 required parking spaces.

2) 13 parking spaces x 1.5 people per space = 20 people maximum on-site.

3) 20,000 sq. ft. bldg. footprint /43,560 sq. ft. per acre = 0.46 acre bldg. footprint.

4) Assuming a relatively balanced occupancy throughout the building and that outdoor uses are minimal, the usage intensity for a single acre would be estimated to be:

   Building footprint < 1.0 acre; therefore, maximum people in 1 acre = bldg. occupancy = 20 people per single acre.

B. Calculation Based on California Building Code

For the purposes of the CBC-based methodology, the furniture store is assumed to consist of 50 percent retail sales floor (at 30 square feet per occupant) and 50 percent warehouse (at 500 square feet per occupant). Usage intensities would, therefore, be estimated as follows:

1) 10,000 sq. ft. retail floor area / 30 sq. ft. per occupant = 333 people maximum occupancy in retail area

2) 10,000 sq. ft. warehouse floor area / 500 sq. ft. per occupant = 20 people maximum occupancy in warehouse area

3) Maximum occupancy under CBC assumptions = 333 + 20 = 353 people

4) Assuming typical peak occupancy is 50 percent of CBC numbers = 177 people maximum expected at any one time

The two methods produce very different results. The occupancy area estimate of 30 square feet per person is undoubtedly high for a furniture store even after the 50 percent adjustment. On the other hand, the 20 people-per-acre estimate using the parking requirement methodology appears low, but it is probably closer to being realistic.

GENERAL PLAN CONSISTENCY CHECKLIST

This checklist is intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with the ALUCP. It is also designed to facilitate Airport Land Use Commission reviews of these local plans and policies.

General Plan Document

The following items typically appear directly in a general plan document. Amendment of the general plan will be required if there are any conflicts with the ALUCP

General Plan Item	Reference
Land Use Map—No direct conflicts should exist between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria.	
Residential densities (dwelling units per acre) should not exceed the set limits.	
Proposed nonresidential development needs to be assessed with respect to applicable intensity limits.	
No new land uses of a type listed as specifically prohibited should be shown within affected areas.	
Noise Element—General plan noise elements typically include criteria indicating the maximum noise exposure for which residential development is normally acceptable. This limit must be made consistent with the equivalent ALUCP criteria. Note, however, that a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources (this may be appropriate in that aviation-related noise is sometimes judged to be more objectionable than other types of equally loud noises).	

Zoning or Other Policy Documents

The following items need to be reflected either in the general plan or in a separate policy document such as a combining zone ordinance. If a separate policy document is adopted, modification of the general plan to achieve consistency with the ALUCP may not be required. Modifications would normally be needed only to eliminate any conflicting language which may be present and to make reference to the separate policy document.

Policy Item	Reference
Intensity Limitations on Nonresidential Uses—ALUCPs may establish limits on the usage intensities of commercial, industrial, and other nonresidential land uses. This can be done by duplication of the performance-oriented criteria—specifically, the number of people per acre—indicated in the ALUCP. Alternatively, ALUCs may create a detailed list of land uses which are allowable and/or not allowable within each compatibility zone. For certain land uses, such a list may need to include limits on building sizes, floor area ratios, habitable floors, and/or other design parameters which are equivalent to the usage intensity criteria.	
Identification of Prohibited Uses—ALUCPs may prohibit schools, day care centers, assisted living centers, hospitals, and other uses within a majority of an airport's influence area. The facilities often are permitted or conditionally permitted uses within many commercial or industrial land use designations.	
Open Land Requirements—ALUCP requirements, if any, for assuring that a minimum amount of open land is preserved in the airport vicinity must be reflected in local policies. Normally, the locations which are intended to be maintained as open land would be identified on a map with the total acreage within each compatibility zone indicated. If some of the area included as open land is private property, then policies must be established which assure that the open land will continue to exist as the property develops. Policies specifying the required characteristics of eligible open land should also be established.	
Infill Development—If an ALUCP contains infill policies and a jurisdiction wishes to take advantage of them, the lands that meet the qualifications must be shown on a map.	

Policy Item *(Continued)*	Reference
Height Limitations and Other Hazards to Flight—To protect the airport airspace, limitations must be set on the height of structures and other objects near airports. These limitations are to be based upon FAR Part 77. Restrictions also must be established on other land use characteristics which can cause hazards to flight (specifically, visual or electronic interference with navigation and uses which attract birds). Note that many jurisdictions have already adopted an airport-related hazard and height limit zoning ordinance which, if up to date, will satisfy this consistency requirement.	
Buyer Awareness Measures—Besides disclosure rules already required by state law, as a condition for approval of development within certain compatibility zones, some ALUCPs require either dedication of an avigation easement to the airport proprietor or placement on deeds of a notice regarding airport impacts. If so, local agency policies must contain similar requirements.	
Nonconforming Uses and Reconstruction—Local agency policies regarding nonconforming uses and reconstruction must be equivalent to or more restrictive than those in the ALUCP, if any.	

REVIEW PROCEDURES

In addition to incorporation of ALUCP compatibility criteria, local agency implementing documents must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria as outlined below.

Actions Always Required to be Submitted for Airport Land Use Commission Review—PUC Section 21676 identifies the types of actions that must be submitted for airport land use commission review. Local policies should either list these actions or, at a minimum, note the local agency's intent to comply with the state statute.

Other Land Use Actions Potentially Subject to Airport Land Use Commission Review—In addition to the above actions, ALUCPs may identify certain major land use actions for which referral to the Airport Land Use Commission is dependent upon agreement between the local agency and Airport Land Use Commission. If the local agency fully complies with all of the items in this general plan consistency check list or has taken the necessary steps to overrule the Airport Land Use Commission, then referral of the additional actions is voluntary. On the other hand, a local agency may elect not to incorporate all of the necessary compatibility criteria and review procedures into its own policies. In this case, referral of major land use actions to the Airport Land Use Commission is mandatory. Local policies should indicate the local agency's intentions in this regard.

Process for Compatibility Reviews by Local Agencies—If a local agency chooses to submit only the mandatory actions for Airport Land Use Commission review, then it must establish a policy indicating the procedures which will be used to assure that airport compatibility criteria are addressed during review of other projects. Possibilities include: a standard review procedure checklist which includes reference to compatibility criteria; use of a geographic information system to identify all parcels within the airport influence area; etc.

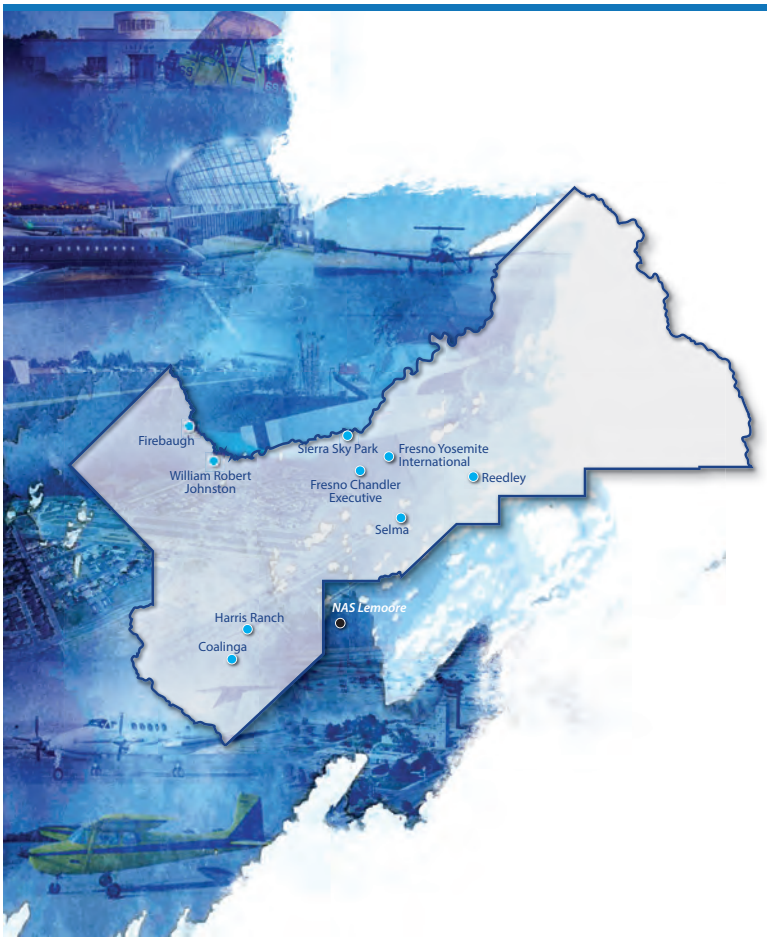
Variance Procedures—Local procedures for granting of variances to the zoning ordinance must make certain that any such variances do not result in a conflict with the compatibility criteria. Any variance that involves issues of noise, safety, airspace protection, or overflight compatibility as addressed in the ALUCP must be referred to the ALUC for review.

Enforcement—Policies must be established to assure compliance with compatibility criteria during the lifetime of the development. Enforcement procedures are especially necessary with regard to limitations on usage intensities and the heights of trees. An airport combining district zoning ordinance is one means of implementing enforcement requirements.

Fresno Council
of Governments

Appendix M

SUPPORTING MATERIALS



Appendix M: Supporting Materials

This appendix includes the following supporting information related to airport land use compatibility planning:

- Safety Supporting Information from the *California Airport Land Use Compatibility Planning Handbook*.

- *California State Aeronautics Act* (PUC Sections 21670-21679.5) – which was most recently amended in August 2012.

- Code of Federal Regulations Title 14, Part 77 – Safe, Efficient Use, and Preservation of the Navigable Airspace

- Memorandum of Understanding transferring the staffing and administrative support functions of the Fresno County Airport Land Use Commission (ALUC) from the Fresno County Department of Public Works to the Fresno Council of Governments

- ALUCP Resolution of Adoption

Additional information regarding this topic can be found on the Caltrans Division of Aeronautics website: http://www.dot.ca.gov/aeronaut/index.html

The *California Airport Land Use Planning Handbook* (Handbook) provides guidance for establishing safety zones for airports. The example zones, as described in the Handbook and shown on **Exhibit M1**, are based on mathematical analyses of NTSB aircraft accident data and aircraft flight characteristics. The purpose of the zones is to delineate areas with relatively uniform risk levels. **Table M1** provides

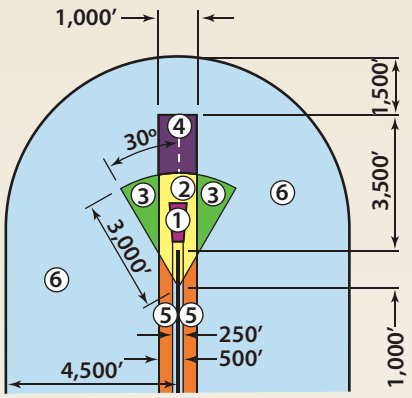
the Handbook's analysis of the safety zones, including the distribution of accident data points within each zone.

TABLE M1
Analysis of Safety Zone Examples

	% of Points	Acres	% / Acres
Primary Surface	15%	-	-
Zone 1: Runway Protection Zone	21%	49	0.40
Zone 2: Inner Approach/Departure Zone	10%	101	0.10
Zone 3: Inner Turning Zone	7%	151	0.05
Zone 4: Outer Approach/Departure Zone	5%	69	0.07
Zone 5: Sideline Zone	5%	-	-
Zone 6: Traffic Pattern Zone	23%	-	-
Total Zones 1-6 + Primary Surface	85%	-	-

Source: *California Airport Land Use Planning Handbook* (2011), Table 3B, Example 2

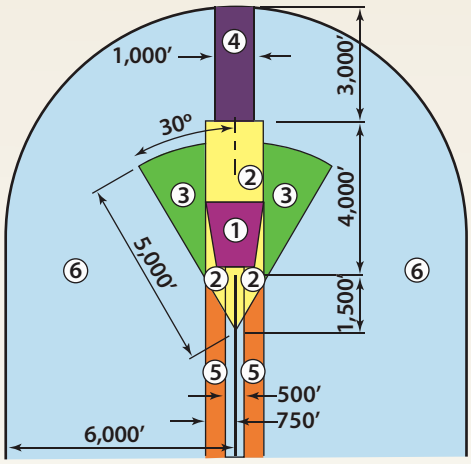
Safety zones at commercial service and general aviation airports can be differentiated by runway length and airport activity.



SHORT GENERAL AVIATION RUNWAY

Assumptions:

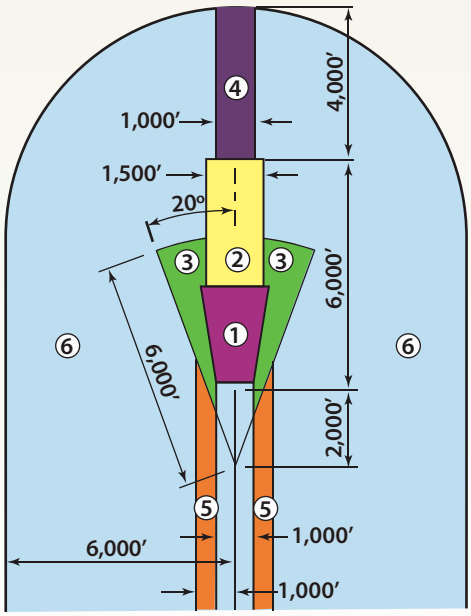
- Length less than 4,000 feet
- Approach visibility minimums ≥ 1 mile or visual approach only
- Zone 1 = 250′ x 450′ x 1,000′



MEDIUM GENERAL AVIATION RUNWAY

Assumptions:

- Length 4,000 to 5,999 feet
- Approach visibility minimums ≥ ¾ mile and < 1 mile
- Zone 1 = 1,000′ x 1,510′ x 1,700



LONG GENERAL AVIATION RUNWAY

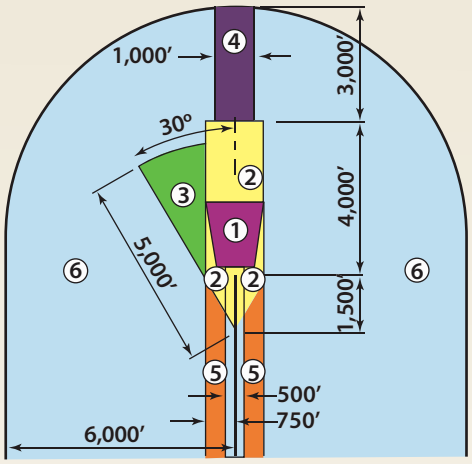
Assumptions:

- Length 6,000 or more
- Approach visibility minimums < ¾ mile
- Zone 1 = 1,000′ x 1,750′ x 2,500

LEGEND

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

Source: California Airport Land Use Planning Handbook, 2011.

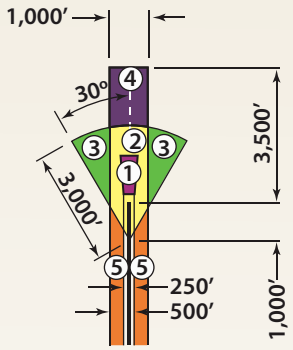


GENERAL AVIATION RUNWAY WITH SINGLE-SIDED TRAFFIC PATTERN

Assumptions:

- **Length 4,000 to 5,999 feet**
- **Approach visibility minimums ≥ ¾ mile and < 1 mile**
- **Zone 1 = 1,000′ x 1,510′ x 1,700**

See Note.

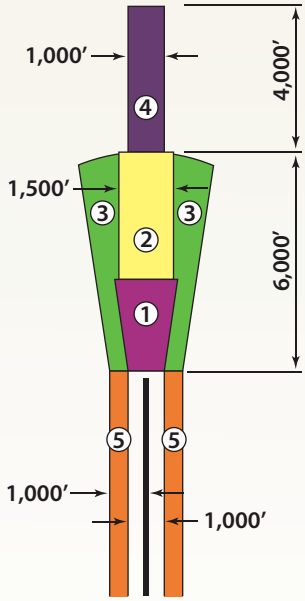


LOW ACTIVITY GENERAL AVIATION RUNWAY

Assumptions:

- **Less than 2,000 takeoffs and landings per year at individual runway end.**
- **Length less than 4,000 feet**
- **Approach visibility minimums ≥ 1 mile or visual approach only**

See Note.



LARGE AIR CARRIER RUNWAY

Assumptions:

- **Minimal light-aircraft general aviation activity**
- **Predominately straight-in and straight-out flight routes**
- **Approach visibility minimums < ¾ mile**

See Note.

Note:
RPZ (Zone 1) size in each example is as indicated by FAA criteria for the approach type assumed. Adjustment may be necessary if the Approach type differs.

These examples are intended to provide general guidance for establishment of airport safety compatibility zones. They do not represent California Department of Transportation standards of policy.

LEGEND

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

Source: California Airport Land Use Planning Handbook, 2011.

California Public Utilities Code
Section 21001 et seq.
relating to the

State Aeronautics Act

Prepared by
California Department of Transportation
Division of Aeronautics
Sacramento, CA

August 2015



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Division Chief

About this booklet

The law contained herein was copied from www.leginfo.ca.gov, a website maintained by the Legislative Counsel of California. We periodically update this booklet as changes are made to the State Aeronautics Act and at the Counsel's website. You can view the text of the State Aeronautics Act online by opening the www.leginfo.ca.gov homepage, selecting "California Law" and searching within the Public Utilities Code.

This booklet contains one new section since its last update in February 2013:

- Section 21602 Amended by Stats.2014, c. 27 (S.B.853), § 1, eff. June 20, 2014

California Department of Transportation
Division of Aeronautics
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Sacramento, CA 95814
http://www.dot.ca.gov/hq/planning/aeronaut/index.htm

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CALIFORNIA PUBLIC UTILITIES CODE

Section 21001 et seq.
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AERONAUTICS LAW
STATE AERONAUTICS ACT
PUBLIC UTILITIES CODE

Chapter 1. General Provisions and Definitions

Title of Part
21001. This part may be cited as the "State Aeronautics Act."

Purpose
21002. The purpose of this part is to further and protect the public interest in aeronautics and aeronautical progress by the following means:

(a) Encouraging the development of private flying and the general use of air transportation.

(b) Fostering and promoting safety in aeronautics.

(c) Effecting uniformity of the laws and regulations relating to aeronautics consistent with federal aeronautics laws and regulations.

(d) Granting to a state agency powers, and imposing upon it duties, so that the state may properly perform its functions relative to aeronautics and effectively exercise its jurisdiction over persons and property, assist in the development of a statewide system of airports, encourage the flow of private capital into aviation facilities, and cooperate with and assist political subdivisions and others engaged in aeronautics in the development and encouragement of aeronautics.

(e) Establishing only those regulations which are essential and clearly within the scope of the authority granted by the Legislature, in order that persons may engage in every phase of aeronautics with the least possible restriction consistent with the safety and the rights of others.

(f) Providing for cooperation with the federal authorities in the development of a national system of civil aviation and for coordination of the aeronautical activities of those authorities and the authorities of this state.

(g) Assuring that persons residing in the vicinity of airports are protected to the greatest possible extent against intrusions by unreasonable levels of aircraft noise.

(h) Fostering and promoting the development of a stable and efficient regional air carrier system to provide access for small and rural communities to the national air transportation system consistent with federal policies favoring deregulation.

(i) Developing, in cooperation with the private sector, airport management, local jurisdictions, federal authorities, and the general public, informational programs to increase the understanding of current air transportation issues including, but not limited to, aviation safety, planning, airport noise, airport development and management, and the role of aviation in the economic development of the state, as an integral part of the state's transportation system.

(j) Sponsoring or cosponsoring, with representatives of the aerospace and aviation industry, aviation educational and informational seminars which meet the needs of pilots and other members of the industry for current information on aviation safety, planning, and airport development and management.

Definitions; Effect
21003. Unless the context otherwise requires, the definitions and general provisions set forth in this chapter govern the construction of this part.

Public and Government Functions; Public Necessity
21004. The acquisition of any land or interest therein pursuant to this part, the planning, acquisition, establishment, construction, improvement, maintenance, equipment, and operation of airports and air navigation facilities, whether by the state separately or jointly with any political subdivision, and the exercise of any other powers granted to the department by this part are public and governmental functions, exercised for a public purpose, and are matters of public necessity. All land and other property and privileges acquired and used by or on behalf of the state pursuant to this part are acquired and used for public and governmental purposes as a matter of public necessity.

Effect of Part on Zoning Regulations
21005. This part shall not be construed as limiting any power of the state or a political subdivision to regulate airport hazards by zoning.

Effect of Chapter on Use of Helicopters

21006. This chapter or any other law shall not be construed as prohibiting, restricting, or permitting the prohibition of the operation or landing in populated areas of helicopters and similar aircraft capable of approximately vertical ascent and descent, subject to such reasonable rules affecting the public safety as the department may promulgate. The department shall adopt rules and regulations, effective January 1, 1989, for the conditions under which helicopters may make temporary use of a landing site.

Department

21006.5. "Department" means the Department of Transportation.

Aeronautics Commission; Division; Department

21007. Whenever the term "California Aeronautics Commission," "Division of Aeronautics," or "Department of Aeronautics" is used in any other law, it means the Department of Transportation.

Director

21008. "Director" means the Director of Transportation. Any reference in any law or regulation to the Director of Aeronautics shall be deemed to refer to the Director of Transportation.

Division

21008.3. "Division" means the Division of Aeronautics in the department.

Commission

21008.5. "Commission" means the California Transportation Commission.

Person

21009. "Person" means any individual, firm, partnership, corporation, limited liability company, company, association, joint stock association, or body politic; and includes any trustee, receiver, assignee, or other similar representative.

Political Subdivision

21010. "Political subdivision" means any county, city, city and county, public corporation, district or other political entity or public corporation of this State.

Aeronautics

21011. "Aeronautics" means:

(a) The science and art of flight, including transportation by aircraft.

(b) The operation, construction, repair, or maintenance of aircraft and aircraft power plants and accessories, including the repair, packing, and maintenance of parachutes.

(c) The design, establishment, construction, extension, operation, improvement, repair, or maintenance of airports or other air navigation facilities.

Aircraft

21012. "Aircraft" means any manned contrivance used or designed for navigation of, or flight in, the air requiring certification and registration as prescribed by federal statute or regulation. Notwithstanding the foregoing provisions of this section, manned lighter-than-air balloons and ultralight vehicles as defined in the regulations of the Federal Aviation Administration (14 C.F.R. Part 103), whether or not certificated by the Federal Aviation Administration, shall not be considered to be aircraft for purposes of this part.

Airport

21013. "Airport" means any area of land or water which is used, or intended for use, for the landing and take-off of aircraft, and any appurtenant areas which are used, or intended for use, for airport buildings or other airport facilities or rights of way, and all airport buildings and facilities located thereon.

Air Navigation Facility
21014. "Air navigation facility" means any facility, other than facilities owned or operated by the United States, used, or available or designed for use, in aid of air navigation, including any structures, mechanisms, lights, beacons, markers, communicating systems, or other facilities used or useful as an aid, or constituting an advantage or convenience, to the safe taking off, navigation, and landing of aircraft, or the safe and efficient operation or maintenance of an airport.

Operation of Aircraft; Operate Aircraft
21015. "Operation of aircraft" or "operate aircraft" means the use, navigation, or piloting of aircraft in the air space over this State or upon any airport within this State.

Airman
21016. "Airman" means any individual who engages, as the person in command, or as pilot, mechanic, or member of the crew, in the navigation of aircraft while under way, and any individual who is directly in charge of the inspection, maintenance, overhauling, or repair of aircraft engines, propellers, or appliances, and any individual who serves in the capacity of aircraft dispatcher, or air traffic control-tower operator. "Airman" does not include any individual employed outside the United States, or any individual employed by a manufacturer of aircraft, aircraft engines, propellers, or appliances to perform duties as inspector or mechanic in connection therewith, or any individual performing inspection or mechanical duties in connection with aircraft owned or operated by him.

Airport Hazard
21017. "Airport hazard" means any structure, object of natural growth, or use of land, which obstructs the air space required for flight of aircraft in landing or taking off at an airport or which is otherwise hazardous to the landing or taking off.

Airway
21018. "Airway" means a route in the navigable air space over the land or waters of this State, designated by proper authority as a route suitable for air navigation.

Violations; Punishment
21019. Any person violating any of the provisions of this part, other than Section 21407.1, or any of the rules or orders issued under this part, is punishable by a fine of not more than one thousand dollars ($1,000) or by imprisonment of not more than six months, or both.

Land
21020. "Land" includes tide and submerged lands or other lands subject to the public trust for commerce, navigation, or fisheries.

Chapter 2. Department of Transportation and State Aeronautics Board

Article 1. Department of Transportation

Rules and Regulations
21204. The department may adopt, administer, and enforce rules and regulations for the administration of this part.

Statement of Estimated Revenues; Budget
21206. The department shall prepare a statement of all estimated revenues of the Aeronautics Account in the State Transportation Fund and revenues available for local subventions from any other sources for the next succeeding fiscal year, together with a statement of proposed expenditures to be made to local agencies and the University of California during the next succeeding fiscal year, or obligations to be incurred in connection therewith.

The statement shall be included in the printed fiscal year budget submitted to the Legislature. Insofar as the matters to which it pertains, it shall constitute as submitted the budget submitted to the Department of Finance pursuant to Section 13320 of the Government Code, and, as to such matters, shall be administered by the Department of Finance as the fiscal year budget of the Department of Transportation under the provisions of this

section and of Article 2 (commencing with Section 13320) of Chapter 3 of Part 3 of Division 3 of Title 2 of the Government Code.

Any changes or modifications in the budget described in this section shall be approved by the Director of Finance.

In the event, during an annual period, the budgetary amount approved and allocated for any purpose exceeds the amount actually necessary therefor, with a resultant available surplus, such surplus may be allocated to any other purpose or supplemental project upon the written approval of the Director of Finance.

In administering the budget, the Director of Finance shall not limit expenditures or incurrence of obligations thereunder to quarterly, semiannual, or other periods of the fiscal year.

Noise Mitigation Projects

21207. Whenever a political subdivision owning and operating an airport constructs or implements a noise mitigation project at the airport, including, but not limited to, the installation of noise monitoring equipment at any time after the project has been included within the aeronautics program in the state transportation improvement program and prior to funding of the project, the department shall, when funding for the project becomes available, reimburse the political subdivision for the eligible costs of the project, without interest, not to exceed the amount of the funds made available to the department or the political subdivision's actual eligible costs, whichever is lower. Reimbursement under this section shall be made only if the political subdivision completes the project to the standards approved by the department including, but not limited to, bidding and contracting procedures and the project is approved by the commission. This section does not apply to any project for which state funding is not specifically made available.

Article 1.5. State Aeronautics Board

State Aeronautics Board Abolished

21215. (a) The State Aeronautics Board is hereby abolished, and the California Transportation Commission succeeds to, and is vested with, all the duties, powers, purposes, responsibilities, and jurisdiction vested in the State Aeronautics Board.

(b) Any reference in any law or regulation to the State Aeronautics Board shall be deemed to refer to the California Transportation Commission.

(c) The California Transportation Commission shall have the possession and control of all licenses, permits, leases, agreements, contracts, orders, claims, judgments, records, papers, equipment, supplies, bonds, moneys, funds, appropriations, buildings, land and other property, real or personal, held for the benefit, use, or obligation of the State Aeronautics Board.

Appeals

21216. Any person or entity injured or aggrieved by any procedure or action of the department with respect to aeronautics may appeal to the California Transportation Commission for relief, and the decision of the commission as to such matter shall, after hearing thereon, be conclusive, subject to such review as may be otherwise provided by law. This section shall not apply to any procedure or action for which a hearing pursuant to Chapter 5 (commencing with Section 11500) of Part 1 of Division 3 of Title 2 of the Government Code is specified in this part as the means for reviewing or finalizing the procedure or action.

Article 2: Powers and Duties

Recognition of Federal Authority; Intrastate Rates

21240. This state recognizes the authority of the federal government to regulate the operation of aircraft and to control the use of the airways, and nothing in this act shall be construed to give the department the power to so regulate and control safety factors in the operation of aircraft or to control use of the airways. This section does not affect the state's power to regulate the intrastate rates of common carriers by air, and such power is hereby reserved to the state.

Encouragement of Aeronautics, Airports, and Air Navigation Facilities

21241. The department shall encourage, foster, and assist in the development of aeronautics in this state and encourage the establishment of airports and air navigation facilities. It shall cooperate with and assist the federal government, political subdivisions of this state, and others in the development of aeronautics, and shall seek to coordinate their aeronautical activities.

Political subdivisions may cooperate with the department in the development of aeronautics and aeronautics facilities in this state.

Legislation; Representation of State

21242. The department may:

(a) Draft and recommend necessary legislation to advance the interest of the state in aeronautics.

(b) Represent the state in aeronautical matters before federal and other agencies.

(c) Participate as plaintiff or defendant or as intervenor on behalf of the state or any political subdivision or citizen in any controversy which involves the interest of the state in aeronautics.

(d) Assist political subdivisions and their law enforcement agencies in becoming acquainted with and enforcing the civil air regulations.

Rules, Regulations, Procedures, and Standards; Classification of Airports

21243. The department may make and amend general or special rules, regulations, and procedures and establish minimum standards, consistent with and clearly within the scope of federal legislation governing aeronautics and the rules, regulations, and standards issued thereunder. The department may, by regulation, classify airports into several reasonable classes or groups according to their facilities and the types and number of aircraft which they are capable of handling and may make and amend rules, regulations, and procedures and establish minimum standards for each separate class or group.

Temporary Rules, Regulations, Procedures, and Standards

21244. For the purpose of protecting and insuring the general public interest and safety and the safety of persons operating, using, or traveling in aircraft and developing aeronautics in this state, and after appropriate public hearings, the department may make and amend temporary general or special rules and procedures and establish temporary minimum standards consistent with this part as it deems necessary to administer this part. The department shall draft these temporary rules, procedures, and standards in the form of proposed aviation law and shall submit them to the next general session of the Legislature. These temporary rules, procedures, and standards shall not remain in effect beyond 90 days after the final adjournment of that session of the Legislature.

Rules; Copies for Public Inspection

21245. The department shall keep on file with the Secretary of State, and at its principal office, a copy of all its rules for public inspection.

Publication and Distribution of Orders, Rules, and Procedures

21246. The department shall provide for the publication and general distribution of all its orders, rules, and procedures having general effect.

Contracts

21247. The department may enter into any contracts necessary to the execution of its powers under this part. All contracts made by the department, either as the agent of the state or as the agent of any political subdivision, shall be made pursuant to the laws of the state governing the making of like contracts. Where the planning, acquisition, construction, improvement, maintenance, or operation of any airport or air navigation facility is financed wholly or partially with federal money the department, as agent of the state or of any political subdivision, may let contracts in the manner prescribed by the federal authorities acting under the laws of the United States and any rules made thereunder.

Joint Exercise of Powers

21248. The department may exercise any of its powers under this part jointly with any political subdivision, state agency, other states or their political subdivisions, or the United States.

Conferences and Joint Hearings with Federal Agencies

21249. The department may confer or hold joint hearings with any federal agency in connection with any matter arising under this part or relating to the sound development of aeronautics.

Cooperation with Federal Agencies

21250. The department may avail itself of the cooperation, services, records, and facilities of the federal agencies in the administration and enforcement of this part. It shall cooperate with and make available to the federal agencies, its services, records, and facilities, insofar as practicable.

Administration

21251. In administering this part the department may use the facilities and services of other state agencies and political subdivisions to the utmost extent possible. These agencies and political subdivisions shall make available to the department their facilities and services.

Enforcement

21252. (a) The department, its members, the director, officers and employees of the department, and every state and peace officer charged with the enforcement of state and subordinate laws or ordinances, may enforce and assist in the enforcement of this part, the rules and orders issued under this part, and all other laws of this state relating to aeronautics. In the enforcement of such rules, orders, and laws, the director, and such officers and employees as the director may designate, shall have the authority, as public officers, to arrest without a warrant, any person who, in his presence, has violated or as to whom there is probable cause to believe has violated any of such rules, orders, or laws.

In any case in which an arrest authorized by this subdivision is made for an offense declared to be a misdemeanor, and the person arrested does not demand to be taken before a magistrate, the arresting officer may, instead of taking such person before a magistrate, follow the procedure prescribed by Chapter 5C (commencing with Section 853.6) of Title 3 of Part 2 of the Penal Code. The provisions of such chapter shall thereafter apply with reference to any proceeding based upon the issuance of a citation pursuant to this authority.

(b) There shall be no civil liability on the part of and no cause of action shall arise against any person, acting pursuant to subdivision (a) and within the scope of his authority, for false arrest or false imprisonment arising out of any arrest which is lawful or which the arresting officer, at the time of such arrest, had reasonable cause to believe was lawful. No such officer shall be deemed an aggressor or lose his right to self-defense by the use of reasonable force to effect the arrest or to prevent escape or to overcome resistance.

(c) The director, and such officers and employees as the director may designate, may serve all processes and notices throughout the state.

Enforcement of Part; Injunction and Other Legal Process

21253. In the name of the state, the department may enforce this part and rules and orders issued under this part by injunction or other legal process in the courts of this state.

Reports of Violations to Federal and Other State Agencies

21254. The department may report to the appropriate federal agencies and agencies of other states all proceedings instituted charging violations of Section 21407, and Sections 21409 to 21412, inclusive, and all penalties of which it has knowledge imposed upon airmen or the owners or operators of aircraft for violations of the law of this state relating to aeronautics or for violations of the rules or orders of the department.

Reports from Federal and Other State Agencies

21255. The department may receive reports of penalties and other data from agencies of the federal government and other states, and may enter into agreements with these agencies governing the delivery, receipt, exchange, and use of reports and data. The department may make the reports and data of these agencies and of the courts of this state available to any court of this state and to any officer of the state or of any political subdivision authorized to enforce the aeronautics laws by Section 21252.

Receipt and Disbursement of Funds

21256. The department may accept, receive, receipt for, disburse, and expend federal and other money, public or private, made available to accomplish in whole or in part any of the purposes of this part. All federal money accepted under this part shall be accepted and expended by the department upon the terms and conditions prescribed by the United States. In accepting federal money under this part, the department shall have the same authority to enter into contracts on behalf of the state as is granted to the department under Section 21603. The department shall deposit all money received under this section in the Special Deposit Fund in the State Treasury, to be disbursed or expended in accordance with the terms and conditions upon which it was made available.

Ownership and Operation of Aircraft
21257. The department may own and operate aircraft for use in the furtherance of its duties, employ airmen and mechanics for proper operation and maintenance of the aircraft, and insure its employees against injury or death arising from aircraft accidents incurred in the performance of their assigned duties, within the limits of appropriations for these purposes.

Department Responsibility
21258. The department shall represent the state and local agencies before the Civil Aeronautics Board and other federal agencies in all matters related to the Airline Deregulation Act of 1978 (P.L. 95-504, as amended) and the essential air service program created by that act. The department shall assist and cooperate with federal, state, and local agencies and private entities in the development of a stable and efficient regional air carrier system.

Chapter 3. Regulation of Aeronautics

Sovereignty
21401. Sovereignty in the space above the land and waters of this state rests in the state, except where granted to and assumed by the United States pursuant to a constitutional grant from the people of the state.

The operation of aircraft in such space is a privilege subject to the laws of this state.

Ownership; Prohibited Use of Airspace
21402. The ownership of the space above the land and waters of this State is vested in the several owners of the surface beneath, subject to the right of flight described in Section 21403. No use shall be made of such airspace which would interfere with such right of flight; provided, that any use of property in conformity with an original zone of approach of an airport shall not be rendered unlawful by reason of a change in such zone of approach.

Lawful Flight; Flight Within Airport Approach Zone
21403. (a) Flight in aircraft over the land and waters of this state is lawful, unless at altitudes below those prescribed by federal authority, or unless conducted so as to be imminently dangerous to persons or property lawfully on the land or water beneath. The landing of an aircraft on the land or waters of another, without his or her consent, is unlawful except in the case of a forced landing or pursuant to Section 21662.1. The owner, lessee, or operator of the aircraft is liable, as provided by law, for damages caused by a forced landing.

(b) The landing, takeoff, or taxiing of an aircraft on a public freeway, highway, road, or street is unlawful except in the following cases:

(1) A forced landing.

(2) A landing during a natural disaster or other public emergency if the landing has received prior approval from the public agency having primary jurisdiction over traffic upon the freeway, highway, road, or street.

(3) When the landing, takeoff, or taxiing has received prior approval from the public agency having primary jurisdiction over traffic upon the freeway, highway, road or street.

The prosecution bears the burden of proving that none of the exceptions apply to the act which is alleged to be unlawful.

(c) The right of flight in aircraft includes the right of safe access to public airports, which includes the right of flight within the zone of approach of any public airport without restriction or hazard. The zone of approach of an airport shall conform to the specifications of Part 77 of the Federal Aviation Regulations of the Federal Aviation Administration, Department of Transportation.

Tort Liability; Injury or Death of Passengers
21404. Liability of the owner or pilot of an aircraft carrying passengers for injury or death to the passengers is determined by the rules of law applicable to torts on the land or waters of this state, arising out of similar relationships. Every owner of an aircraft is liable and responsible for death or injury to person or property resulting from a negligent or wrongful act or omission in the operation of the aircraft, in the business of the owner or otherwise, by any person using or operating the same with the permission, express or implied, of the owner.

Limitation on Liability
21404.1. (a) The liability of an owner, bailee of an owner, or personal representative of a decedent imposed by Section 21404 and not arising through the relationship of principal and agent or master and servant is limited to the

amount of fifteen thousand dollars ($15,000) for the death of or injury to one person in any one accident and, subject to the limit as to one person, is limited to the amount of thirty thousand dollars ($30,000) for the death of or injury to more than one person in any one accident and is limited to the amount of five thousand dollars ($5,000) for damage to property of others in any one accident.

(b) An owner, bailee of an owner, or personal representative of a decedent is not liable under this section for damages imposed for the sake of example and by way of punishing the operator of the aircraft. Nothing in this subdivision makes an owner, bailee of an owner, or personal representative immune from liability for damages imposed for the sake of example and by way of punishing him for his own wrongful conduct.

Tort Liability; Collision Damage

21405. The liability of the owner of one aircraft to the owner of another aircraft, or to operators or passengers on either aircraft, for damage caused by collision on land or in the air, is determined by the rules of law applicable to torts on land.

Careless or Reckless Operation

21407. It is unlawful for any person to operate an aircraft in the air, or on the ground or water in a careless or reckless manner so as to endanger the life or property of another. In any proceeding charging operation of aircraft in violation of this section, the court in determining whether the operation was careless or reckless shall consider the standards for safe operation of aircraft prescribed by federal statutes or regulations governing aeronautics.

Operation While Under the Influence

21407.1. (a) It is unlawful for any person, who is under the influence of an alcoholic beverage or any drug, or the combined influence of an alcoholic beverage and any drug, to operate an aircraft in the air, or on the ground or water, or to engage in parachuting for sport.

(b) No person shall operate an aircraft in the air or on the ground or water who has 0.04 percent or more, by weight, of alcohol in his or her blood.

Consent to Chemical Testing

21407.2. (a) (1) (A) Any person who operates an aircraft in the air or on the ground or water is deemed to have given his or her consent to chemical testing of his or her blood or breath for the purpose of determining the alcoholic content of his or her blood, if lawfully arrested for any offense allegedly committed in violation of Section 21407.1 or if the officer requests chemical testing as part of any investigation of a suspected violation of state or local law. If a blood or breath test, or both, are unavailable, then paragraph (2) of subdivision (d) applies.

(B) Any person who operates an aircraft in the air or on the ground or water is deemed to have given his or her consent to chemical testing of his or her blood or urine for the purpose of determining the drug content of his or her blood, if lawfully arrested for any offense allegedly committed in violation of Section 21407.1 or if the officer requests chemical testing as part of an investigation of a suspected violation of state or local law.

(C) The testing shall be administered at the direction of a peace officer having reasonable cause to believe the person was operating an aircraft in violation of Section 21407.1 under either of the following conditions:

(i) The person is lawfully arrested.

(ii) The officer requests the person to submit to chemical testing as part of an investigation of a suspected violation of state or local law.

(D) The person shall be told that his or her failure to submit to, or the failure to complete, the required chemical testing may result in prohibition from operating an aircraft for not more than one year and, if the person is convicted of a violation of Section 21407.1, a fine, imprisonment, prohibition from operating an aircraft for not more than one year, or any combination thereof.

(2) (A) If the person is lawfully arrested for operating an aircraft under the influence of an alcoholic beverage, the person has the choice of whether the test shall be of his or her blood or breath, and the officer shall advise the person that he or she has that choice. If the person arrested either is incapable, or states that he or she is incapable, of completing the chosen test, the person shall submit to the remaining test. If a blood or breath test, or both, are unavailable, then paragraph (2) of subdivision (d) applies.

(B) If the person is lawfully arrested for operating an aircraft under the influence of any drug or the combined influence of an alcoholic beverage and any drug, the person has the choice of whether the test shall be of his or her blood, breath, or urine, and the officer shall advise the person that he or she has that choice.

(C) A person who chooses to submit to a breath test may also be requested to submit to a blood or urine test if the officer has reasonable cause to believe that the person was operating an aircraft under the influence of any drug or the combined influence of an alcoholic beverage and any drug and if the officer has a clear indication that a blood or

urine test will reveal evidence of the person being under the influence. The officer shall state in his or her report the facts upon which that belief and that clear indication are based. If the person who is arrested is either incapable or states that he or she is incapable of completing a blood test, that person shall submit to and complete a urine test. If the person arrested either is incapable, or states that he or she is incapable, of completing either chosen test, the person shall submit to and complete the other remaining test.

(3) If the person is lawfully arrested for an offense allegedly committed in violation of Section 21407.1 and, because of the need for medical treatment, the person is first transported to a medical facility where it is not feasible to administer a particular test of, or to obtain a particular sample of, the person's blood, breath, or urine, the person has the choice of those tests which are available at the facility to which that person has been transported. In that event, the officer shall advise the person of those tests which are available at the medical facility and that the person's choice is limited to those tests which are available.

(4) The officer shall also advise the person that he or she does not have the right to have an attorney present before stating whether he or she will submit to a test or tests, before deciding which test or tests to take, or during administration of the test or tests chosen, and that, in the event of refusal to submit to a test or tests, the refusal may be used against him or her in a court of law.

(5) Any person who is unconscious or otherwise in a condition rendering him or her incapable of refusal is deemed not to have withdrawn his or her consent and a test or tests may be administered whether or not the person is told that his or her failure to submit to, or the noncompletion of, the test or tests may result in a fine, imprisonment, and prohibition from operating an aircraft for not more than one year. Any person who is dead is deemed not to have withdrawn his or her consent and a test or tests may be administered at the direction of a peace officer.

(b) Any person who is afflicted with hemophilia is exempt from the blood test required by this section.

(c) Any person who is afflicted with a heart condition and is using an anticoagulant under the direction of a licensed physician and surgeon is exempt from the blood test required by this section.

(d) (1) A person lawfully arrested for any offense allegedly committed while the person was operating an aircraft in violation of Section 21407.1 may request the arresting officer to have a chemical test made of the arrested person's blood or breath for the purpose of determining the alcoholic content of that person's blood, and, if so requested, the arresting officer shall have the test performed.

(2) If a blood or breath test is not available under subparagraph (A) of paragraph (1) of subdivision (a), or under subparagraph (A) of paragraph (2) of subdivision (a), or under paragraph (1) of this subdivision, the person shall submit to the remaining test in order to determine the percent, by weight, of alcohol in the person's blood. If both the blood and breath tests are unavailable, the person shall be deemed to have given his or her consent to chemical testing of his or her urine and shall submit to a urine test.

Punishment

21407.6. (a) Any person convicted under Section 21407.1 shall be punished upon a first conviction by imprisonment in the county jail for not less than 30 days nor more than six months or by a fine of not less than two hundred fifty dollars ($250) nor more than one thousand dollars ($1,000) or by both such fine and imprisonment.

Any person convicted under Section 21407.1 shall be punished upon a second or any subsequent conviction by imprisonment in the county jail for not less than five days nor more than one year and by a fine of not less than two hundred fifty dollars ($250) nor more than one thousand dollars ($1,000), without being granted probation by the court and without having the court suspend the execution of the sentence.

(b) Any person convicted under Section 21407.1 and who, when so operating an aircraft, has done any act forbidden by law or neglects any duty imposed by law in the operation of the aircraft, which act or neglect proximately causes bodily injury to any person other than the operator shall be punished by imprisonment in the state prison, or in the county jail for not less than 90 days nor more than one year and by fine of not less than two hundred fifty dollars ($250) nor more than ten thousand dollars ($10,000).

Authority to Prohibit Violator from Operation Aircraft

21408. For any violation of Section 21407 or 21407.1, in addition to the penalties provided by Section 21019 or 21407.6, the court may prohibit the violator from operating an aircraft within the state for a period not exceeding one year. Violation of the prohibition of the court may be treated as a separate offense under this section or as a contempt of court. Upon a plea of guilty or conviction under Section 21407 or 21407.1, the department shall cause a record of the plea or conviction and of the sentence imposed to be maintained. This section does not authorize the court or any other agency or person to take away, impound, hold, or mark any federal certificate, permit, rating, or license. The peace officer requesting that a person submit to a chemical test of the blood, breath, or urine pursuant to Section 21407.2 shall report anyone refusing to submit to the chemical test to the Federal Aviation Administration for appropriate administrative action.

Unlicensed Operation

21409. It is unlawful for any person to engage in aeronautics as an airman in the State unless he has an appropriate effective airman certificate, permit, rating, or license issued by the United States authorizing him to engage in the particular class of aeronautics in which he is engaged, if the certificate, permit, rating, or license is required by the United States.

Possession and Inspection of Certificate, License, Etc.

21410. Every airman shall keep any certificate, permit, rating, or license required for him by the United States in his personal possession when he is operating within the state. He shall present it for inspection upon the demand of any peace officer, any other officer of the state or of a political subdivision, or member, official, or employee of the department, authorized by Section 21252 to enforce the aeronautics laws, or any official, manager, or person in charge of any airport upon which the airman lands, or upon the reasonable request of any other person.

Unlicensed Aircraft

21411. It is unlawful for any person to operate, or cause or authorize to be operated, any civil aircraft within this State unless the aircraft has an appropriate effective certificate, permit, or license issued by the United States if required by the United States.

Posting Aircraft License; Inspection

21412. Any certificate, permit, or license required by the United States for an aircraft shall be carried in the aircraft at all times while the aircraft is operating in the state, shall be conspicuously posted in the aircraft where it may be readily seen by passengers or inspectors, and shall be presented for inspection upon the demand of any peace officer, any other officer of the state or of a political subdivision, or member, official, or employee of the department, authorized by Section 21252 to enforce the aeronautics laws, or any official, manager, or person in charge of any airport upon which the aircraft lands, or upon the reasonable request of any person.

Accidents; Reports; Preservation of Parts Pending Investigation

21413. The department shall report to the appropriate federal agency all accidents in aeronautics in this state of which it is informed, and shall, insofar as is practicable, preserve, protect, and prevent the removal of the component parts of any aircraft involved in an accident being investigated by it until the federal agency institutes an investigation.

Intoxicated Persons In or About Aircraft

21415. No person shall be in, or perform any act in connection with the maintenance or operation of, any aircraft when under the influence of intoxicating liquor.

This section does not apply to a person who is in an aircraft merely as a passenger, but this section shall not be construed to relieve any such person of criminal liability imposed by any other law for being intoxicated while in an aircraft.

Locking Door Separating Pilot Compartment from Passenger Compartment

21416. On all commercial aircraft which transport passengers for compensation or hire the door which separates the pilot compartment from the passenger compartment shall be kept locked at all times the aircraft is in a flight over this state during which passengers are being transported except:

(a) During takeoff and landing of the airplane when such door is the means of access to a required passenger emergency exit.

(b) At such times as it may be necessary to provide access to the flight crew or passenger compartments for the crew members in the performance of their duties, or to provide access for other persons authorized admission to the flight crew compartment.

The pilot of the aircraft shall be guilty of a misdemeanor if the door is not so locked.

It shall be unlawful for any person, except a member of the crew, to have in his possession in the passenger compartment at any time the aircraft is in a flight over this state during which passengers are being transported a key or other device for opening such door from the passenger side of the door.

Meteorological Towers

21417. (a) As used in this section, the following terms have the following meanings:

(1) "Meteorological instrument" means an instrument for measuring and recording the speed of the wind.

(2) "Meteorological tower" means a structure, including all guy wires and accessory facilities, on which a meteorological instrument is mounted for the purposes of documenting whether a site has wind resources sufficient for the operation of a wind turbine generator.

(3) "Prime agricultural land" means land that satisfies the requirements of paragraph (1), (2), or (4) of subdivision (c) of Section 51201 of the Government Code.

(b) A meteorological tower below 200 feet in height and above 50 feet in height that is located on prime agricultural land, or within one mile of prime agricultural land, and erected after January 1, 2013, shall be marked as follows:

(1) The full length of the meteorological tower shall be painted in equal, alternating bands of aviation orange and white, beginning with orange at the top of the tower and ending with orange at the bottom of the marked portion of the tower. The bands shall be between 20 and 30 feet in width.

(2) Two or more high visibility spherical marker balls, also called cable balls, that are aviation orange shall be attached to each outside guy wire that is connected to a meteorological tower.

(3) One or more seven-foot high visibility safety sleeves shall be placed at each anchor point and shall extend from the anchor point along each guy wire attached to the anchor point.

(c) A light may be affixed to the highest point on a meteorological tower as an additional option for the marking of the meteorological tower.

(d) (1) A local agency may incorporate any requirements of this section into any applicable land use permit that the agency administers.

(2) This section shall not be construed to authorize a local agency to require a new permit that applies to a meteorological tower.

(3) To the extent that the requirements of this section conflict with local permitting requirements, the requirements of this section shall supersede those permitting requirements.

(e) This section shall remain in effect only until January 1, 2018, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2018, deletes or extends that date.

Chapter 3.7 Wire Strike Education and Prevention

Legislative Intent

21504. The Legislature finds and declares as follows:

(a) Representatives from the aviation community, electric utility industry, and government agencies voluntarily convened a working group in July 1992 to develop a comprehensive program to improve low-level flight safety throughout California.

(b) The working group found that the prevention of aircraft wire strikes and losses through (1) pilot education and awareness and (2) selective marking of those wires and supporting structures that present a hazard to low-level flight safety are equally important to improving low-level flight safety throughout the state.

(c) The working group developed criteria for marking selected wires and supporting structures based upon visibility and likelihood of aircraft activity, which now must be evaluated in the field.

(d) It is, therefore, the intent of the Legislature in enacting this chapter to implement recommendations of the working group to undertake a pilot education and awareness program and to evaluate the criteria for marking selected wires and supporting structures in the field.

Pilot Awareness Program

21505. (a) The Division of Aeronautics, in cooperation with the aviation industry and the electric utility industry and in consultation with the Federal Aviation Administration, shall coordinate and disseminate information provided by the working group to pilots to increase awareness of wire hazards and to communicate techniques for identifying and avoiding wires.

(b) For purposes of coordinating and disseminating the information provided to the division by the working group pursuant to subdivision (a), every electrical corporation and publicly owned electrical utility in this state which serves 250,000 or more customers shall pay a one-time fee in a sufficient amount so that the total of all fees collected does not exceed one hundred thousand dollars ($100,000). The fee shall be in the proportion that each utility's total miles of transmission line greater than 110 kilovolts bears to the total miles of transmission line greater than 110 kilovolts statewide.

(c) All fees collected pursuant to subdivision (b) shall be deposited in the Aeronautics Account in the State Transportation Fund to be continuously appropriated to the Department of Transportation for the purposes set forth in subdivision (a).

Cost Recovery
21507. All costs incurred by an electrical corporation pursuant to this chapter shall be deemed reasonable by the commission and shall be fully recoverable through rates.

Chapter 4. Airports and Air Navigation Facilities

Article 1. Assistance to Political Subdivisions

Engineering and Technical Services
21601. The department may make available its engineering and other technical services, with or without charge, to any political subdivision or person desiring them in connection with the planning, acquisition, construction, improvement, maintenance, or operation of airports or air navigation facilities, subject to rules promulgated by the department.

Financing
21602. (a) Subject to the terms and within the limits of special appropriations made by the Legislature, the department may render financial assistance by grant or loan, or both, to political subdivisions jointly, in the planning, acquisition, construction, improvement, maintenance, or operation of an airport owned or controlled, or to be owned or controlled, by a political subdivision or subdivisions, if the financial assistance has been shown by public hearing to be appropriate to the proper development or maintenance of a statewide system of airports. Financial assistance may be furnished in connection with federal or other financial aid for the same purpose.

(b) Notwithstanding subdivision (a) of Section 21681, a city or county designated by the Airport Land Use Commission is eligible to compete for funds held in the Aeronautics Account in the State Transportation Fund on behalf of any privately owned, public use airport that is included in an airport land use compatibility plan. However, the city or county shall be eligible to compete for the funds only when zoning on the parcel is tantamount to a taking of all reasonable uses that might otherwise be permitted on the parcel. The eligible airport and aviation purposes are limited to those specified in paragraphs (4), (5), (6), (9), and (14) of subdivision (f) of Section 21681, and, further, any capital improvements or acquisitions shall become the property of the designated city or county. Matching funds pursuant to subdivision (a) of Section 21684 may include the in-kind contribution of real property, with the approval of the department.

(c) Any grant of funds held in the Aeronautics Account in the State Transportation Fund on behalf of any privately owned airports shall contain a covenant that the airport remain open for public use for 20 years. Any grant made to a city or county on behalf of a privately owned airport shall contain a payback provision based upon existing market value at the time the private airport ceases to be open for public use.

(d) Upon request, California Aid to Airports Program (CAAP) projects included within the adopted Aeronautics Program, may be funded in advance of the year programmed, with the concurrence of the department, in order to better utilize funds in the account.

(e) There is, in the Aeronautics Account in the State Transportation Fund, a subaccount, the Local Airport Loan Account, for the management of funds for loans to local entities pursuant to this chapter. All funds for airport loans in the Special Deposit Fund are hereby transferred to the subaccount. With the approval of the Department of Finance, the department shall deposit in the subaccount all money received by the department from repayments of and interest on existing and future airport loans, including, but not limited to, the sums of five hundred forty thousand dollars ($540,000) in repayments from the General Fund due in July 1987, and July 1988, and may, upon appropriation, transfer additional funds from the Aeronautics Account in the State Transportation Fund to the subaccount as the department deems appropriate. Interest on money in the subaccount shall be credited to the subaccount as it accrues.

(f) (1) Notwithstanding subdivision (a) of Section 13340 of the Government Code, the money in the subaccount created by subdivision (e) is hereby continuously appropriated to the department without regard to fiscal years for purposes of loans to political subdivisions for airport purposes.

(2) Upon a determination by the department that the balance in the subaccount exceeds projected needs, funds in the subaccount may be transferred by the department to the Aeronautics Account to fund the California Aid to Airports Program with the approval of the California Transportation Commission and the Department of Finance. The transfers shall not reduce the amount of funds in the subaccount below five million dollars ($5,000,000).

Agent for Political Subdivisions; Contracts; Handling of Funds

21603. Upon the request of any political subdivision or political subdivisions acting jointly, the department may act as agent in accepting, receiving, receipting for, and disbursing federal money, and other money public or private, made available to finance, in whole or in part, the planning, acquisition, construction, improvement, maintenance, or operation of a public airport or air navigation facility. The department may act as agent in contracting for and supervising the planning, acquisition, construction, improvement, maintenance, or operation. Any political subdivision may designate the department as its agent for these purposes.

The department as principal on behalf of the state, and any political subdivision on its own behalf, may enter into any contracts with each other, the United States, or any person, which may be required in connection with a grant or loan of federal money for public airport or air navigation facility purposes.

All federal money accepted under this section shall be accepted and transferred or expended by the department upon such terms and conditions as are prescribed by the United States. All money received by the department pursuant to this section shall be deposited in the Special Deposit Fund in the State Treasury, to be disbursed or expended in accordance with the terms and conditions upon which it was made available.

Airport Closing Procedures

21605. No proprietor of any permitted airport which is open to the public and has received public funds shall close or suspend operation of the airport, or close an existing runway or taxiway except on a temporary basis for inspection, maintenance, construction, or emergency purposes, without notifying the department in writing 60 days prior to the intended closure or suspension of operations. On its own motion or upon the request of an affected or interested person, the department may conduct a public hearing to determine the impact of the intended closure or suspension of operations, both economically and on the entire state air transportation system. The department may take appropriate action to assist the proprietor in keeping the airport operational and open for public use.

Article 2. State Airports and Air Navigation Facilities

Establishment; Planning; Construction

21631. From appropriations or other money made available for the purpose, the department, on behalf of and in the name of the state, may plan, establish, construct, enlarge, improve, maintain, equip, operate, regulate, and protect airports and air navigation facilities, either within or without the state, including the construction, installation, equipment, maintenance, and operation at the airports of buildings and other facilities for the servicing of aircraft or for the comfort and accommodation of air travelers.

Acquisition of Existing Facilities

21632. (a) The department may also acquire existing airports and air navigation facilities, but it shall not acquire any airport or air navigation facility owned or controlled by a political subdivision of this or any other state without the consent of the political subdivision.

(b) Whenever an airport owned or operated by the United States in this state ceases to be so owned or operated, the department, in consultation with local and regional transportation planning agencies, may evaluate the present and future need for the airport in the state's public-use airport system, including the need for both the transportation of people and goods. The purpose of the evaluation is to determine aviation needs and does not eliminate any requirement of the California Environmental Quality Act, Division 13 (commencing with Section 21000) of the Public Resources Code.

(c) Prior to finalizing the evaluation, the department shall submit a copy of its report to the commission for review and comment.

The commission shall complete its review and forward any comments to the department not later than 45 days after receiving the evaluation.

(d) Upon completion of its evaluation, the department may make a recommendation to the Legislature, the commission, the affected local agencies, and the appropriate federal agency for the airport's ownership and type of operation as a public-use airport, if the department determines that the airport would be of significant benefit to the state's airport system. It is the intent of the Legislature that the department, in making its recommendation, give priority for ownership and operation of these public-use airports to a local political subdivision or subdivisions acting jointly.

(e) Notwithstanding Section 21606, if a political subdivision or subdivisions acting jointly notify the department of their intentions to prepare a reuse plan for the airport, and simultaneously apply to the Federal Aviation Administration for a federal grant to develop an airport master plan for the airport, the department shall not make its recommendation pursuant to subdivision (d). If the department's evaluation determines that the airport would be of

significant benefit to the state's airport system, and the political subdivision or subdivisions acting jointly fail to convert the federal airport to a civil public-use airport in accordance with the department's evaluation within five years of notification to the department, or fail to evidence substantial progress toward that purpose as determined by the department, then the department may take action in accordance with subdivision (f).

(f) If the department determines the airport is of present or future benefit to the state's public-use airport system, and no political subdivision applies to the appropriate federal agency to acquire or operate the airport, or has notified the department of its intention to prepare a reuse plan for the airport and thereafter fails to act upon its application pursuant to subdivision (e), the department may, subject to subdivision (g), assist in the formation of a public entity to own and operate the airport which shall be representative of political subdivisions in the area which surrounds and is served by the airport, as determined by the department. If established, the owning and operating entity may, subject to subdivision (g), prepare and submit an application to the appropriate federal agency to acquire or operate, or acquire and operate, the airport as a public airport.

(g) Notwithstanding subdivision (f), if any political subdivision has previously applied to the appropriate federal agency to acquire and operate the airport as a public airport, has completed all required environmental and fiscal evaluations, and subsequently withdrew its application prior to December 31, 1988, the department shall not file any application to acquire or operate the airport or assist in the formation of a public entity to own and operate the airport.

Acquisition of Real or Personal Property

21633. For the purposes of this article, the department, by purchase, gift, devise, lease, condemnation, or otherwise, may acquire real or personal property, or any interest therein, including any property described in Section 21652.

Disposal of Property

21636. The department may dispose of any property, airport, air navigation facility, or portion or interest, acquired pursuant to this article, by sale, lease, or otherwise. The disposal shall be in accordance with the laws of this state governing the disposition of other state property, except that in the case of disposals to any political subdivision or government or the United States for aeronautical purposes, the disposal may be effected in the manner and upon the terms the department deems in the best interests of the state.

Contracts and Leases for Operation

21637. In operating an airport or air navigation facility owned or controlled by the state, the department may enter into contracts, leases, and other arrangements for a term not exceeding 20 years with any person, granting the privilege of using or improving the airport or air navigation facility or space therein for commercial purposes, conferring the privilege of supplying goods, commodities, things, services, or facilities at the airport or air navigation facility, or making available services to be furnished by the department or its agents at the airport or air navigation facility. In each case the department may establish the terms and conditions and fix the charges, rentals, or fees for the privileges or services, which shall be reasonable and uniform for the same class of privilege or service and shall be established with regard to the property and improvement used and the expenses of operation to the state. In no case shall the public be deprived of its rightful, equal, and uniform use of the airport, air navigation facility, or portion of either. The department shall grant no exclusive privilege for the sale or delivery of gasoline or other petroleum products.

Lease of Airports

21638. The department shall call for bids for the operation of any state-owned airport and shall lease the airport for a term not to exceed five years to the highest qualified bidder or bidders. No person shall be granted any authority to operate the airport other than as a public airport or to enter into any contracts, leases, or other arrangements in connection with the operation of the airport which the department might not have undertaken under Section 21637. The state may operate an airport only if no acceptable bid is received.

Exclusive Right for Use Prohibited

21639. The department shall grant no exclusive right for the use of any airport or air navigation facility under its jurisdiction. This section shall not be construed to prevent the making of contracts, leases, and other arrangements pursuant to this article.

Lien for Charges; Enforcement

21640. To enforce the payment of any charges for repairs, improvements, storage, or care of any personal property by the department or its agents in connection with the operation of an airport or air navigation facility owned or operated by the state, the state has a lien on the property, which is enforceable by the department as provided by law.

Flying or Releasing Balloon, Kite or Rocket Near Airport as Misdemeanor

21646. It shall be a misdemeanor for any person to release or fly or cause to be released or flown, within five miles of any airport, any moored balloon, kite, unmanned rocket, or unmanned free balloon which might be ingested by an aircraft engine or might cause a pilot's view of the airport and zone approach to be obstructed, or which could be used to suspend an object capable of endangering airborne aircraft or impairing a pilot's vision.

Article 2.5. Non-Public Use Airports

Airport Defined

21650. "Airport" for the purposes of this article means an airport not open to the general public.

Airport Marks; Federal Aviation Administration Standards

21650.1. An airport shall be marked as required by rule of the department with letters or symbol selected by the department to designate that the airport is not open to the general public. In selecting the letters or symbol, the department shall be guided by letters or symbols currently in use by the Federal Aviation Administration for similar or comparable purposes.

Permit; Application and Receipt Under Article 3

21650.2. Nothing shall prevent an airport from applying for and receiving a permit pursuant to Article 3 (commencing with Section 21661) of this chapter.

Article 2.6 Hazard Elimination; Flight Disturbance

Eminent Domain

21652. (a) Any person authorized to exercise the power of eminent domain for airport purposes may acquire by purchase, gift, devise, lease, condemnation, or otherwise:

(1) Any property necessary to permit the safe and efficient operation of the airport, or to permit the removal, elimination, obstruction-marking, or obstruction-lighting of airport hazards, or to prevent the establishment of airport hazards.

(2) Airspace or an easement in such airspace above the surface of property where necessary to permit imposition upon such property of excessive noise, vibration, discomfort, inconvenience, interference with use and enjoyment, and any consequent reduction in market value, due to the operation of aircraft to and from the airport.

(3) Remainder property underlying property taken pursuant to paragraph (2), where permitted by Section 1240.410 of the Code of Civil Procedure.

(b) As used in this section, "property" includes real and personal property and any right or interest therein, whether within, beyond, adjacent to, or in the vicinity of, the boundaries of an airport or airport site, and, by way of illustration and not by way of limitation, includes air rights, airspace, air easements, and easements in airport hazards.

Removal of Hazards

21653. Any person authorized to exercise the power of eminent domain for airport purposes may provide, by purchase, gift, devise, lease, condemnation, or otherwise, for the removal or relocation of any airport hazard or the removal or relocation of all facilities, structures, and equipment that may interfere with the location, expansion, development, or improvement of the airport and other air navigation facilities or with the safe approach thereto and takeoff therefrom by aircraft. Any person acting under authority of this section shall pay the cost of such removal or relocation.

Article 2.7 Regulation of Obstructions

Proposed Site for Construction of State Building Within Two Miles of Airport Boundary

21655. Notwithstanding any other provision of law, if the proposed site of any state building or other enclosure is within two miles, measured by air line, of that point on an airport runway, or runway proposed by an airport master plan, which is nearest the site, the state agency or office which proposes to construct the building or other enclosure shall, before acquiring title to property for the new state building or other enclosure site or for an addition to a present site, notify the Department of Transportation, in writing, of the proposed acquisition. The department shall investigate the proposed site and, within 30 working days after receipt of the notice, shall submit to the state agency or office which proposes to construct the building or other enclosure a written report of the investigation and its recommendations concerning acquisition of the site.

If the report of the department does not favor acquisition of the site, no state funds shall be expended for the acquisition of the new state building or other enclosure site, or the expansion of the present site, or for the construction of the state building or other enclosure, provided that the provisions of this section shall not affect title to real property once it is acquired.

Permit for Extension of Structure More Than 500 Feet Above Ground

21656. No person shall erect or add to the height of any structure within the boundaries of this state which will result in a structure that extends more than 500 feet above the ground on which such structure rests until a permit therefor has been issued for such purpose by the department. This section is not applicable to the construction of any structure if the Federal Communications Commission is required to approve the height of the structure or if the height of the structure is required to be approved under the Federal Aviation Act of 1958 (Public Law 85-726; 72 Stat. 731).

Refusal to Issue Permit; Request for Hearing

21657. The department may refuse issuance of a permit under Section 21656 if it determines that the erection of or addition to a structure would obstruct the airspace overlying the state so as to create an unsafe condition for the flight of aircraft.

Any person denied a permit shall, upon request, be granted a hearing by the department to determine whether a permit shall be issued. The hearing shall be held pursuant to Chapter 5 (commencing with Section 11500) of Part 1 of Division 3 of Title 2 of the Government Code.

Construction of Utility Pole or Line in Vicinity of Aircraft Landing Area

21658. No public utility shall construct any pole, pole line, distribution or transmission tower, or tower line, or substation structure in the vicinity of the exterior boundary of an aircraft landing area of any airport open to public use, in a location with respect to the airport and at a height so as to constitute an obstruction to air navigation, as an obstruction is defined in accordance with Part 77 of the Federal Aviation Regulations, Federal Aviation Administration, or any corresponding rules or regulations of the Federal Aviation Administration, unless the Federal Aviation Administration has determined that the pole, line, tower, or structure does not constitute a hazard to air navigation. This section shall not apply to existing poles, lines, towers, or structures or to the repair, replacement, or reconstruction thereof if the original height is not materially exceeded and this section shall not apply unless just compensation shall have first been paid to the public utility by the owner of any airport for any property or property rights which would be taken or damaged hereby.

Hazards Near Airports Prohibited

21659. (a) No person shall construct or alter any structure or permit any natural growth to grow at a height which exceeds the obstruction standards set forth in the regulations of the Federal Aviation Administration relating to objects affecting navigable airspace contained in Title 14 of the Code of Federal Regulations, Part 77, Subpart C, unless a permit allowing the construction, alteration, or growth is issued by the department.

(b) The permit is not required if the Federal Aviation Administration has determined that the construction, alteration, or growth does not constitute a hazard to air navigation or would not create an unsafe condition for air navigation. Subdivision (a) does not apply to a pole, pole line, distribution or transmission tower, or tower line or substation of a public utility.

(c) Section 21658 is applicable to subdivision (b).

Refusal to Issue Permit; Request for Hearing

21660. The department may refuse issuance of a permit under Section 21659 if it determines that the construction or alteration of the structure or growth of the natural growth would constitute a hazard to air navigation or create an unsafe condition for air navigation.

Any person denied a permit shall, upon request, be granted a hearing by the department to determine whether a permit shall be issued. The hearing shall be held pursuant to Chapter 5 (commencing with Section 11500) of Part 1 of Division 3 of Title 2 of the Government Code.

Article 3. Regulation of Airports

Exemptions

21661. This article does not apply to any temporary seaplane landing site, ultralight vehicle flightpark, or to airports owned or operated by the United States. To the extent necessary, the department may exempt any other class of airports, pursuant to a reasonable classification or grouping, from any rule or requirement thereof, adopted pursuant to this article, if it finds that its application would be an undue burden on the class and is not required in the interest of public safety.

This section shall become operative on January 1, 1989.

City Council or Board of Supervisors and ALUC Approvals

21661.5. (a) No political subdivision, any of its officers or employees, or any person may submit any application for the construction of a new airport to any local, regional, state, or federal agency unless the plan for construction is first approved by the board of supervisors of the county, or the city council of the city, in which the airport is to be located and unless the plan is submitted to the appropriate commission exercising powers pursuant to Article 3.5 (commencing with Section 21670) of Chapter 4 of Part 1 of Division 9, and acted upon by that commission in accordance with the provisions of that article.

(b) A county board of supervisors or a city council may, pursuant to Section 65100 of the Government Code, delegate its responsibility under this section for the approval of a plan for construction of new helicopter landing and takeoff areas, to the county or city planning agency.

Submission of Plan for Expansion or Enlargement of Airport

21661.6. (a) Prior to the acquisition of land or any interest therein, including tide and submerged lands or other lands subject to the public trust for commerce, navigation, or fisheries, by any political subdivision for the purpose of expanding or enlarging any existing publicly owned airport, the acquiring entity shall submit a plan of that expansion or enlargement to the board of supervisors of the county, or the city council of the city, in which the property proposed to be acquired is located.

(b) The plan shall show in detail the airport-related uses and other uses proposed for the property to be acquired.

(c) The board of supervisors or the city council, as the case may be, shall, upon notice, conduct a public hearing on the plan, and shall thereafter approve or disapprove the plan.

(d) Upon approval of the plan, the proposed acquisition of property may begin.

(e) The use of property so acquired shall thereafter conform to the approved plan, and any variance from that plan, or changes proposed therein, shall first be approved by the appropriate board of supervisors or city council after a public hearing on the subject of the variance or plan change.

(f) The requirements of this section are in addition to any other requirements of law relating to construction or expansion of airports.

Approval of Sites; Issuance of Permits; Charges

21662. The department shall have the authority to issue airport site approval permits, amended airport site approval permits, airport permits, and amended airport permits. No charge shall be made for the issuance of any permit.

Emergency Service Helicopters

21662.1. (a) At or as near as practical to the site of a medical emergency and at a medical facility, an officer authorized by a public safety agency may designate an area for the landing and taking off of an emergency service helicopter, in accordance with regulations established not later than January 1, 1989, pursuant to Section 21243.

(b) "Public safety agency" means any city, county, state agency, or special purpose district authorized to arrange for emergency medical services.

Emergency Flights for Medical Purposes

21662.4. (a) Emergency aircraft flights for medical purposes by law enforcement, firefighting, military, or other persons who provide emergency flights for medical purposes are exempt from local ordinances adopted by a city, county, or city and county, whether general law or chartered, that restrict flight departures and arrivals to particular hours of the day or night, that restrict the departure or arrival of aircraft based upon the aircraft's noise level, or that restrict the operation of certain types of aircraft.

(b) As used in this section, "emergency aircraft flights for medical purposes" are those flights in which undue delay would threaten a patient's life. "Emergency aircraft flights for medical purposes" include, but are not limited to, flights for the transportation of any of the following:

(1) Patients accompanied by licensed or certificated medical attendants such as paramedics, nurses, physicians, and respiratory therapists.

(2) Surgical transplant teams for the purpose of procuring human organs for reimplantation in recipients.

(3) Organ procurement agency coordinators responding to a potential donor.

(4) Temporarily viable human organs such as a heart, liver, lungs, kidneys, and pancreas, and human tissue, blood, or blood components.

(5) Human tissue and blood samples for clinical testing to determine compatibility between a donor and a recipient.

(6) Mechanical adjuncts or biological replacements for human organs.

(7) Medical equipment and supplies.

(8) Aircraft or equipment used during a medical emergency, or emergency personnel and first responders involved in treating the medical emergency, for the purpose of returning to its base of operation.

"Emergency aircraft flights for medical purposes" do not include the transportation of medical personnel to attend seminars, conferences, or speaking appearances in which undue delay would not jeopardize any patient's medical condition.

(c) (1) Written information concerning the emergency shall be submitted to the airport proprietor for all emergency aircraft flights within 72 hours prior or subsequent to the departure or arrival of the aircraft. For all emergency aircraft flights for medical purposes, the information shall include the patient's name and address, the names of medical attendants or personnel and the discipline in which they are licensed or hold a certificate to practice, a signed statement by the attending physician specifying that a medical emergency was involved, the requesting medical facility or agency, the intended destination, the type and registration number of the aircraft, and the names of all flight crew members, provided that the disclosure is authorized by and made in a manner consistent with the standards with respect to the privacy of individually identifiable health information of Title II (commencing with Section 200) of the federal Health Insurance Portability and Accountability Act of 1996 (Public Law 104-191), the regulations issued by the United States Department of Health and Human Services pursuant to that act (45 C.F.R. Pts. 160 and 164), and the Confidentiality of Medical Information Act (Part 2.6 (commencing with Section 56) of Division 1 of the Civil Code).

(2) This subdivision does not apply to emergency aircraft flights for medical purposes by law enforcement, firefighting, or military personnel.

(d) Any airport that incurs additional expenses in order to accommodate the arrival or departure of emergency aircraft flights for medical purposes may charge the patient on whose behalf the flight is made, or any organization or entity which has volunteered to reimburse the airport, for those expenses.

(e) For emergency aircraft flights for medical purposes, when two airports are located in the same geographical area, and one of the airports is a "closed" or restricted airport, the Legislature encourages the use of the "open" or unrestricted airport when feasible, rather than using the "closed" or restricted airport.

(f) When leasing aircraft for flights for emergency medical purposes, the Legislature encourages the use, when feasible, of aircraft which comply with local noise ordinances.

Helicopters in Proximity to Certain Schools Prohibited

21662.5. Notwithstanding Section 21006 or Section 21661 or any other provision of law to the contrary, no helicopter may land or depart in any area within 1,000 feet, measured by air line, of the boundary of any public or private school maintaining kindergarten classes or any classes in grades 1 through 12, without approval of the department or by a public safety agency designated by the department, unless the landing or departure takes place at a permitted permanent heliport, or is a designated emergency medical service landing site.

Before approval of the landing or departure of a helicopter pursuant to this section, all schools within the specified area shall be notified by the department or public safety agency of the application and shall have 15 days after the notice in which to demand a public hearing. The public hearing shall be held at a location in the immediate vicinity

of the landing or departure site. The department or public safety agency shall not grant approval pursuant to this section unless it has first found that helicopter operations at the proposed site can be conducted in a safe manner, and in accordance with criteria established by the department.

This section shall not prevent the governing body of any city or county from enacting ordinances or regulations imposing restrictions equal to or greater than those imposed by this section.

Operation Without Permit

21663. It is unlawful for any political subdivision, any of its officers or employees, or any person to operate an airport unless an appropriate airport permit required by rule of the department has been issued by the department and has not subsequently been revoked.

Approval of Sites; Application

21664. Any political subdivision or person planning to construct, establish, or expand an airport shall apply for the appropriate permit from the department prior to the construction, establishment or expansion. The application shall set forth the location of all highways, railways, wires, cables, poles, fences, schools, residential areas and places of public gathering, and any other information as may be required by the rules and regulations of the department. Whenever an airport owned or operated by the United States ceases to be so owned or operated, any political subdivision or person desiring or planning to own or operate the airport shall apply to the department in compliance with the provisions of this article. If the airport holds a permit issued by the department, the application shall be confined to consideration of the matters enumerated in subdivision (e) of Section 21666.

Amended Airport Permits; Airport Expansion Defined

21664.5. (a) An amended airport permit shall be required for every expansion of an existing airport. An applicant for an amended airport permit shall comply with each requirement of this article pertaining to permits for new airports. The department may by regulation provide for exemptions from the operation of this section pursuant to Section 21661, except that no exemption shall be made limiting the applicability of subdivision (e) of Section 21666, pertaining to environmental considerations, including the requirement for public hearings in connection therewith.

(b) As used in this section, "airport expansion" includes any of the following:

(1) The acquisition of runway protection zones, as defined in Federal Aviation Administration Advisory Circular 150/1500-13, or of any interest in land for the purpose of any other expansion as set forth in this section.

(2) The construction of a new runway.

(3) The extension or realignment of an existing runway.

(4) Any other expansion of the airport's physical facilities for the purpose of accomplishing or which are related to the purpose of paragraph (1), (2), or (3).

(c) This section does not apply to any expansion of an existing airport if the expansion commenced on or prior to the effective date of this section and the expansion met the approval, on or prior to that effective date, of each governmental agency that required the approval by law.

Issuance of Permits; Requirements; Conditions

21666. The department shall issue a permit if it is satisfied that all of the following requirements have been met:

(a) The site meets or exceeds the minimum airport standards specified by the department in its rules and regulations, provided, however, that the department may modify its minimum airport standards when issuing a permit if it is satisfied that the airport will conform to minimum standards of safety.

(b) Safe air traffic patterns have been established for the proposed airport and for all existing airports and approved airport sites in its vicinity.

(c) The zone of approach of the airport has been engineered in conformity with the provisions of Section 21403, the documents relating thereto are available for public inspection.

(d) The department when issuing a permit may impose reasonable conditions which it deems necessary to effectuate the purposes of this article.

(e) The advantages to the public in selection of the site of a proposed new airport outweigh the disadvantages to the environment or, in the case of an amended permit, the advantages to the public of the proposed airport expansion outweigh the disadvantages to the environment. Environmental considerations include but are not limited to noise, air pollution, and the burden upon the surrounding area caused by the airport or airport expansion, including but not limited to, surface traffic and expense. The standards by which noise considerations are weighed shall be the level of noise acceptable to a reasonable person residing in the vicinity of the airport. The regulations adopted by the department pursuant to Section 21669 may be considered in determining such level of noise.

Each permit issued by the department shall set forth any conditions imposed thereon, and any modification of the general minimum airport standards prescribed by the department relative to such airport or airport site.

The department may refuse to issue a permit under this article if it determines that the requirements of this section have not been met. Any person denied a permit shall, upon request, be granted a hearing by the department to determine whether the permit should be issued.

Revocation of Permit; Grounds

21668. The department may revoke any airport permit if it determines that any of the following conditions are present:

(a) There has been an abandonment of a site or an airport.

(b) There has been a failure within the time prescribed to develop the site as an airport or to comply with the conditions of the approval as set forth in the permit.

(c) The airport or site no longer conforms to the minimum airport standards prescribed by the department, or no longer complies with the conditions imposed in the airport permit or site approval.

(d) The owner or operator of a permitted airport has failed to comply with any rule or regulation of the department.

(e) The site may no longer be safely used by the general public because of a change in physical or legal conditions either on or off the airport site.

The department shall not revoke a permit under this section without prior notice or opportunity for hearing, unless the department determines in writing that public safety considerations require a summary revocation. In this event, any person aggrieved by the action of the department shall, upon request, be granted a hearing by the department to determine whether the revocation shall remain in effect.

Suspension of Operation

21668.2. In lieu of revoking an airport permit pursuant to Section 21668, the department may suspend any airport permit, or may require suspension of operations of a portion of an airport, and such suspension shall remain in effect until the department determines that the conditions requiring the suspension no longer exist.

The department shall not order a suspension under this section without prior notice or opportunity for hearing, unless the department determines in writing that public safety considerations require a summary suspension. In this event, any person aggrieved by the action of the department shall, upon request, be granted a hearing by the department to determine whether the suspension shall remain in effect.

Adoption of Noise Standards

21669. The department shall adopt noise standards governing the operation of aircraft and aircraft engines for airports operating under a valid permit issued by the department to an extent not prohibited by federal law. The standards shall be based upon the level of noise acceptable to a reasonable person residing in the vicinity of the airport.

Existing Residential Conversion

21669.1. (a) Land use conversion involving existing residential communities shall generally be considered the least desirable action for achieving compliance with noise standards regulations adopted by the Department of Transportation pursuant to Section 21669.

(b) Nothing in this section creates a private right of action in any civil litigation.

(c) This section is declaratory of existing regulations of the department.

Guidelines

21669.2. In its deliberations, the department shall be governed by the following guidelines:

(a) Statewide uniformity in standards of acceptable airport noise need not be required, and the maximum amount of local control and enforcement shall be permitted.

(b) Due consideration shall be given to the economic and technological feasibility of complying with the standards promulgated by the department.

Effective Date of Regulations

21669.3. Any regulations designed to establish a noise monitoring program at an airport entering service after November 30, 1971, shall go into effect on the date the airport enters service.

Violation of Standards; Enforcement; Penalties

21669.4. (a) The violation of the noise standards by any aircraft shall be deemed a misdemeanor and the operator thereof shall be punished by a fine of one thousand dollars ($1,000) for each infraction.

(b) It shall be the function of the county wherein an airport is situated to enforce the noise regulations established by the department. To this end, the operator of an airport shall furnish to the enforcement authority designated by the county the information required by the department's regulations to permit the efficient enforcement thereof. The operator of each airport shall reimburse the county for its costs of implementing the airport noise regulations contained in Article 8 (commencing with Section 5050) of subchapter 6 of Title 4 of the California Administrative Code, which shall, for purposes of subdivision (c), credit the operator for any amounts received from penalties assessed for violations at such airport. Upon request of the operator, the department shall review and shall determine the reasonableness of such costs, and such costs may be considered in fixing any airport user fees.

(c) Penalties assessed for the violation of the noise regulations shall be used first to reimburse the General Fund for the amount of any money appropriated to carry out the purposes for which the noise regulations are established, and second be used in the enforcement of the noise regulations at participating airports.

Noise-sensitive projects; approval conditioned upon grant of avigation easement

21669.5. (a) For purposes of this section, the following terms have the following meanings:

(1) (A) "Avigation easement" means a less-than-fee-title transfer of real property rights from the property owner that may convey to an owner or operator of an airport any or all of the following rights:

(i) A right-of-way for the free and unobstructed passage of aircraft through the airspace over the property at any altitude above a specified surface.

(ii) A right to subject the property to noise, vibration, fumes, dust, and fuel particle emissions associated with normal airport activity.

(iii) A right to prohibit the erection or growth of any structure, tree, or other object that would enter the acquired airspace.

(iv) 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.

(v) A right to prohibit electrical interference, glare, misleading lights, visual impairments, and other hazards to aircraft flight from being created on the property.

(B) "Avigation easement" includes an easement obtained pursuant to paragraph (2) of subdivision (a) of Section 21652.

(2) "CNEL" means community noise equivalent level established pursuant to Chapter 6 (commencing with Section 5000) of Division 2.5 of Title 21 of the California Code of Regulations.

(3) "Noise-sensitive land use" means residential uses, including detached single-family dwellings, multifamily dwellings, highrise apartments or condominiums, mobilehomes, public and private educational facilities, hospitals, convalescent homes, churches, synagogues, temples, and other places of worship.

(4) "Noise-sensitive project" means a project involving new construction or reconstruction for a planned noise-sensitive land use within an airport's 65 decibels CNEL or higher noise contour.

(b) If a political subdivision conditions approval of a noise-sensitive project upon the grant of an avigation easement to the owner or operator of an airport, the avigation easement shall be required to be granted to the owner or operator of the airport prior to the issuance of the building permit that allows construction or reconstruction of the noise-sensitive project. The owner or operator of an airport that is granted an avigation easement as a condition for approval of a noise-sensitive project pursuant to this subdivision shall be entitled to immediately record it upon receipt.

(c) An avigation easement granted to the owner or operator of an airport as a condition for approval of a noise-sensitive project shall include a termination clause that operates to terminate the avigation easement if the noise-sensitive project is not built and the permit or any permit extension authorizing construction or reconstruction of the noise-sensitive project has expired or has been revoked.

(d) Within 30 days after expiration or revocation of a permit or permit extension that authorized construction or reconstruction of a noise-sensitive project and was conditioned upon the property owner granting an avigation easement to the owner or operator of an airport, the political subdivision that had issued the permit shall notify the owner or operator of the airport of the expiration or revocation of the permit. Within 90 days after receipt of the notice from the political subdivision, the owner or operator of the airport shall record a notice of termination with the county recorder in which the property is located. Proof of filing of the notice of termination shall be provided to the political subdivision by the owner or operator of the airport within 30 days of recordation.

(e) Notwithstanding Sections 6103 and 27383 of the Government Code, in filing any instrument, paper, or notice pursuant to this section, the owner or operator of an airport shall pay all applicable recording fees prescribed by law.

Hearing Procedures

21669.6. Hearings under this article required by the provisions of Sections 21666, 21668, 21668.2, and 21669, or regulations adopted pursuant to those provisions, shall be conducted pursuant to Chapter 5 (commencing with Section 11500) of Part 1 of Division 3 of Title 2 of the Government Code.

Article 3.5. Airport Land Use Commission

Creation; Membership; Selection

21670. (a) The Legislature hereby finds and declares that:

(1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems.

(2) It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and 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.

(b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline, but is operated for the benefit of the general public, shall establish an airport land use commission, except that the board of supervisors of the county may, after consultation with the appropriate airport operators and affected local entities and after a public hearing, adopt a resolution finding that there are no noise, public safety, or land use issues affecting any airport in the county which require the creation of a commission and declaring the county exempt from that requirement. The board shall, in this event, transmit a copy of the resolution to the Director of Transportation.

For purposes of this section, "commission" means an airport land use commission. Each commission shall consist of seven members to be selected as follows:

(1) Two representing the cities in the county, appointed by a city selection committee comprised of the mayors of all the cities within that county, except that if there are any cities contiguous or adjacent to the qualifying airport, at least one representative shall be appointed therefrom. If there are no cities within a county, the number of representatives provided for by paragraphs (2) and (3) shall each be increased by one.

(2) Two representing the county, appointed by the board of supervisors.

(3) Two having expertise in aviation, appointed by a selection committee comprised of the managers of all of the public airports within that county.

(4) One representing the general public, appointed by the other six members of the commission.

(c) Public officers, whether elected or appointed, may be appointed and serve as members of the commission during their terms of public office.

(d) Each member shall promptly appoint a single proxy to represent him or her in commission affairs and to vote on all matters when the member is not in attendance. The proxy shall be designated in a signed written instrument which shall be kept on file at the commission offices, and the proxy shall serve at the pleasure of the appointing member. A vacancy in the office of proxy shall be filled promptly by appointment of a new proxy.

(e) A person having an "expertise in aviation" means a person who, by way of education, training, business, experience, vocation, or avocation has acquired and possesses particular knowledge of, and familiarity with, the function, operation, and role of airports, or is an elected official of a local agency which owns or operates an airport.

(f) It is the intent of the Legislature to clarify that, for the purposes of this article, that special districts, school districts, and community college districts are included among the local agencies that are subject to airport land use laws and other requirements of this article.

Action by Designated Body Instead of Commission

21670.1. (a) Notwithstanding any other provision of this article, if the board of supervisors and the city selection committee of mayors in the county each makes a determination by a majority vote that proper land use planning can be accomplished through the actions of an appropriately designated body, then the body so designated shall assume the planning responsibilities of an airport land use commission as provided for in this article, and a commission need not be formed in that county.

(b) A body designated pursuant to subdivision (a) that does not include among its membership at least two members having expertise in aviation, as defined in subdivision (e) of Section 21670, shall, when acting in the

capacity of an airport land use commission, be augmented so that body, as augmented, will have at least two members having that expertise. The commission shall be constituted pursuant to this section on and after March 1, 1988.

(c) (1) Notwithstanding subdivisions (a) and (b), and subdivision (b) of Section 21670, if the board of supervisors of a county and each affected city in that county each makes a determination that proper land use planning pursuant to this article can be accomplished pursuant to this subdivision, then a commission need not be formed in that county.

(2) If the board of supervisors of a county and each affected city makes a determination that proper land use planning may be accomplished and a commission is not formed pursuant to paragraph (1), that county and the appropriate affected cities having jurisdiction over an airport, subject to the review and approval by the Division of Aeronautics of the department, shall do all of the following:

(A) Adopt processes for the preparation, adoption, and amendment of the airport land use compatibility plan for each airport that is served by a scheduled airline or operated for the benefit of the general public.

(B) Adopt processes for the notification of the general public, landowners, interested groups, and other public agencies regarding the preparation, adoption, and amendment of the airport land use compatibility plans.

(C) Adopt processes for the mediation of disputes arising from the preparation, adoption, and amendment of the airport land use compatibility plans.

(D) Adopt processes for the amendment of general and specific plans to be consistent with the airport land use compatibility plans.

(E) Designate the agency that shall be responsible for the preparation, adoption, and amendment of each airport land use compatibility plan.

(3) The Division of Aeronautics of the department shall review the processes adopted pursuant to paragraph (2), and shall approve the processes if the division determines that the processes are consistent with the procedure required by this article and will do all of the following:

(A) Result in the preparation, adoption, and implementation of plans within a reasonable amount of time.

(B) Rely on the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations.

(C) Provide adequate opportunities for notice to, review of, and comment by the general public, landowners, interested groups, and other public agencies.

(4) If the county does not comply with the requirements of paragraph (2) within 120 days, then the airport land use compatibility plan and amendments shall not be considered adopted pursuant to this article and a commission shall be established within 90 days of the determination of noncompliance by the division and an airport land use compatibility plan shall be adopted pursuant to this article within 90 days of the establishment of the commission.

(d) A commission need not be formed in a county that has contracted for the preparation of airport land use compatibility plans with the Division of Aeronautics under the California Aid to Airports Program (Chapter 4 (commencing with Section 4050) of Title 21 of the California Code of Regulations), Project Ker-VAR 90-1, and that submits all of the following information to the Division of Aeronautics for review and comment that the county and the cities affected by the airports within the county, as defined by the airport land use compatibility plans:

(1) Agree to adopt and implement the airport land use compatibility plans that have been developed under contract.

(2) Incorporated the height, use, noise, safety, and density criteria that are compatible with airport operations as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations, as part of the general and specific plans for the county and for each affected city.

(3) If the county does not comply with this subdivision on or before May 1, 1995, then a commission shall be established in accordance with this article.

(e) (1) A commission need not be formed in a county if all of the following conditions are met:

(A) The county has only one public use airport that is owned by a city.

(B) (i) The county and the affected city adopt the elements in paragraph (2) of subdivision (d), as part of their general and specific plans for the county and the affected city.

(ii) The general and specific plans shall be submitted, upon adoption, to the Division of Aeronautics. If the county and the affected city do not submit the elements specified in paragraph (2) of subdivision (d), on or before May 1, 1996, then a commission shall be established in accordance with this article.

Los Angeles County

21670.2. (a) Sections 21670 and 21670.1 do not apply to the County of Los Angeles. In that county, the county regional planning commission has the responsibility for coordinating the airport planning of public agencies within the county. In instances where impasses result relative to this planning, an appeal may be made to the county regional planning commission by any public agency involved. The action taken by the county regional planning commission on an appeal may be overruled by a four-fifths vote of the governing body of a public agency whose planning led to the appeal.

(b) By January 1, 1992, the county regional planning commission shall adopt the airport land use compatibility plans required pursuant to Section 21675.

(c) Sections 21675.1, 21675.2, and 21679.5 do not apply to the County of Los Angeles until January 1, 1992. If the airport land use compatibility plans required pursuant to Section 21675 are not adopted by the county regional planning commission by January 1, 1992, Sections 21675.1 and 21675.2 shall apply to the County of Los Angeles until the airport land use compatibility plans are adopted.

San Diego County

21670.3. (a) Sections 21670 and 21670.1 do not apply to the County of San Diego. In that county, the San Diego County Regional Airport Authority, as established pursuant to Section 170002, shall be responsible for the preparation, adoption, and amendment of an airport land use compatibility plan for each airport in San Diego County.

(b) The San Diego County Regional Airport Authority shall engage in a public collaborative planning process when preparing and updating an airport land use compatibility plan.

Intercounty Airports

21670.4. (a) As used in this section, "intercounty airport" means any airport bisected by a county line through its runways, runway protection zones, inner safety zones, inner turning zones, outer safety zones, or sideline safety zones, as defined by the department's Airport Land Use Planning Handbook and referenced in the airport land use compatibility plan formulated under Section 21675.

(b) It is the purpose of this section to provide the opportunity to establish a separate airport land use commission so that an intercounty airport may be served by a single airport land use planning agency, rather than having to look separately to the airport land use commissions of the affected counties.

(c) In addition to the airport land use commissions created under Section 21670 or the alternatives established under Section 21670.1, for their respective counties, the boards of supervisors and city selection committees for the affected counties, by independent majority vote of each county's two delegations, for any intercounty airport, may do either of the following:

(1) Establish a single separate airport land use commission for that airport. That commission shall consist of seven members to be selected as follows:

(A) One representing the cities in each of the counties, appointed by that county's city selection committee.

(B) One representing each of the counties, appointed by the board of supervisors of each county.

(C) One from each county having expertise in aviation, appointed by a selection committee comprised of the managers of all the public airports within that county.

(D) One representing the general public, appointed by the other six members of the commission.

(2) In accordance with subdivision (a) or (b) of Section 21670.1, designate an existing appropriate entity as that airport's land use commission.

Actions subject to mediation

21670.6. Any action brought in the superior court relating to this article may be subject to a mediation proceeding conducted pursuant to Chapter 9.3 (commencing with Section 66030) of Division 1 of Title 7 of the Government Code.

Airport Owned by a City, District, or County

21671. In any county where there is an airport operated for the general public which is owned by a city or district in another county or by another county, one of the representatives provided by paragraph (1) of subdivision (b) of Section 21670 shall be appointed by the city selection committee of mayors of the cities of the county in which the owner of that airport is located, and one of the representatives provided by paragraph (2) of subdivision (b) of Section 21670 shall be appointed by the board of supervisors of the county in which the owner of that airport is located.

Term of Office

21671.5. (a) Except for the terms of office of the members of the first commission, the term of office of each member shall be four years and until the appointment and qualification of his or her successor. The members of the first commission shall classify themselves by lot so that the term of office of one member is one year, of two members is two years, of two members is three years, and of two members is four years. The body that originally appointed a member whose term has expired shall appoint his or her successor for a full term of four years. Any member may be removed at any time and without cause by the body appointing that member. The expiration date of the term of office of each member shall be the first Monday in May in the year in which that member's term is to expire. Any vacancy in the membership of the commission shall be filled for the unexpired term by appointment by the body which originally appointed the member whose office has become vacant. The chairperson of the commission shall be selected by the members thereof.

(b) Compensation, if any, shall be determined by the board of supervisors.

(c) Staff assistance, including the mailing of notices and the keeping of minutes and necessary quarters, equipment, and supplies shall be provided by the county. The usual and necessary operating expenses of the commission shall be a county charge.

(d) Notwithstanding any other provisions of this article, the commission shall not employ any personnel either as employees or independent contractors without the prior approval of the board of supervisors.

(e) The commission shall meet at the call of the commission chairperson or at the request of the majority of the commission members. A majority of the commission members shall constitute a quorum for the transaction of business. No action shall be taken by the commission except by the recorded vote of a majority of the full membership.

(f) The commission may establish a schedule of fees necessary to comply with this article. Those fees shall be charged to the proponents of actions, regulations, or permits, shall not exceed the estimated reasonable cost of providing the service, and shall be imposed pursuant to Section 66016 of the Government Code. Except as provided in subdivision (g), after June 30, 1991, a commission that has not adopted the airport land use compatibility plan required by Section 21675 shall not charge fees pursuant to this subdivision until the commission adopts the plan.

(g) In any county that has undertaken by contract or otherwise completed airport land use compatibility plans for at least one-half of all public use airports in the county, the commission may continue to charge fees necessary to comply with this article until June 30, 1992, and, if the airport land use compatibility plans are complete by that date, may continue charging fees after June 30, 1992. If the airport land use compatibility plans are not complete by June 30, 1992, the commission shall not charge fees pursuant to subdivision (f) until the commission adopts the land use plans.

Rules and Regulations

21672. Each commission shall adopt rules and regulations with respect to the temporary disqualification of its members from participating in the review or adoption of a proposal because of conflict of interest and with respect to appointment of substitute members in such cases.

Initiation of Proceedings for Creation by Owner of Airport

21673. In any county not having a commission or a body designated to carry out the responsibilities of a commission, any owner of a public airport may initiate proceedings for the creation of a commission by presenting a request to the board of supervisors that a commission be created and showing the need therefor to the satisfaction of the board of supervisors.

Powers and Duties

21674. The commission has the following powers and duties, subject to the limitations upon its jurisdiction set forth in Section 21676:

(a) To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses.

(b) To coordinate planning at the state, regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare.

(c) To prepare and adopt an airport land use compatibility plan pursuant to Section 21675.

(d) To review the plans, regulations, and other actions of local agencies and airport operators pursuant to Section 21676.

(e) The powers of the commission shall in no way be construed to give the commission jurisdiction over the operation of any airport.

(f) In order to carry out its responsibilities, the commission may adopt rules and regulations consistent with this article.

Training of Airport Land Use Commission's Staff

21674.5. (a) The Department of Transportation shall develop and implement a program or programs to assist in the training and development of the staff of airport land use commissions, after consulting with airport land use commissions, cities, counties, and other appropriate public entities.

(b) The training and development program or programs are intended to assist the staff of airport land use commissions in addressing high priority needs, and may include, but need not be limited to, the following:

(1) The establishment of a process for the development and adoption of airport land use compatibility plans.

(2) The development of criteria for determining the airport influence area.

(3) The identification of essential elements that should be included in the airport land use compatibility plans.

(4) Appropriate criteria and procedures for reviewing proposed developments and determining whether proposed developments are compatible with the airport use.

(5) Any other organizational, operational, procedural, or technical responsibilities and functions that the department determines to be appropriate to provide to commission staff and for which it determines there is a need for staff training or development.

(c) The department may provide training and development programs for airport land use commission staff pursuant to this section by any means it deems appropriate. Those programs may be presented in any of the following ways:

(1) By offering formal courses or training programs.

(2) By sponsoring or assisting in the organization and sponsorship of conferences, seminars, or other similar events.

(3) By producing and making available written information.

(4) Any other feasible method of providing information and assisting in the training and development of airport land use commission staff.

Airport Land Use Planning Handbook

21674.7. (a) An airport land use commission that formulates, adopts, or amends an airport land use compatibility plan shall be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation.

(b) It is the intent of the Legislature to discourage incompatible land uses near existing airports. Therefore, prior to granting permits for the renovation or remodeling of an existing building, structure, or facility, and before the construction of a new building, it is the intent of the Legislature that local agencies shall be guided by the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations, to the extent that the criteria has been incorporated into the plan prepared by a commission pursuant to Section 21675. This subdivision does not limit the jurisdiction of a commission as established by this article. This subdivision does not limit the authority of local agencies to overrule commission actions or recommendations pursuant to Sections 21676, 21676.5, or 21677.

Land Use Plan

21675. (a) Each commission shall formulate an airport land use compatibility plan that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The commission's airport land use compatibility plan shall include and shall be based on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation, that reflects the anticipated growth of the airport during at least the next 20 years. In formulating an airport land use compatibility plan, the commission may develop height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports, within the airport influence area. The airport land use compatibility plan shall be reviewed as often as necessary in order to accomplish its purposes, but shall not be amended more than once in any calendar year.

(b) The commission shall include, within its airport land use compatibility plan formulated pursuant to subdivision (a), the area within the jurisdiction of the commission surrounding any military airport for all of the purposes specified in subdivision (a). The airport land use compatibility plan shall be consistent with the safety and noise

standards in the Air Installation Compatible Use Zone prepared for that military airport. This subdivision does not give the commission any jurisdiction or authority over the territory or operations of any military airport.

(c) The airport influence area shall be established by the commission after hearing and consultation with the involved agencies.

(d) The commission shall submit to the Division of Aeronautics of the department one copy of the airport land use compatibility plan and each amendment to the plan.

(e) If an airport land use compatibility plan does not include the matters required to be included pursuant to this article, the Division of Aeronautics of the department shall notify the commission responsible for the plan.

Adoption of Land Use Plan

21675.1. (a) By June 30, 1991, each commission shall adopt the airport land use compatibility plan required pursuant to Section 21675, except that any county that has undertaken by contract or otherwise completed airport land use compatibility plans for at least one-half of all public use airports in the county, shall adopt that airport land use compatibility plan on or before June 30, 1992.

(b) Until a commission adopts an airport land use compatibility plan, a city or county shall first submit all actions, regulations, and permits within the vicinity of a public airport to the commission for review and approval. Before the commission approves or disapproves any actions, regulations, or permits, the commission shall give public notice in the same manner as the city or county is required to give for those actions, regulations, or permits. As used in this section, "vicinity" means land that will be included or reasonably could be included within the airport land use compatibility plan. If the commission has not designated an airport influence area for the airport land use compatibility plan, then "vicinity" means land within two miles of the boundary of a public airport.

(c) The commission may approve an action, regulation, or permit if it finds, based on substantial evidence in the record, all of the following:

(1) The commission is making substantial progress toward the completion of the airport land use compatibility plan.

(2) There is a reasonable probability that the action, regulation, or permit will be consistent with the airport land use compatibility plan being prepared by the commission.

(3) There is little or no probability of substantial detriment to or interference with the future adopted airport land use compatibility plan if the action, regulation, or permit is ultimately inconsistent with the airport land use compatibility plan.

(d) If the commission disapproves an action, regulation, or permit, the commission shall notify the city or county. The city or county may overrule the commission, by a two-thirds vote of its governing body, if it makes specific findings that the proposed action, regulation, or permit is consistent with the purposes of this article, as stated in Section 21670.

(e) If a city or county overrules the commission pursuant to subdivision (d), that action shall not relieve the city or county from further compliance with this article after the commission adopts the airport land use compatibility plan.

(f) If a city or county overrules the commission pursuant to subdivision (d) with respect to a publicly owned airport that the city or county does not operate, the operator of the airport is not liable for damages to property or personal injury resulting from the city's or county's decision to proceed with the action, regulation, or permit.

(g) A commission may adopt rules and regulations that exempt any ministerial permit for single-family dwellings from the requirements of subdivision (b) if it makes the findings required pursuant to subdivision (c) for the proposed rules and regulations, except that the rules and regulations may not exempt either of the following:

(1) More than two single-family dwellings by the same applicant within a subdivision prior to June 30, 1991.

(2) Single-family dwellings in a subdivision where 25 percent or more of the parcels are undeveloped.

Approval or Disapproval of Actions, Regulations, or Permits

21675.2. (a) If a commission fails to act to approve or disapprove any actions, regulations, or permits within 60 days of receiving the request pursuant to Section 21675.1, the applicant or his or her representative may file an action pursuant to Section 1094.5 of the Code of Civil Procedure to compel the commission to act, and the court shall give the proceedings preference over all other actions or proceedings, except previously filed pending matters of the same character.

(b) The action, regulation, or permit shall be deemed approved only if the public notice required by this subdivision has occurred. If the applicant has provided seven days advance notice to the commission of the intent to provide public notice pursuant to this subdivision, then, not earlier than the date of the expiration of the time limit established by Section 21675.1, an applicant may provide the required public notice. If the applicant chooses to provide public notice, that notice shall include a description of the proposed action, regulation, or permit substantially similar to the descriptions which are commonly used in public notices by the commission, the location

of any proposed development, the application number, the name and address of the commission, and a statement that the action, regulation, or permit shall be deemed approved if the commission has not acted within 60 days. If the applicant has provided the public notice specified in this subdivision, the time limit for action by the commission shall be extended to 60 days after the public notice is provided. If the applicant provides notice pursuant to this section, the commission shall refund to the applicant any fees which were collected for providing notice and which were not used for that purpose.

(c) Failure of an applicant to submit complete or adequate information pursuant to Sections 65943 to 65946, inclusive, of the Government Code, may constitute grounds for disapproval of actions, regulations, or permits.

(d) Nothing in this section diminishes the commission's legal responsibility to provide, where applicable, public notice and hearing before acting on an action, regulation, or permit.

Review of Local General Plans

21676. (a) Each local agency whose general plan includes areas covered by an airport land use compatibility plan shall, by July 1, 1983, submit a copy of its plan or specific plans to the airport land use commission. The commission shall determine by August 31, 1983, whether the plan or plans are consistent or inconsistent with the airport land use compatibility plan. If the plan or plans are inconsistent with the airport land use compatibility plan, the local agency shall be notified and that local agency shall have another hearing to reconsider its airport land use compatibility plans. The local agency may propose to overrule the commission after the hearing by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the final record of any final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

(b) Prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission pursuant to Section 21675, the local agency shall first refer the proposed action to the commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The local agency may, after a public hearing, propose to overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the public record of any final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

(c) Each public agency owning any airport within the boundaries of an airport land use compatibility plan shall, prior to modification of its airport master plan, refer any proposed change to the airport land use commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The public agency may, after a public hearing, propose to overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the public agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the public agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the public agency governing body may act without them. The comments by the division or the commission are advisory to the public agency governing body. The public agency governing body shall include comments from the commission and the division in the final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

(d) Each commission determination pursuant to subdivision (b) or (c) shall be made within 60 days from the date of referral of the proposed action. If a commission fails to make the determination within that period, the proposed action shall be deemed consistent with the airport land use compatibility plan.

Review of Local Plans

21676.5. (a) If the commission 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 this article as stated in Section 21670, the commission may require that the local agency submit all subsequent actions, regulations, and permits to the commission for review until its general plan or specific plan is revised or the specific findings are made. If, in the determination of the commission, an action, regulation, or permit of the local agency is inconsistent with the airport land use compatibility plan, the local agency shall be notified and that local agency shall hold a hearing to reconsider its plan. The local agency may propose to overrule the commission after the hearing by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article as stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

(b) Whenever the local agency has revised its general plan or specific plan or has overruled the commission pursuant to subdivision (a), the proposed action of the local agency shall not be subject to further commission review, unless the commission and the local agency agree that individual projects shall be reviewed by the commission.

Marin County Overrule Provisions

21677. Notwithstanding the two-thirds vote required by Section 21676, any public agency in the County of Marin may overrule the Marin County Airport Land Use Commission by a majority vote of its governing body. At least 45 days prior to the decision to overrule the commission, the public agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the public agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the public agency governing body may act without them. The comments by the division or the commission are advisory to the public agency governing body. The public agency governing body shall include comments from the commission and the division in the public record of the final decision to overrule the commission, which may be adopted by a majority vote of the governing body.

Airport Owner's Immunity

21678. With respect to a publicly owned airport that a public agency does not operate, if the public agency pursuant to Section 21676, 21676.5, or 21677 overrules a commission's action or recommendation, the operator of the airport shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency's decision to overrule the commission's action or recommendation.

Court Review

21679. (a) In any county in which there is no airport land use commission or other body designated to assume the responsibilities of an airport land use commission, or in which the commission or other designated body has not adopted an airport land use compatibility plan, an interested party may initiate proceedings in a court of competent jurisdiction to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, that directly affects the use of land within one mile of the boundary of a public airport within the county.

(b) The court may issue an injunction that postpones the effective date of the zoning change, zoning variance, permit, or regulation until the governing body of the local agency that took the action does one of the following:

(1) In the case of an action that is a legislative act, adopts a resolution declaring that the proposed action is consistent with the purposes of this article stated in Section 21670.

(2) In the case of an action that is not a legislative act, adopts a resolution making findings based on substantial evidence in the record that the proposed action is consistent with the purposes of this article stated in Section 21670.

(3) Rescinds the action.

(4) Amends its action to make it consistent with the purposes of this article stated in Section 21670, and complies with either paragraph (1) or (2), whichever is applicable.

(c) The court shall not issue an injunction pursuant to subdivision (b) if the local agency that took the action demonstrates that the general plan and any applicable specific plan of the agency accomplishes the purposes of an airport land use compatibility plan as provided in Section 21675.

(d) An action brought pursuant to subdivision (a) shall be commenced within 30 days of the decision or within the appropriate time periods set by Section 21167 of the Public Resources Code, whichever is longer.

(e) If the governing body of the local agency adopts a resolution pursuant to subdivision (b) with respect to a publicly owned airport that the local agency does not operate, the operator of the airport shall be immune from liability for damages to property or personal injury from the local agency's decision to proceed with the zoning change, zoning variance, permit, or regulation.

(f) As used in this section, "interested party" means any owner of land within two miles of the boundary of the airport or any organization with a demonstrated interest in airport safety and efficiency.

Deferral of Court Review

21679.5. (a) Until June 30, 1991, no action pursuant to Section 21679 to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, directly affecting the use of land within one mile of the boundary of a public airport, shall be commenced in any county in which the commission or other designated body has not adopted an airport land use compatibility plan, but is making substantial progress toward the completion of the airport land use compatibility plan.

(b) If a commission has been prevented from adopting the airport land use compatibility plan by June 30, 1991, or if the adopted airport land use compatibility plan could not become effective, because of a lawsuit involving the adoption of the airport land use compatibility plan, the June 30, 1991, date in subdivision (a) shall be extended by the period of time during which the lawsuit was pending in a court of competent jurisdiction.

(c) Any action pursuant to Section 21679 commenced prior to January 1, 1990, in a county in which the commission or other designated body has not adopted an airport land use compatibility plan, but is making substantial progress toward the completion of the airport land use compatibility plan, which has not proceeded to final judgment, shall be held in abeyance until June 30, 1991. If the commission or other designated body adopts an airport land use compatibility plan on or before June 30, 1991, the action shall be dismissed. If the commission or other designated body does not adopt an airport land use compatibility plan on or before June 30, 1991, the plaintiff or plaintiffs may proceed with the action.

(d) An action to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, directly affecting the use of land within one mile of the boundary of a public airport for which an airport land use compatibility plan has not been adopted by June 30, 1991, shall be commenced within 30 days of June 30, 1991, or within 30 days of the decision by the local agency, or within the appropriate time periods set by Section 21167 of the Public Resources Code, whichever date is later.

Article 4. Aeronautics Fund

Continuation; Continuous Appropriation

21680. (a) The Aeronautics Fund is hereby continued in existence as the Aeronautics Account in the State Transportation Fund. The moneys deposited to the credit of the account are continuously appropriated for expenditure by the board and the department as provided in this article.

(b) Any reference in any law or regulation to the Airport Assistance Revolving Fund, the Airport Assistance Fund, or the Aeronautics Fund shall be deemed to refer to the Aeronautics Account in the State Transportation Fund. As used in this article, "fund" shall be deemed to refer to the Aeronautics Account in the State Transportation Fund.

Definitions

21681. As used in this article, the following terms have the following meanings:

(a) "Own and operate" means that the public entity shall own the property in fee simple or by a long-term lease of a minimum of 20 years, unless otherwise approved by the department, and shall maintain dominion and control of the property, except that the public entity may provide by contract with a person for the operation and management of an airport otherwise meeting the requirements of this article. Operations of the airport shall be for, and on behalf of, the public entity. All leases to the public entity of property are required to be approved by the department. A lease of the property by the public entity to an agent or agency other than to a public entity does not meet the criteria for participation in airport assistance funds.

(b) "Matching funds" means money that is provided by the public entity and does not consist of funds previously received from state or federal agencies or public entity funds previously used to match federal or state funds. This definition shall be retroactive to July 1, 1967.

(c) "General aviation" means all aviation except air carrier and military aviation.

(d) "Public entity" means any city, county, airport district, airport authority, port district, port authority, public district, public authority, political subdivision, airport land use commission, community services district, or public corporation and the University of California.

(e) "Public agency" means the various agencies of the State of California and the federal government.

(f) "Airport and aviation purposes" means expenditures of a capital improvement nature, including the repair or replacement of a capital improvement, and expenditures for compatible land use planning in the area surrounding an airport, for any of the following purposes:

(1) Land acquisition for development and improvement of general aviation aircraft landing facilities.

(2) Grading and drainage necessary for the construction or reconstruction of runways or taxiways.

(3) Construction or reconstruction of runways or taxiways.

(4) Acquisition of "runway protection zones" as defined in Federal Aviation Administration Advisory Circular 150/1500-13.

(5) Acquisition of easements through, or other interests in, airspace as may be reasonably required for safeguarding aircraft operations in the vicinity of an aircraft landing facility.

(6) Removal of natural obstructions from runway protection zones.

(7) Installation of "segmented circle airport marker systems" as defined in current regulations of the Federal Aviation Administration.

(8) Installation of runway, taxiway, boundary, or obstruction lights, together with directly related electrical equipment.

(9) Installation of minimum security fencing around the perimeter of an aircraft landing facility.

(10) Grading and drainage necessary to provide for parking of transient general aviation aircraft.

(11) Construction or reconstruction of transient general aviation aircraft parking areas.

(12) Servicing of revenue or general obligation bonds issued to finance capital improvements for airport and aviation purposes.

(13) Air navigational facilities.

(14) Engineering and preliminary engineering related directly to a project funded under this article.

(15) Other capital improvements as may be designated in rules and regulations adopted by the department.

(16) Activities of an airport land use commission in connection with the preparation of a new or updated airport land use compatibility plan pursuant to Section 21675. Expenditures that cannot be clearly identified as capital improvements shall be submitted to the department for consideration and approval.

(17) Airport master plans and airport layout plans.

(g) "Operation and maintenance" means expenditures for wages or salaries, utilities, service vehicles, and all other noncapital expenditures that are included in insurance, professional services, supplies, construction equipment, upkeep and landscaping, and other items of expenditure designated as "operation and maintenance" in rules and regulations adopted by the department.

(h) "Enplanement" means the boarding of an aircraft by a revenue passenger, including an original, stopover, or transfer boarding of the aircraft. For purposes of this subdivision, a stopover is a deliberate and intentional interruption of a journey by a passenger scheduled to exceed four hours in the case of an intrastate or interstate passenger or not to exceed 24 hours in the case of an international passenger at a point between the point of departure and the point of destination, and a transfer is an occurrence at an intermediate point in an itinerary whereby a passenger or shipment changes from a flight of one carrier to another flight either of the same or a different carrier with or without a stopover.

Payments from Fund

21682. (a) The department shall establish individual revolving fund subaccounts for eligible airports in the Aeronautics Account in the State Transportation Fund. Money payable under this section shall be credited to individual airport subaccounts annually, and may be accumulated for a maximum period of five years.

(b) The department shall, subject to Section 21684, credit from the Aeronautics Account to each public entity owning and operating an airport or airports under a valid permit issued by the department for every airport which has not been designated by the Federal Aviation Administration as (1) a reliever airport, as defined in Section 503 (a) (19) of the federal Airport and Airway Improvement Act of 1982, as amended, or (2) a commercial service airport, as defined in Section 503 (a) (5) of the federal Airport and Airway Improvement Act of 1982, as amended, the sum of ten thousand dollars ($10,000) annually for each qualifying airport. These funds shall be paid to public entities upon request for expenditure on preapproved eligible projects. Eligible public entities may submit applications for the withdrawal of credited funds for expenditure on proposed projects in letter form to the department for review and approval. Projects identified shall be for airport and aviation purposes and operation and maintenance purposes. No payment made under this section is transferable, but shall be expended only upon the

airport for which the payment is made, unless the department authorizes a payment to be transferred for expenditure on another airport owned or operated by the public entity. The department may establish any accounting systems it deems necessary to provide for the cumulation and expenditure of funds under this subdivision.

(c) If, in any year, there is insufficient money in the Aeronautics Account to make the credits specified in subdivision (b), the department shall, subject to Section 21684, credit to each public entity subaccount an amount which is equal to the total amount of money in the Aeronautics Account multiplied by a percentage equivalent to the proportion which the airport or airports of the public entity for which credit is required to be made pursuant to subdivision (b) bear to the total number of airports for which credit is required to be made pursuant to subdivision (b).

(d) No payment shall be made under this section to any public entity for any airport on which general or commercial aviation activities are substantially restricted if the airport is licensed to conduct these activities by the department. The department shall determine whether or not general or commercial aviation activities are restricted.

(e) The department shall adopt rules and regulations and establish procedures to effect prompt payment to public entities for eligible airport projects from money credited pursuant to this section.

Payment of Aviation Share of Comprehensive Transportation Planning Costs

21682.5. The department shall pay, from the Aeronautics Account to the Transportation Planning and Development Account in the State Transportation Fund, a sum equal to the pro rata share of the comprehensive transportation duties attributable to aviation planning and research, as determined by the Director of Transportation.

Use of Balance

21683. Any public entity may apply to the department each year for the allocation of funds for the acquisition or development of airports. The commission may, pursuant to rules and regulations promulgated by the department, make an allocation to the public entity if it determines that the proposed acquisition or development is feasible and in accordance with the policies and standards established by the department. The department shall make recommendations to the commission on all applications. Such allocations shall be represented as subventions in the department budget in accordance with Section 21206.

No moneys paid under this section shall be expended for operation and maintenance. No payment shall be made under this section to any public entity for any airport on which general or commercial aviation activities are substantially restricted if the airport is licensed to conduct such activities by the department. The department shall determine whether or not general or commercial aviation activities are restricted.

Use of Funds for Local Match for Federal Airport Improvement Program Grants

21683.1. (a) At the discretion of the commission, any balance remaining in the Aeronautics Account, after the payments made under Section 21682, may be used to provide a portion of the local match for federal Airport Improvement Program grants. Matching shall be provided only for grants at general aviation airports, or at airports that have been designated by the Federal Aviation Administration as reliever airports, as defined in Section 503(a)(19) of the federal Airport and Airway Improvement Act of 1982, as amended.

(b) Funds shall not be allocated by the commission until the federal grant offer is accepted by the public entity. Upon allocation by the commission, the department may pay a public entity an amount equal to 5 percent of the amount of a federal Airport Improvement Program grant. These funds are excluded from the requirements of Section 21684.

(c) Funds shall not be allocated by the commission until the federal grant offer is accepted by the public entity. Upon allocation by the commission, the department may, until December 31, 2006, pay a public entity an amount equal to the 10 percent local match required for a federal Airport Improvement Program grant for security projects at small general aviation airports. For purposes of this section, a "security project" means a project to install or maintain fencing, gates, security lighting, access controls systems, and surveillance systems. For purposes of this section a "small general aviation airport" means an airport with fewer than 80,000 annual landings and take-offs of aircraft.

Use of Balance in Aeronautics Account

21683.2. Any balance remaining in the Aeronautics Account, after the payments made under Section 21682 and Section 21683.1, shall be used at the discretion of the commission for airport and aviation purposes subject to the provisions of Section 21684.

Special Aviation Fund

21684. (a) No payment shall be made to a public entity pursuant to this article unless the public entity has established a special aviation fund in which all payments received by a public entity under this article shall be deposited for expenditure solely for airport and aviation purposes. No payment shall be made to a public entity for a project pursuant to Section 21683.2 unless the public entity deposits in its special aviation fund a sum from other than state or federal sources, established annually by the commission at not less than 10 percent nor more than 50 percent of the nonfederal portion of the project.

Notwithstanding the provisions of this subdivision requiring matching funds, the department shall pay to each public entity owning and operating an airport or airports the annual amount that is in accordance with Section 21682.

(b) No payment shall be made for any airport to the University of California pursuant to this article unless the university has established a special aviation fund in which all payments received by the university under this article shall be deposited for expenditure solely for airport and aviation purposes. No payment shall be made for any airport to the University of California pursuant to Section 21683.2 unless the university deposits in its special aviation fund each year, for expenditure solely for airport and aviation purposes, a sum from nonstate or nonfederal funds based on the rate established annually by the commission pursuant to subdivision (a), or unless a city located within 10 miles of the airport or the county within which the airport is located pays to the university a sum based on the rate established annually by the commission pursuant to subdivision (a). However, any sums so deposited by the university or paid by the city or county may be considered jointly as meeting the requirements of this section. The payments received from a city or county pursuant to these sections are to be expended solely for the airport and for aviation purposes related to such airport. All payments received by the university shall be deposited in its special aviation fund.

Use of Balance of Fund to Purchase Emergency Search and Rescue Equipment

21684.1. Notwithstanding the provisions of Section 21683, any balance remaining in the fund after the payments made under Section 21682 may be used by the department to purchase emergency search and rescue equipment and to make such equipment available for use by recognized search and rescue groups. The equipment shall remain the property of the department. No more than eight thousand dollars ($8,000) shall be expended pursuant to this section for the purchase of emergency search and rescue equipment.

Allocation of Funds for Construction of Airports

21684.5. Notwithstanding the provisions of this article inasmuch as they require matching funds the department may allocate funds to public agencies for the construction of airports.

Allocation of Funds to Counties

21684.6. Notwithstanding the provisions of this article, inasmuch as they require matching funds, the department may allocate funds to a county or a city for the construction of recreational airports or reliever training airstrips in accordance with regulations of the department if the county or city supplies the land and maintains and operates all facilities of such airport or airstrip.

Special Aviation Fund; Payments to State College or University Branch

21685. Any public entity may pay any part of the money in its special aviation fund to a state college or branch of the University of California located within its boundaries to be expended for the same purposes as the public entity may expend such money. Any money paid to a state college or branch of the University of California shall be expended within the public entity paying the money.

Audit of Books and Records of Public Agencies

21686. It shall be the duty of any public entity receiving payments or allocations under this article to periodically audit its books and records as deemed necessary by the department for the purpose of determining that the money received has been expended for the purposes and under the conditions authorized by this article.

Airports No Longer Open to the General Public; Payments to State

21687. (a) (1) If an airport, for which payments have been made from the Aeronautics Account, ceases to be open to the general public for more than one year, the public entity to which those payments were made shall pay to the state funds equal to the amount computed by the department pursuant to paragraph (2), and those funds shall be deposited in the Aeronautics Account.

(2) (A) The department shall compute an amount equal to the total of all payments made for the airport from the Aeronautics Account during the preceding 20 years, less 5 percent of the amount of a particular payment multiplied by the number of years since the payment was made, or the unused balance, whichever is greater.

(B) The computation described in subparagraph (A) shall not include any payment the department made pursuant to Section 21682, if, upon the request of the public entity that owns and operates the airport, the department determines that the airport is not necessary to the system of public airports in this state. When making this determination, the department shall consider all of the following factors:

(i) Whether the airport is approved for night operations.

(ii) Whether the airport has an approved instrument approach procedure.

(iii) How many aircraft are based at the airport.

(iv) Whether the airport is used for airborne fire attacks.

(v) Whether the airport is used for emergency medical transportation.

(vi) What services the airport provides for the community.

(vii) The size of the community that is served by the airport.

(viii) Whether any aviation or transportation planning agency has designated the airport as having a significant role.

(ix) Whether a suitable, public-use airport is situated within a reasonable distance.

(x) Whether closure of the airport will have a negative effect on other airports.

(xi) Whether the airport is used for law enforcement purposes.

(b) This section does not apply to either of the following:

(1) An airport that is replaced by a comparable facility, as determined by the department, within a period of one year.

(2) An airport for which the department, on or after January 1, 1981, has suspended the airport permit and for which payments made pursuant to this article are being expended to correct the deficiency or condition that resulted in the suspension of the airport's permit.

Limitation on Expenditure of Funds

21688. (a) No payments shall be made from the Aeronautics Account for expenditure on any airport or for the acquisition or development of any airport, if the department determines that the height restrictions around the airport are inadequate to provide reasonable assurance that the landing and taking off of aircraft at the airport will be conducted without obstruction or will be otherwise free from hazards.

Height restrictions shall be considered adequate if as a minimum they meet the obstruction standards of subchapter C of Part 77 of the Federal Aviation Regulations of the Federal Aviation Administration, as these standards apply to civil airport imaginary surfaces related to runways.

The airport-owning entity shall have sufficient control over obstructions in the airspace in the vicinity of the airport to assure that height restrictions can be maintained. This control may be in the form of ownership of any land from which obstructions may rise, air navigation easements to guarantee maintenance of restrictions, or height limitation or land use zoning which will prohibit obstructions which would violate the obstruction standards.

(b) This section shall not prevent or prohibit the department from assisting any public agency or public entity in planning airport development or in planning the zoning needs around an airport.

Article 4.5. Airport Facilities and Concessions

Legislative Findings

21690.5. The Legislature finds and declares as follows:

(a) The proper operation of California's publicly owned or operated airports is essential to the welfare of the state and its people.

(b) California's publicly owned or operated airports establish a vital transportation link between the state and the economic systems of the nation and the world, and enable the state to enjoy and provide the benefits of an international tourist and commercial center.

(c) The economic validity and stability of California's publicly owned or operated airports is, consequently, a matter of statewide importance.

(d) The policy of this state is to promote the development of commerce and tourism to the end of securing to the people of this state the benefits of these activities conducted in the state.

(e) Therefore, since the proper operation of the state's publicly owned or operated airports is essential to the welfare of the state and its people, the Legislature recognizes and affirms such operation as a governmental function

to be discharged in furtherance of the policy of securing the benefits of commerce and tourism for the state and its people.

Scope of Law
21690.6. The provisions of this article shall apply to any airport owned or operated by a political subdivision, including a charter city.

Promotion of Commerce and Tourism
21690.7. The governing bodies of publicly owned or operated airports shall manage airport facilities and grant airport concessions in furtherance of the development of commerce and tourism in or affecting the state. In managing facilities and granting concessions for services to the public, such airport governing bodies shall promote the development of commerce and tourism by (a) securing a diversity of airport services; (b) avoiding wasteful duplication of such services; (c) securing to the users of airports safe, courteous, and quality service; (d) limiting or prohibiting business competition which is destructive of the ends of promoting commerce and tourism in the state; (e) allocating limited airport resources to promote such ends; and (f) fostering California's image as a commercial and tourist center.

Exclusive Agreements
21690.8. The Legislature recognizes that to further the policies and fulfill the objectives stated in this article, it is often necessary that publicly owned or operated airports enter into exclusive or limited agreements with a single operator or a limited number of operators. The governing bodies of publicly owned or operated airports shall grant exclusive or limited agreements to displace business competition with regulation or monopoly service whenever the governing body determines, in consideration of the factors set forth in Section 21690.9, that such agreements are necessary to further the policies and to fulfill the objectives stated in this article. The Legislature contemplates that publicly owned or operated airports will grant exclusive or limited agreements in furtherance of the policy of this state to displace business competition by exclusive or limited agreements to fulfill these policies and objectives.

Determination of Necessity
21690.9. Before entering any exclusive or limited agreement in connection with the management of any airport facility or the operation of any airport concession, the governing body of a publicly owned or operated airport shall, under authority hereby expressly delegated by the state, determine the necessity for an exclusive or limited agreement. The governing body shall consider the following factors to determine the necessity for an exclusive or limited agreement to further the policies and objectives stated in this article:

(a) Public safety.
(b) Public convenience.
(c) Quality of service.
(d) The need to conserve airport space.
(e) The need to avoid duplication of services.
(f) The impact on the environment or facilities of the airport as an essential commercial and tourist service center.
(g) The need to avoid destructive competition which may impair the quality of airport services to the public, lead to uncertainty, disruption, or instability in the rendering of such services, or detract from the state's attractiveness as a center of tourism and commerce.

In making its determination, the airport operator shall not be required to take evidence or to make findings of fact.

Compliance with Other States
21690.10. Nothing in this article shall excuse any local agency from complying with applicable state or local requirements for competitive bidding or public hearings which may be required prior to the awarding or entering into of any bid, agreement or lease.

Article 5. Los Angeles International Airport Relocation and Development

Legislative Findings
21690.20. The Legislature hereby finds that Los Angeles International Airport is one of the important air terminals of the world, making a significant contribution daily to the economy of California.

Since 1959, jet air traffic at the airport has increased from 80 flights daily to nearly 1,000 daily. This increasing air traffic and necessary expansion of airport facilities has had an adverse affect on the residents of the surrounding

areas. Expansion and development has and is expected to require the acquisition of many homes in the vicinity of the airport and has rendered other homes in areas subjected to aircraft noise nearly uninhabitable. Property owners in the vicinity of the airport are either unable to sell their homes or able to sell only at depressed market prices. Under present laws, the Department of Airports of the City of Los Angeles is required only to pay homeowners "fair market value" for their property. With increasing property costs and current high interest rates, it is impossible for a homeowner to purchase a comparable dwelling in a comparable residential area for amounts now being paid as "fair market value."

The City Council of the City of Los Angeles has initiated this legislation to enable the city to (1) assist displaced homeowners to relocate in comparable residential areas and housing, (2) provide, where available, replacement housing acceptable to affected homeowners, and (3) purchase affected homes to compensate homeowners for the depressed values of their property.

There is precedent for the provision of replacement housing, where available, in Chapter 953 of the Statutes of 1968, by which the Department of Public Works is authorized to provide relocation assistance and replacement housing to certain individuals and families displaced because of construction of certain state highway projects. Further, there is precedent for relocation payments to compensate certain homeowners in Public Law 90-495 and in Chapter 3 of the Statutes of 1968, First Extraordinary Session.

Definitions

21690.21. Unless the context otherwise requires, the following definitions shall govern the construction of this article:

(a) "Airport" means Los Angeles International Airport.

(b) "Department" means the Department of Airports, City of Los Angeles.

(c) "Mayor" means the Mayor of the City of Los Angeles.

(d) "Board" means the Los Angeles International Airport Property Acquisition Board.

Authority of Department

21690.22. Notwithstanding any other provision of law, the department is authorized to:

(a) Assist homeowners displaced by the expansion of the airport to relocate in comparable residential areas and housing.

(b) Provide, where available, replacement housing acceptable to affected homeowners.

(c) Purchase affected property to compensate homeowners for the depressed values of their property as a result of the proximity of the airport to enable such homeowners to purchase comparable housing under more normal market conditions.

Expenditure of Available Funds

21690.23. The department is authorized to expend any available funds, including state and federal funds, for the purpose of purchasing homes from homeowners displaced by the expansion of the airport and relocating or providing suitable replacement housing for such persons, notwithstanding any other provision of law.

Petition for Payment of Additional Compensation

21690.24. Upon establishment of a program for additional payments to homeowners by the department pursuant to this article, the affected property owners may petition as provided in Section 21690.26 for the payment of additional compensation for the depressed value of the affected property resulting from the presence and operation of the airport, provided that such owner has not previously recovered any sums in the nature of an inverse condemnation award by reason of the presence and operation of the airport.

Appointment of Board

21690.25. Upon establishment by the department of a program for such additional compensation, the mayor shall appoint, subject to the approval of the city council, five persons who shall constitute the board.

Tenure of Board; Quorum; Duties

21690.26. The members of the board shall serve at the pleasure of the mayor, and any action taken by a majority thereof shall constitute the action of the board. The board shall hear petitions from homeowners dislocated by reason of airport expansion and operations for amounts to be paid in excess of market value of affected property. The board shall establish procedures for the conduct of its business.

Payment of Awards
21690.27. The Board of Airport Commissioners of the City of Los Angeles is directed to pay any sum awarded by the board pursuant to Section 21690.26.

Persons Eligible; Time for Filing Petition; Time for Payment
21690.28. The provisions of this article are available only to persons who own residential property which has been or is being condemned or sold for airport purposes. Petitions for additional compensation may be filed with the board at the same time that condemnation proceedings or acquisition negotiations are initiated; and the board shall pay any sum awarded pursuant to Section 21690.26 within 60 days after condemnation or other acquisition proceedings are completed.

Partial Invalidity
21690.29. If any provision of this article or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the article which can be given effect without the invalid provision or application, and to this end the provisions of this act are severable.

Chapter 5. Proceedings

Investigation, Inquiries, and Hearings
21692. The department, any member, the director, or any officer or employee of the department designated by it may hold investigations, inquiries, and hearings concerning matters covered by this part and the rules and orders of the department, and concerning accidents in aeronautics within this state. Hearings shall be open to the public and, except as provided in Section 21691, shall be held upon such call or notice as the department deems advisable. Each member of the department, the director, and every officer or employee of the department designated by it to hold any inquiry, investigation, or hearing may administer oaths and affirmations, certify to all official acts, issue subpoenas, and order the attendance and testimony of witnesses and the production of papers, books, and documents. If any person fails to comply with any subpoenas or order issued under the authority of this section, the department or its authorized representative may invoke the aid of any court of general jurisdiction. The court may order such person to comply with the requirements of the subpoena or order to give evidence touching the matter in question. Failure to obey the order of the court may be punished by the court as contempt.

Reports of Investigations and Hearings
21693. In order to facilitate the making of investigations by the department in the interest of public safety and promotion of aeronautics, the reports of investigations or hearings or any part of the reports, shall not be admitted in evidence or used for any purpose in any suit, action, or proceeding growing out of any matter referred to in the investigation, hearing, or report, except in case of any suit, action, or proceeding, civil or criminal, instituted by or in behalf of the department or in the name of the state under the provisions of this part or other laws of the state relating to aeronautics. Any member of the department, the director, or any officer or employee of the department shall not be required to testify to any facts ascertained in, or information gained by reason of, his official capacity, nor be required to testify as an expert witness in any suit, action, or proceeding involving any aircraft. Subject to these limitations, the department may make available to appropriate federal, state, and political subdivision agencies information and material developed in the course of its investigations and hearings.

Orders of Department; Contents; Service; Review
21694. Every order of the department requiring performance of certain acts or compliance with certain requirements shall set forth the reasons, state the acts to be done or requirements to be met, and be served upon the person affected either by registered mail or in person. Any person aggrieved by an order of the department may have the action of the department reviewed by the courts in the manner provided by law.

Chapter 6. Airport Planning

California Aviation System Plan
21701. The division, in consultation with transportation planning agencies as designated by the director pursuant to Section 29532 of the Government Code, shall prepare a California Aviation System Plan, which shall include, but not be limited to, every California airport designated in the federal National Plan of Integrated Airport Systems and any other existing or proposed public use airports, as designated by the division.

Elements in Plan

21702. The California Aviation System Plan shall include, but not be limited to, all of the following elements:

(a) A background and introduction element, which summarizes aviation activity in California and establishes goals and objectives for aviation improvement.

(b) An air transportation issues element, which addresses issues such as aviation safety, airport noise, airport ground access, transportation systems management, airport financing, airport land use compatibility planning, and institutional relationships.

(c) A regional plan alternative element, which consists of the aviation elements of the regional transportation plans prepared by each transportation planning agency. This element shall include consideration of regional air transportation matters relating to growth, capacity needs, county activity, airport activity, and systemwide activity in order to evaluate adequately the overall impacts of regional activity in relation to the statewide air transportation system. This element shall propose general aviation and air carrier public use airports for consideration by the commission for funding eligibility under this chapter.

(d) A state plan alternative element, which includes consideration of statewide air transportation matters relating to growth, including, but not limited to, county activity, airport activity, and systemwide activity in order to evaluate adequately the state aviation system and to designate an adequate number of general aviation and air carrier public use airports for state funding in order to provide a level of air service and safety acceptable to the public.

(e) A comparative element, which compares and contrasts the regional plan alternative with the state plan alternative, including, but not limited to, airport noise, air quality, toxic waste cleanup, energy, economics, and passengers served.

(f) A 10-year capital improvement plan for each airport, based on each airport's adopted master plan if the airport has a master plan, approved by the applicable transportation planning agency, and submitted to the division for inclusion in the California Aviation System Plan.

(g) Any other element deemed appropriate by the division and the transportation planning agencies.

(h) A summary and conclusion element, which presents the findings and recommended course of action.

Submittal to Commission

21703. The division shall submit the California Aviation System Plan to the commission.

Periodic Revision of Plan

21704. The division, in consultation with the transportation planning agencies, shall biennially revise the capital improvement plan developed pursuant to subdivision (f) of Section 21702, and the division shall submit the revised capital improvement plan to the commission. The division, in consultation with the transportation planning agencies, shall revise all other elements of the California Aviation System Plan every five years, and shall submit the revised system plan to the commission.

Adoption of Revisions by Commission

21705. The commission shall review, hold public hearings on, and, based on these hearings, adopt or revise and adopt as revised, the California Aviation System Plan and its subsequent revisions.

Project Funding Applications

21706. The division shall require that every project submitted for funding from the Aeronautics Account in the State Transportation Fund shall be consistent with the California Aviation System Plan. Applications for funding shall be processed in accordance with the procedures adopted by the commission. In determining the priorities of projects, the division shall, and the transportation planning agencies may, utilize the methodology adopted by the commission for determining the priorities of projects that the commission selects for allocation pursuant to Sections 21683 and 21683.2 and the procedures adopted by the commission.

Federal Grant Funds

21707. Any funds necessary to carry out Sections 21701, 21702, and 21704 shall be obtained from federal grants, except for updates of the capital improvement plan and policy elements of the California Aviation System Plan, which may be funded from nonfederal sources.

FAR PART 77 -- SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE

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Authority: 49 U.S.C. 106 (g), 40103, 40113-40114, 44502, 44701, 44718, 46101-46102, 46104.

Subpart A--General

Sec. 77.1 Purpose.

This part establishes:

(a) The requirements to provide notice to the FAA of certain proposed construction, or the alteration of existing structures;

(b) The standards used to determine obstructions to air navigation, and navigational and communication facilities;

(c) The process for aeronautical studies of obstructions to air navigation or navigational facilities to determine the effect on the safe and efficient use of navigable airspace, air navigation facilities or equipment; and

(d) The process to petition the FAA for discretionary review of determinations, revisions, and extensions of determinations.

Sec. 77.3 Definitions.

For the purpose of this part:

Non-precision instrument runway means a runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in non-precision instrument approach procedure has been approved, or planned, and for which no precision approach facilities are planned, or indicated on an FAA planning document or military service military airport planning document.

Planned or proposed airport is an airport that is the subject of at least one of the following documents received by the FAA:

(1) Airport proposals submitted under 14 CFR part 157.

(2) Airport Improvement Program requests for aid.

(3) Notices of existing airports where prior notice of the airport construction or alteration was not provided as required by 14 CFR part 157.

(4) Airport layout plans.

(5) DOD proposals for airports used only by the U.S. Armed Forces.

(6) DOD proposals on joint-use (civil-military) airports.

(7) Completed airport site selection feasibility study.

Precision instrument runway means a runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS), or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated by an FAA-approved airport layout plan; a military service approved military airport layout plan; any other FAA planning document, or military service military airport planning document.

Public use airport is an airport available for use by the general public without a requirement for prior approval of the airport owner or operator.

Seaplane base is considered to be an airport only if its sea lanes are outlined by visual markers.

Utility runway means a runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.

Visual runway means a runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA-approved airport layout plan, a military service approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.

Subpart B--Notice Requirements

Sec. 77.5 Applicability.

(a) If you propose any construction or alteration described in Sec. 77.9, you must provide adequate notice to the FAA of that construction or alteration.

(b) If requested by the FAA, you must also file supplemental notice before the start date and upon completion of certain construction or alterations that are described in Sec. 77.9.

(c) Notice received by the FAA under this subpart is used to:

(1) Evaluate the effect of the proposed construction or alteration on safety in air commerce and the efficient use and preservation of the navigable airspace and of airport traffic capacity at public use airports;

(2) Determine whether the effect of proposed construction or alteration is a hazard to air navigation;

(3) Determine appropriate marking and lighting recommendations, using FAA Advisory Circular 70/7460-1, Obstruction Marking and Lighting;

(4) Determine other appropriate measures to be applied for continued safety of air navigation; and

(5) Notify the aviation community of the construction or alteration of objects that affect the navigable airspace, including the revision of charts, when necessary.

Sec. 77.7 Form and time of notice.

(a) If you are required to file notice under Sec. 77.9, you must submit to the FAA a completed FAA Form 7460-1, Notice of Proposed Construction or Alteration. FAA Form 7460-1 is available at FAA regional offices and on the Internet.

(b) You must submit this form at least 45 days before the start date of the proposed construction or alteration or the date an application for a construction permit is filed, whichever is earliest.

(c) If you propose construction or alteration that is also subject to the licensing requirements of the Federal Communications Commission (FCC), you must submit notice to the FAA on or before the date that the application is filed with the FCC.

(d) If you propose construction or alteration to an existing structure that exceeds 2,000 ft. in height above ground level (AGL), the FAA presumes it to be a hazard to air navigation that results in an inefficient use of airspace. You must include details explaining both why the proposal would not constitute a hazard to air navigation and why it would not cause an inefficient use of airspace.

(e) The 45-day advance notice requirement is waived if immediate construction or alteration is required because of an emergency involving essential public services, public health, or public safety. You may provide notice to the FAA by any available, expeditious means. You must file a completed FAA Form 7460-1 within 5 days of the initial notice to the FAA. Outside normal business hours, the nearest flight service station will accept emergency notices.

Sec. 77.9 Construction or alteration requiring notice.

If requested by the FAA, or if you propose any of the following types of construction or alteration, you must file notice with the FAA of:

(a) Any construction or alteration that is more than 200 ft. AGL at its site.

(b) Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:

(1) 100 to 1 for a horizontal distance of 20,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway more than 3,200 ft. in actual length, excluding heliports.

(2) 50 to 1 for a horizontal distance of 10,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway no more than 3,200 ft. in actual length, excluding heliports.

(3) 25 to 1 for a horizontal distance of 5,000 ft. from the nearest point of the nearest landing and takeoff area of each heliport described in paragraph (d) of this section.

(c) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) or (b) of this section.

(d) Any construction or alteration on any of the following airports and heliports:

(1) A public use airport listed in the Airport/Facility Directory, Alaska Supplement, or Pacific Chart Supplement of the U.S. Government Flight Information Publications;

(2) A military airport under construction, or an airport under construction that will be available for public use;

(3) An airport operated by a Federal agency or the DOD.

(4) An airport or heliport with at least one FAA-approved instrument approach procedure.

(e) You do not need to file notice for construction or alteration of:

(1) Any object that will be shielded by existing structures of a permanent and substantial nature or by natural terrain or topographic features of equal or greater height, and will be located in the congested area of a city, town, or settlement where the shielded structure will not adversely affect safety in air navigation;

(2) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device meeting FAA-approved siting criteria or an appropriate military service siting criteria on military airports, the location and height of which are fixed by its functional purpose;

(3) Any construction or alteration for which notice is required by any other FAA regulation.

(4) Any antenna structure of 20 feet or less in height, except one that would increase the height of another antenna structure.

Sec. 77.11 Supplemental notice requirements.

(a) You must file supplemental notice with the FAA when:

(1) The construction or alteration is more than 200 feet in height AGL at its site; or

(2) Requested by the FAA.

(b) You must file supplemental notice on a prescribed FAA form to be received within the time limits specified in the FAA determination. If no time limit has been specified, you must submit supplemental notice of construction to the FAA within 5 days after the structure reaches its greatest height.

(c) If you abandon a construction or alteration proposal that requires supplemental notice, you must submit notice to the FAA within 5 days after the project is abandoned.

(d) If the construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Subpart C--Standards for Determining Obstructions to Air Navigation or Navigational Aids or Facilities

Sec. 77.13 Applicability.

This subpart describes the standards used for determining obstructions to air navigation, navigational aids, or navigational facilities. These standards apply to the following:

(a) Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used and any permanent or temporary apparatus.

(b) The alteration of any permanent or temporary existing structure by a change in its height, including appurtenances, or lateral dimensions, including equipment or material used therein.

Sec. 77.15 Scope.

(a) This subpart describes standards used to determine obstructions to air navigation that may affect the safe and efficient use of navigable airspace and the operation of planned or existing air navigation and communication facilities. Such facilities include air navigation aids, communication equipment, airports, Federal airways, instrument approach or departure procedures, and approved off-airway routes.

(b) Objects that are considered obstructions under the standards described in this subpart are presumed hazards to air navigation unless further aeronautical study concludes that the object is not a hazard. Once further aeronautical study has been initiated, the FAA will use the standards in this subpart, along with FAA policy and guidance material, to determine if the object is a hazard to air navigation.

(c) The FAA will apply these standards with reference to an existing airport facility, and airport proposals received by the FAA, or the appropriate military service, before it issues a final determination.

(d) For airports having defined runways with specially prepared hard surfaces, the primary surface for each runway extends 200 feet beyond each end of the runway. For airports having defined strips or pathways used regularly for aircraft takeoffs and landings, and designated runways, without specially prepared hard surfaces, each end of the primary surface for each such runway shall coincide with the corresponding end of the runway. At airports, excluding seaplane bases, having a defined landing and takeoff area with no defined pathways for aircraft takeoffs and landings, a determination must be made as to which portions of the landing and takeoff area are regularly used as landing and takeoff pathways. Those determined pathways must be considered runways, and an appropriate primary surface as defined in Sec. 77.19 will be considered as longitudinally centered on each such runway. Each end of that primary surface must coincide with the corresponding end of that runway.

(e) The standards in this subpart apply to construction or alteration proposals on an airport (including heliports and seaplane bases with marked lanes) if that airport is one of the following before the issuance of the final determination:

(1) Available for public use and is listed in the Airport/Facility Directory, Supplement Alaska, or Supplement Pacific of the U.S. Government Flight Information Publications; or

(2) A planned or proposed airport or an airport under construction of which the FAA has received actual notice, except DOD airports, where there is a clear indication the airport will be available for public use; or,

(3) An airport operated by a Federal agency or the DOD; or,

(4) An airport that has at least one FAA-approved instrument approach.

Sec. 77.17 Obstruction standards.

(a) An existing object, including a mobile object, is, and a future object would be an obstruction to air navigation if it is of greater height than any of the following heights or surfaces:

(1) A height of 499 feet AGL at the site of the object.

(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

(3) A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any

point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

(4) A height within an en route obstacle clearance area, including turn and termination areas, of a Federal Airway or approved off-airway route, that would increase the minimum obstacle clearance altitude.

(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under Sec. 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

(b) Except for traverse ways on or near an airport with an operative ground traffic control service furnished by an airport traffic control tower or by the airport management and coordinated with the air traffic control service, the standards of paragraph (a) of this section apply to traverse ways used or to be used for the passage of mobile objects only after the heights of these traverse ways are increased by:

(1) 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance.

(2) 15 feet for any other public roadway.

(3) 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road.

(4) 23 feet for a railroad.

(5) For a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it.

Sec. 77.19 Civil airport imaginary surfaces.

The following civil airport imaginary surfaces are established with relation to the airport and to each runway. The size of each such imaginary surface is based on the category of each runway according to the type of approach available or planned for that runway. The slope and dimensions of the approach surface applied to each end of a runway are determined by the most precise approach procedure existing or planned for that runway end.

(a) *Horizontal surface*. A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is:

(1) 5,000 feet for all runways designated as utility or visual;

(2) 10,000 feet for all other runways. The radius of the arc specified for each end of a runway will have the same arithmetical value. That value will be the highest determined for either end of the runway. When a 5,000-foot arc is encompassed by tangents connecting two adjacent 10,000-foot arcs, the 5,000-foot arc shall be disregarded on the construction of the perimeter of the horizontal surface.

(b) *Conical surface*. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

(c) *Primary surface*. A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; but when the runway has no specially prepared hard surface, the primary surface ends at each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is:

(1) 250 feet for utility runways having only visual approaches.

(2) 500 feet for utility runways having non-precision instrument approaches.

(3) For other than utility runways, the width is:

(i) 500 feet for visual runways having only visual approaches.

(ii) 500 feet for non-precision instrument runways having visibility minimums greater than three-fourths statue mile.

(iii) 1,000 feet for a non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-fourths of a statute mile, and for precision instrument runways.

(iv) The width of the primary surface of a runway will be that width prescribed in this section for the most precise approach existing or planned for either end of that runway.

(d) *Approach surface*. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

(1) The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of:

(i) 1,250 feet for that end of a utility runway with only visual approaches;

(ii) 1,500 feet for that end of a runway other than a utility runway with only visual approaches;

(iii) 2,000 feet for that end of a utility runway with a non-precision instrument approach;

(iv) 3,500 feet for that end of a non-precision instrument runway other than utility, having visibility minimums greater that three-fourths of a statute mile;

(v) 4,000 feet for that end of a non-precision instrument runway, other than utility, having a non-precision instrument approach with visibility minimums as low as three-fourths statute mile; and

(vi) 16,000 feet for precision instrument runways.

(2) The approach surface extends for a horizontal distance of:

(i) 5,000 feet at a slope of 20 to 1 for all utility and visual runways;

(ii) 10,000 feet at a slope of 34 to 1 for all non-precision instrument runways other than utility; and

(iii) 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40 to 1 for all precision instrument runways.

(3) The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.

(e) *Transitional surface*. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

Sec. 77.21 Department of Defense (DOD) airport imaginary surfaces.

(a) *Related to airport reference points*. These surfaces apply to all military airports. For the purposes of this section, a military airport is any airport operated by the DOD.

(1) *Inner horizontal surface*. A plane that is oval in shape at a height of 150 feet above the established airfield elevation. The plane is constructed by scribing an arc with a radius of 7,500 feet about the centerline at the end of each runway and interconnecting these arcs with tangents.

(2) *Conical surface*. A surface extending from the periphery of the inner horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield elevation.

(3) *Outer horizontal surface*. A plane, located 500 feet above the established airfield elevation, extending outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet.

(b) *Related to runways*. These surfaces apply to all military airports.

(1) *Primary surface*. A surface located on the ground or water longitudinally centered on each runway with the same length as the runway. The width of the primary surface for runways is 2,000 feet. However, at established bases where substantial construction has taken place in accordance with a previous lateral clearance criteria, the 2,000-foot width may be reduced to the former criteria.

(2) *Clear zone surface*. A surface located on the ground or water at each end of the primary surface, with a length of 1,000 feet and the same width as the primary surface.

(3) *Approach clearance surface*. An inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation of the runway end and extending for 50,000 feet. The slope of the approach clearance surface is 50 to 1 along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation. It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning. The width of this surface at the runway end is the same as the primary surface, it flares uniformly, and the width at 50,000 is 16,000 feet.

(4) *Transitional surfaces*. These surfaces connect the primary surfaces, the first 200 feet of the clear zone surfaces, and the approach clearance surfaces to the inner horizontal surface, conical surface, outer horizontal surface or other transitional surfaces. The slope of the transitional surface is 7 to 1 outward and upward at right angles to the runway centerline.

Sec. 77.23 Heliport imaginary surfaces.

(a) Primary surface. The area of the primary surface coincides in size and shape with the designated take-off and landing area. This surface is a horizontal plane at the elevation of the established heliport elevation.

(b) Approach surface. The approach surface begins at each end of the heliport primary surface with the same width as the primary surface, and extends outward and upward for a horizontal distance of 4,000 feet where its width is 500 feet. The slope of the approach surface is 8 to 1 for civil heliports and 10 to 1 for military heliports.

(c) Transitional surfaces. These surfaces extend outward and upward from the lateral boundaries of the primary surface and from the approach surfaces at a slope of 2 to 1 for a distance of 250 feet measured horizontally from the centerline of the primary and approach surfaces.

Subpart D--Aeronautical Studies and Determinations

Sec. 77.25 Applicability.

(a) This subpart applies to any aeronautical study of a proposed construction or alteration for which notice to the FAA is required under Sec. 77.9.

(b) The purpose of an aeronautical study is to determine whether the aeronautical effects of the specific proposal and, where appropriate, the cumulative impact resulting from the proposed construction or alteration when combined with the effects of other existing or proposed structures, would constitute a hazard to air navigation.

(c) The obstruction standards in subpart C of this part are supplemented by other manuals and directives used in determining the effect on the navigable airspace of a proposed construction or alteration. When the FAA needs additional information, it may circulate a study to interested parties for comment.

Sec. 77.27 Initiation of studies.

The FAA will conduct an aeronautical study when:

(a) Requested by the sponsor of any proposed construction or alteration for which a notice is submitted; or

(b) The FAA determines a study is necessary.

Sec. 77.29 Evaluating aeronautical effect.

(a) The FAA conducts an aeronautical study to determine the impact of a proposed structure, an existing structure that has not yet been studied by the FAA, or an alteration of an existing structure on aeronautical operations, procedures, and the safety of flight. These studies include evaluating:

(1) The impact on arrival, departure, and en route procedures for aircraft operating under visual flight rules;

(2) The impact on arrival, departure, and en route procedures for aircraft operating under instrument flight rules;

(3) The impact on existing and planned public use airports;

(4) Airport traffic capacity of existing public use airports and public use airport development plans received before the issuance of the final determination;

(5) Minimum obstacle clearance altitudes, minimum instrument flight rules altitudes, approved or planned instrument approach procedures, and departure procedures;

(6) The potential effect on ATC radar, direction finders, ATC tower line-of-sight visibility, and physical or electromagnetic effects on air navigation, communication facilities, and other surveillance systems;

(7) The aeronautical effects resulting from the cumulative impact of a proposed construction or alteration of a structure when combined with the effects of other existing or proposed structures.

(b) If you withdraw the proposed construction or alteration or revise it so that it is no longer identified as an obstruction, or if no further aeronautical study is necessary, the FAA may terminate the study.

Sec. 77.31 Determinations.

(a) The FAA will issue a determination stating whether the proposed construction or alteration would be a hazard to air navigation, and will advise all known interested persons.

(b) The FAA will make determinations based on the aeronautical study findings and will identify the following:

(1) The effects on VFR/IFR aeronautical departure/arrival operations, air traffic procedures, minimum flight altitudes, and existing, planned, or proposed airports listed in Sec. 77.15(e) of which the FAA has received actual notice prior to issuance of a final determination.

(2) The extent of the physical and/or electromagnetic effect on the operation of existing or proposed air navigation facilities, communication aids, or surveillance systems.

(c) The FAA will issue a Determination of Hazard to Air Navigation when the aeronautical study concludes that the proposed construction or alteration will exceed an obstruction standard and would have a substantial aeronautical impact.

(d) A Determination of No Hazard to Air Navigation will be issued when the aeronautical study concludes that the proposed construction or alteration will exceed an obstruction standard but would not have a substantial aeronautical impact to air navigation. A Determination of No Hazard to Air Navigation may include the following:

(1) Conditional provisions of a determination.

(2) Limitations necessary to minimize potential problems, such as the use of temporary construction equipment.

(3) Supplemental notice requirements, when required.

(4) Marking and lighting recommendations, as appropriate.

(e) The FAA will issue a Determination of No Hazard to Air Navigation when a proposed structure does not exceed any of the obstruction standards and would not be a hazard to air navigation.

Sec. 77.33 Effective period of determinations.

(a) A determination issued under this subpart is effective 40 days after the date of issuance, unless a petition for discretionary review is received by the FAA within 30 days after issuance. The determination will not become final pending disposition of a petition for discretionary review.

(b) Unless extended, revised, or terminated, each Determination of No Hazard to Air Navigation issued under this subpart expires 18 months after the effective date of the determination, or on the date the proposed construction or alteration is abandoned, whichever is earlier.

(c) A Determination of Hazard to Air Navigation has no expiration date.

Sec. 77.35 Extensions, terminations, revisions and corrections.

(a) You may petition the FAA official that issued the Determination of No Hazard to Air Navigation to revise or reconsider the determination based on new facts or to extend the effective period of the determination, provided that:

(1) Actual structural work of the proposed construction or alteration, such as the laying of a foundation, but not including excavation, has not been started; and

(2) The petition is submitted at least 15 days before the expiration date of the Determination of No Hazard to Air Navigation.

(b) A Determination of No Hazard to Air Navigation issued for those construction or alteration proposals not requiring an FCC construction permit may be extended by the FAA one time for a period not to exceed 18 months.

(c) A Determination of No Hazard to Air Navigation issued for a proposal requiring an FCC construction permit may be granted extensions for up to 18 months, provided that:

(1) You submit evidence that an application for a construction permit/license was filed with the FCC for the associated site within 6 months of issuance of the determination; and

(2) You submit evidence that additional time is warranted because of FCC requirements; and

(3) Where the FCC issues a construction permit, a final Determination of No Hazard to Air Navigation is effective until the date prescribed by the FCC for completion of the construction. If an extension of the original FCC completion date is needed, an extension of the FAA determination must be requested from the Obstruction Evaluation Service (OES).

(4) If the Commission refuses to issue a construction permit, the final determination expires on the date of its refusal.

Subpart E--Petitions for Discretionary Review

Sec. 77.37 General.

(a) If you are the sponsor, provided a substantive aeronautical comment on a proposal in an aeronautical study, or have a substantive aeronautical comment on the proposal but were not given an opportunity to state it, you may petition the FAA for a discretionary review of a determination, revision, or extension of a determination issued by the FAA.

(b) You may not file a petition for discretionary review for a Determination of No Hazard that is issued for a temporary structure, marking and lighting recommendation, or when a proposed structure or alteration does not exceed obstruction standards contained in subpart C of this part.

Sec. 77.39 Contents of a petition.

(a) You must file a petition for discretionary review in writing and it must be received by the FAA within 30 days after the issuance of a determination under Sec. 77.31, or a revision or extension of the determination under Sec. 77.35.

(b) The petition must contain a full statement of the aeronautical basis on which the petition is made, and must include new information or facts not previously considered or presented during the aeronautical study, including valid aeronautical reasons why the determination, revisions, or extension made by the FAA should be reviewed.

(c) In the event that the last day of the 30-day filing period falls on a weekend or a day the Federal government is closed, the last day of the filing period is the next day that the government is open.

(d) The FAA will inform the petitioner or sponsor (if other than the petitioner) and the FCC (whenever an FCC-related proposal is involved) of the filing of the petition and that the determination is not final pending disposition of the petition.

Sec. 77.41 Discretionary review results.

(a) If discretionary review is granted, the FAA will inform the petitioner and the sponsor (if other than the petitioner) of the issues to be studied and reviewed. The review may include a request for comments and a review of all records from the initial aeronautical study.

(b) If discretionary review is denied, the FAA will notify the petitioner and the sponsor (if other than the petitioner), and the FCC, whenever a FCC-related proposal is involved, of the basis for the denial along with a statement that the determination is final.

(c) After concluding the discretionary review process, the FAA will revise, affirm, or reverse the determination.

AGT. # 08-623

MEMORANDUM OF UNDERSTANDING BETWEEN THE COUNTY OF FRESNO AND THE COUNCIL OF FRESNO COUNTY GOVERNMENTS (COG)

THIS MEMORANDUM OF UNDERSTANDING (hereinafter "MOU") is made and executed this 28th day of October, 2008, by and between the COUNTY OF FRESNO, a political subdivision of the State of California (hereinafter referred to as "COUNTY"), and the COUNCIL OF FRESNO COUNTY GOVERNMENTS (COG), a voluntary association of local governments in the County of Fresno (hereinafter referred to as "COG").

WITNESSETH

WHEREAS, COUNTY wishes to transfer staffing and administrative support functions of the Fresno County Airport Land Use Commission (ALUC) from the Department of Public Works and Planning to COG; and

WHEREAS, the ALUC serves the Fresno County region by assisting local agencies in attempting to ensure, to the extent possible given the parameters of the ALUC's jurisdiction as defined by statute, the compatibility of proposed land uses in the vicinity of the nine public use airports located within Fresno County; and

WHEREAS, COG is a voluntary association of local governments, one of 25 in California and 522 nationwide, whose responsibility is to foster intergovernmental communication and coordination, undertakes comprehensive regional planning with an emphasis on transportation, provides for citizen involvement in the planning process and supplies technical services to its member governments; and

WHEREAS, in 2007, COUNTY and COG engaged in discussions to consider the possibility of transferring staffing and administrative support functions of the ALUC to COG and both staffs acknowledge that such a transfer is appropriate given COG's established regional transportation emphasis; and

WHEREAS, COG Transportation Technical Committee, Policy Advisory Committee, and Policy Board support the transfer of administrative/staffing

responsibilities for the ALUC from COUNTY Department of Public Works and Planning to COG and desire to conduct the transfer for an initial period of one (1) year as a trial, after which the arrangement may be continued by mutual consent; and

WHEREAS, at the present time, the following three California Council of Government Associations (COGs) provide staffing and/or administrative support functions to the Airport Land Use Commission in their respective areas: the Association of Monterey Bay Area Governments, the Sacramento Area Council of Governments and the Santa Barbara County Association of Governments; and

WHEREAS, it is mandated by controlling statutory provisions (specifically Public Utilities Code §21670, *et seq.*) that the membership of the ALUC shall be comprised of seven (7) commissioners consisting of two city representatives, appointed by a city selection committee, two County representatives, appointed by the Board of Supervisors, two aviation experts, appointed by a selection committee comprised of the managers of the public use airports, and one representative of the general public appointed by the other six members of the commission; and

WHEREAS, current ALUC membership would not change with the transfer of staffing and administrative support functions of the ALUC from the Department of Public Works and Planning to COG; and

WHEREAS, COG's assumption of the ALUC's staffing and administrative functions is both complementary to COG's current duties and consistent with the organization's broad purpose for regional transportation planning.

NOW, THEREFORE, COUNTY and COG do hereby agree as follows:

ARTICLE I

COG RESPONSIBILITIES

COG represents that it is qualified, willing and able to perform the following staffing and administrative duties in support of the ALUC for a period of one calendar year:

1.1 Coordinating with local agency staff to obtain information regarding

specific projects to be reviewed by the ALUC.

1.2 Providing general assistance to local agency staff regarding airport compatibility issues and determining if projects need to be reviewed by the ALUC.

1.3 Working with ALUC chairman regarding meeting schedules and agendas and polling commissioners for availability to meet as a quorum.

1.4 Preparing (and forwarding advance copies to Commission members and other interested persons as appropriate) and presenting at meetings of the ALUC, all of the following: staff reports, meeting calendars, resolutions, and meeting agendas.

1.5 Issuing and posting required public notices of pending commission actions; updating the rosters of the Commission and the list of other interested persons having requested special notice or meetings and/or agendas; and amending/updating the Commission's Rules of Order.

1.6 Scheduling and related arrangements for setting up hearings or specific agenda items, including reserving the Board of Supervisors' chambers for meetings; recording the minutes of meetings; and preparing action summaries as appropriate to document the action taken by the Commission upon conclusion of its hearing of a specific item.

1.7 Notifying local agencies of commission decisions on items submitted for review.

1.8 Issuing and collecting State Conflict of Interest Statements (Form 700), and submitting completed forms from ALUC commissioners and proxies to the Clerk to the Fresno County Board of Supervisors.

1.9 Preparing and submitting semi-annual ALUC reports to the Director of the Department of Public Works and Planning, as public documents, in accordance with the oversight responsibilities retained by the County pursuant to the governing provisions of the Public Utilities Code: (a) the dates of the meetings; (b) the dates and subjects of workshops/tours; (c) the categories of matters acted upon by the ALUC; (d) the voting record of the ALUC and its members on each agenda item considered; and (e)

upcoming issues of major importance.

ARTICLE II

COUNTY RESPONSIBILITIES

2.1 The COUNTY shall make arrangements with COG staff to provide appropriate training and if requested by COG, County staff will also attend ALUC hearings for a period of six (6) months, unless a longer period is deemed necessary by mutual agreement between COG and COUNTY.

2.2 In the course of providing such training, COUNTY staff shall make available to COG staff all documents, studies, and other information in its possession determined by County staff to be relevant in facilitating an orderly and effective transfer and assumption by COG staff of the administrative and staffing functions of the ALUC enumerated in the preceding Article I.

2.3 COUNTY staff, whenever requested by COG at any time throughout the initial one-year term of this MOU, shall review agendas, staff reports, hearing action summaries, determinations of consistency, and any other ALUC related documents prepared by COG, and shall provide comments as appropriate.,

2.4 The COUNTY shall make available to COG the Board of Supervisors' Chambers, Hall of Records, Room 301, 2281 Tulare Street, Fresno, CA 93721, to hold regularly scheduled ALUC hearings, on a bi-monthly basis, with scheduled dates and times to be determined through coordination with the Clerk to the Board of Supervisors. Special ALUC hearings shall be accommodated according to the availability of the Board Chambers at the time of the request for reservation from COG through coordination with the Clerk to the Board of Supervisors.

ARTICLE III

EXPENSES

It is understood and agreed between the parties that that there will be no payments by COUNTY to COG for ALUC staffing and administrative expenses, incurred

by COG pursuant to the provisions of this MOU, which are hereby assumed by COG in their entirety.

ARTICLE IV

NOTIFCATION

COUNTY shall notify California Department of Transportation's Division of Aeronautics ("Caltrans Aeronautics") in writing of the transfer of ALUC administrative support to COG upon execution of this Memorandum of Understanding (MOU) and send a copy to the Chairman of the ALUC (Exhibit 2). The address for Caltrans Aeronautics is listed below.

Department of Transportation
Division of Aeronautics, MS # 40
P. O. Box 942874
Sacramento, CA 94274-0001

ARTICLE V

GENERAL PROVISIONS

5.1 Term of MOU

The term of this MOU shall become effective as of the date of execution by COUNTY, following execution hereof by COG, and shall remain in full force and effect for a period of one (1) year subject to extension as provided hereinafter per provisions of Subsection 5.1.1, unless terminated as provided for in Section 5.2 of this agreement .

In addition, should any portion of this MOU be declared invalid or inoperative by a court of competent jurisdiction, this MOU shall be construed as not containing such provision, and all other provisions which are otherwise lawful shall remain in full force and effect, and to this end the provisions of this MOU are hereby declared to be severable.

5.1.1 Extension

The one (1) year term may be extended by an affirmative action by the COG Board prior to completion of the first year. Action by the COG Board to extend the

MOU will continue the terms of this MOU in full force and effect until terminated by either party as hereinafter provided.

5.2 Termination

This agreement may be terminated by either party upon appropriate written notice to the other party, which shall be a minimum of 60 days' notice if given during the initial one-year trial term, and a minimum of 120 days' notice if given at any time thereafter. If this agreement is terminated at any time after the three-year anniversary of its effective date, such that staffing and support functions of the ALUC revert back to the County, then COG shall provide reciprocal training and materials (consistent with the responsibilities detailed in Sections 2.1 and 2.2 above) to County staff, upon COUNTY's request.

5.2.1 Termination Due to Changes in Law

The purpose of this MOU is to transfer staffing and support functions of the ALUC, a net County cost activity, to the COG, which is responsible for fostering intergovernmental communication, coordination and regional transportation planning within Fresno County. Accordingly, it is mutually understood and agreed that this MOU may, by mutual agreement, be terminated should changes occur subsequent to the execution of this MOU in controlling statutory or decisional law, or in state administrative regulations, which negate the basic tenets underlying the parties' execution of this MOU.

5.3 Modification

This MOU and all of the covenants and conditions set forth herein may be modified or amended only by a writing executed by the duly authorized representatives of COUNTY and COG.

5.4 Enforcement

COUNTY and COG each acknowledge that this instrument cannot bind or limit either party in the exercise of its respective discretion and authority. However, each party hereby represents its intention to carry out the intent and purposes of this MOU to

the fullest extent consistent with such party's legal responsibilities and obligations.

5.5 Entire MOU

With respect to the subject matter hereof, this MOU supersedes any and all previous negotiations, proposals, commitments, writings, understandings and agreements of any nature whatsoever between COUNTY and COG except as otherwise expressly provided herein.

5.6 Notice

All notices, required to be provided by the parties to this MOU shall be in writing and shall be delivered by first class mail or an equal or better form of delivery to the respective parties at the following addresses:

COUNTY
Director
Department of Public Works and Planning
2220 Tulare Street, 6th Floor
Fresno, CA 93721

COG
Executive Director
Council of Fresno County Governments
2035 Tulare Street
Suite 201
Fresno, CA 93721

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IN WITNESS WHEREOF, the parties hereto have executed this MOU in the County of Fresno, State of California, as of the day and year first above written.

COUNTY OF FRESNO, a Political

COUNCIL OF FRESNO COUNTY GOVERNMENTS (COG), a Voluntary

Subdivision of the State of California
("COUNTY")

OCT 28 2008

By: _____
Henry R. Perea, Chairman,
Board of Supervisors

ATTEST:
Bernice E. Seidel,
Clerk to the Board of Supervisors

By: _____ (Deputy)

REVIEWED AND RECOMMENDED
FOR APPROVAL
John Navarrette,
Interim County Administrative Officer

By: _____

REVIEWED AND RECOMMENDED
FOR APPROVAL

By: _____
Alan Weaver, Director
Department of Public Works and
Planning

APPROVED AS TO LEGAL FORM:
Janelle E. Kelley, Interim County Counsel

By: _____
Michael E. Rowe, Senior Deputy County Counsel

APPROVED AS TO ACCOUNTING FORM:
Auditor-Controller/Treasure-Tax Collector

By: _____
Vicki Crow, C.P.A.

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Association of Local Governments
("COG")

By: _____
Trinidad M. Rodriguez, Chairman
Policy Board
Council of Fresno County
Governments (COG)

APPROVED AS TO LEGAL FORM
Kevin Briggs, Chief Deputy County
Counsel for Council of Fresno County
Governments (COG)

By: _____

ATTEST:
Tony Boren, Executive Director
Council of Fresno County
Governments (COG)

By: _____

BEFORE THE FRESNO COUNTY AIRPORT LAND USE COMMISSION

IN THE MATTER OF ADOPTING THE FRESNO COUNTY AIRPORT LAND USE COMPATIBILITY PLAN AND RELATED INITIAL STUDY/NEGATIVE DECLARATION	))))	RESOLUTION

WHEREAS, the Fresno County Airport Land Use Commission ("Commission") is duly formed and operating under the State Aeronautics Act (the "Act"), California Public Utilities Code Section 21001 et seq., including Article 3.5, Sections 21670-21679.5 of the Act;

WHEREAS, on June 12, 2017, the Commission engaged Coffman Associates, Inc. ("Consultant") to prepare the Airport Land Use Compatibility Plan, also known as the Airport Land Use Compatibility Plan Update ("ALUCP") and the related Initial Study/Negative Declaration and assist the Commission in such matters; Commission staff, the Consultant and airport operators and local agency staff members comprise the Project Development Team ("PDT"); on January 10, 2018, the public draft of the ALUCP ("Public Draft ALUCP") was released for review to the airport operators in Fresno County, including their respective staff, and the public, and comments on it were received through February 10, 2018 ("Public Draft Review Period"); on January 24, 2018 a PDT meeting and a public workshop open house were held during the Public Draft Review Period to discuss the ALUCP process, plan overview, and policies; many airport operators reviewed the Public Draft ALUCP and provided comments, including City of Fresno staff; those comments were addressed and the Public Draft ALUCP was updated;

WHEREAS, a Commission project website was established in mid-2017 and continues to hold the project documents referenced herein, which documents have been and are available for public review; the Public Draft ALUCP was loaded to the website on January 10, 2018, and all updates to the Public Draft ALUCP have been available on the website since that time; notifications of the ALUCP progress were also placed on ALUC, Fresno COG Transportation Technical Committee, Policy Advisory Committee, and Policy Board agendas during the month of July 2018;

WHEREAS, the public review and initial comment period for the Draft Airport Land Use Compatibility Plan ("Draft ALUCP") and the Initial Study/Negative Declaration pursuant to the

California Environmental Quality Act, California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387 (collectively, "CEQA"), was held from July 13, 2018 through August 13, 2018; a public notice thereof was published and all the involved agencies including airport operators were notified via multiple emails thereof; the Governor's Office of Planning and Research, State Clearinghouse and Planning Unit ("State Clearinghouse"), informed the ALUC, by letter dated September 11, 2018, that, with respect to the Initial Study/Negative Declaration, the ALUC complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to CEQA, and assigned thereto State Clearinghouse number 2018081025; a news alert regarding the ALUCP public hearing and public meeting was sent out on August 2, 2018 to 1344 individuals in the Commission's database, including transportation planners, consultants, elected officials, member agencies, and the public, and the Commission held a public hearing on the Draft ALUCP and the Initial Study/Negative Declaration during its regularly scheduled meeting on August 6, 2018; the Commission further heard and continued the consideration and action on the ALUCP and the Initial Study/Negative Declaration to its regularly scheduled meeting on October 1, 2018; the Commission further heard and continued the consideration and action on, including adoption of, the ALUCP and the Initial Study/Negative Declaration to its regularly scheduled meeting on December 3, 2018; the Commission posted a Notice of Intent to Adopt an Initial Study and Negative Declaration at the office of the County Clerk on October 26, 2018;

WHEREAS, the ALUC consulted with, and received written comments, dated October 26, 2018, from the Division of Aeronautics of the California Department of Transportation with respect to the ALUCP, and the ALUC provided a written response to each of such comments and, made certain appropriate, responsive revisions to the ALUCP accordingly; and

WHEREAS, at such workshops, meetings, public meetings and the public hearings, members of the public and involved local agencies were given full and fair opportunities to comment upon, and provide any information related to the proposed ALUCP and the Initial Study/Negative Declaration; and during such workshops, meetings, public meetings and public hearings, the Commission, or its staff as applicable, consulted with the involved agencies.

/ / /

NOW THEREFORE, BE IT RESOLVED, that the Initial Study/Negative Declaration has been prepared in accordance with CEQA;

BE IT FURTHER RESOLVED, that the Airport Land Use Compatibility Plan has been prepared in accordance with the Act;

BE IT FURTHER RESOLVED, that the Commission adopts the Initial Study/Negative Declaration;

BE IT FURTHER RESOLVED, that the Commission adopts the Airport Land Use Compatibility Plan; and

BE IT FURTHER RESOLVED, that the Commission directs Commission staff to post notice of this Resolution on the Commission's website and to notify local agencies having jurisdiction within the Airport Influence Area of each affected airport of the Commission's adoption of this Resolution, provide a copy of the adopted Airport Land Use Compatibility Plan to the Division of Aeronautics of the California Department of Transportation, and to take any further actions in order to carry out the purposes of this Resolution.

THE FOREGOING was passed and adopted by the following vote of the Fresno County Airport Land Use Commission this 3rd day of December 2018

AYES: 6

NOES: 0

ABSENT: 1

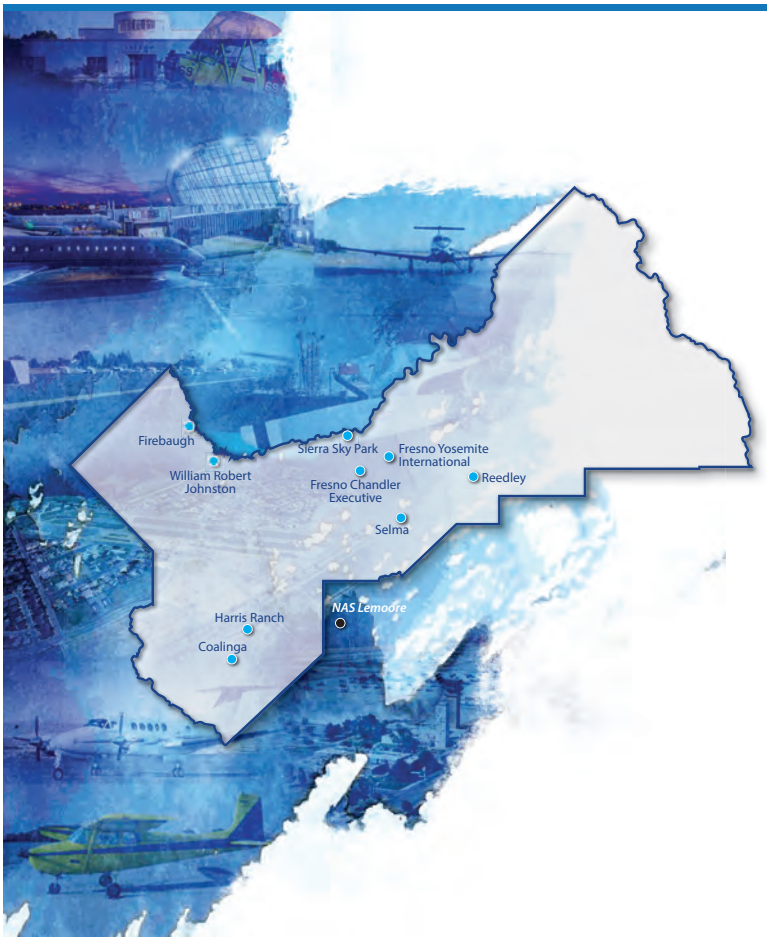
Ron Bath

CHAIR, AIRPORT LAND USE COMMISSION

ATTEST:
Secretary, Stephanie Maxwell

By Stephanie Maxwell

Fresno Council
of Governments



Appendix N

GLOSSARY OF LAND USE COMPATIBILITY TERMS

Appendix N
GLOSSARY OF NOISE COMPATIBILITY TERMS

A-WEIGHTED SOUND LEVEL - A sound pressure level, o. en noted as dBA, which has been frequency filtered or weighted to quantitatively reduce the effect of the low frequency noise. It was designed to approximate the response of the human ear to sound.

AMBIENT NOISE - The totality of noise in a given place and time — usually a composite of sounds from varying sources at varying distance; no particular sound is dominant.

APPROACH LIGHT SYSTEM (ALS) - An airport lighting facility which provides visual guidance to landing aircraft by radiating light beams in a directional pattern by which the pilot aligns the aircraft with the extended centerline of the runway on the final approach for landing.

ATTENUATION - Acoustical phenomenon whereby a reduction in sound energy is experienced between the noise source and receiver. This energy loss can be attributed to atmospheric conditions, terrain, vegetation, and man-made and natural features.

BASE LEG - A flight path at right angles to the landing runway off its approach end. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline. See "traffic pattern."

CFR - Code of Federal Regulation (i.e.14 CFR Part 150)

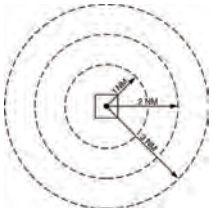
CROSSWIND LEG - A flight path at right angles to the landing runway off its upwind end. See "traffic pattern."

DAY-NIGHT AVERAGE SOUND LEVEL - See DNL.

DECIBEL (dB) - The physical unit commonly used to describe noise levels. The decibel represents a relative measure or ratio to a reference power. This reference value is a sound pressure of 20 micropascals which can be referred to as 1 decibel or the weakest sound that can be heard by a person with very good hearing in an extremely quiet room.

DISPLACED THRESHOLD - A threshold that is located at a point on the runway other than the designated beginning of the runway.

DISTANCE MEASURING EQUIPMENT (DME) - Equipment (airborne and ground) used to measure, in nautical miles, the slant range distance of an aircraft from the DME navigational aid.



DNL - The 24-hour average sound level, in A-weighted decibels, obtained after the addition of ten decibels to sound levels for the periods between 10 p.m. and 7 a.m. as averaged over a span of one year. It is the FAA standard metric for determining the cumulative exposure of individuals to noise. Also see "L_{eq}."

DOWNWIND LEG - A flight path parallel to the landing runway in the direction opposite to landing. The downwind leg normally extends between the crosswind leg and the base leg. Also see "traffic pattern."

DURATION - Length of time, in seconds, a noise event such as an aircraft flyover is experienced. (May refer to the length of time a noise event exceeds a specified dB threshold level.)

EQUIVALENT SOUND LEVEL - See $L_{eq.}$

FINAL APPROACH - A flight path in the direction of landing along the extended runway centerline. The final approach normally extends from the base leg to the runway. See "traffic pattern."

FIXED BASE OPERATOR (FBO) - A provider of services to users of an airport. Such services include, but are not limited to, hangaring, fueling, flight training, repair and maintenance.

GLIDE SLOPE (GS) - Provides vertical guidance for aircraft during approach and landing. The glide slope consists of the following:

1. Electronic components emitting signals which provide vertical guidance by reference to airborne instruments during instrument approaches such as ILS, or
2. Visual ground aids, such as VASI, which provide vertical guidance for VFR approach or for the visual portion of an instrument approach and landing.

GLOBAL POSITIONING SYSTEM - See "GPS."

GPS - GLOBAL POSITIONING SYSTEM - A system of 24 satellites used as reference points to enable navigators equipped with GPS receivers to determine their latitude, longitude, and altitude. The accuracy of the system can be further refined by using a ground receiver at a known location to calculate the error in the satellite range data. This is known as Differential GPS (DGPS).

GROUND EFFECT - The attenuation attributed to absorption or reflection of noise by man-made or natural features on the ground surface.

HOURLY NOISE LEVEL (HNL) - A noise summation metric which considers primarily those single events which exceed a specified threshold or duration during one hour.

INSTRUMENT APPROACH - A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually.

INSTRUMENT FLIGHT RULES (IFR) -Rules governing the procedures for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan.

INSTRUMENT LANDING SYSTEM (ILS) - A precision instrument approach system which normally consists of the following electronic components and visual aids:

1. Localizer.
2. Glide Slope.
3. Outer Marker.
4. Middle Marker.
5. Approach Lights.

LAAS - Local Area Augmentation System, ground-based antennas whose precisely known locations are used to correct the satellite signals and provide greater positional accuracy as well as integrity of service to aircraft in the air. Represents the next generation of airspace management and aircraft guidance through the National Airspace System using GPS technologies.

L_{dn} - (See DNL). L_{dn} used in place of DNL in mathematical equations only.

L_{eq} - Equivalent Sound Level. The steady A-weighted sound level over any specified period (not necessarily 24 hours) that has the same acoustic energy as the fluctuating noise during that period (with no consideration of a nighttime weighting.) It is a measure of cumulative acoustical energy. Because the time interval may vary, it should be specified by a subscript (such as L_{eq} 8) for an 8-hour exposure to workplace noise) or be clearly understood.

LOCALIZER - The component of an ILS which provides course guidance to the runway.

L_{max} - Maximum Sound Level, the maximum sound level (dB) during a particular noise event.

LOUDNESS - The attribute of auditory sensation in terms of which sounds may be ordered on a scale extending form soft to loud.

MISSED APPROACH COURSE (MAC) - The flight route to be followed if, after an instrument approach, a landing is not effected, and occurring normally:

1. When the aircraft has descended to the decision height and has not established visual contact, or
2. When directed by air traffic control to pull up or to go around again.

NOISE CONTOUR - A continuous line on a map of the airport vicinity connecting all points of the same noise exposure level.

NONDIRECTIONAL BEACON (NDB) -A beacon transmitting nondirectional signals whereby the pilot of an aircraft equipped with direction finding equipment can determined his bearing to and from the radio beacon and home on or track to or from the station. When the radio beacon is installed in conjunction with the Instrument Landing System marker, it is normally called a Compass Locator.

NONPRECISION APPROACH - A standard instrument approach procedure providing runway alignment but no glide slope or descent information.

PRECISION APPROACH - A standard instrument approach procedure providing runway alignment and glide slope or descent information.

PRECISION APPROACH PATH INDICATOR (PAPI) - A lighting system providing visual approach slope guidance to aircraft during a landing approach. It is similar to a VASI but provides a sharper transition between the colored indicator lights.

PROFILE - The physical position of the aircraft during landings or takeoffs in terms of altitude in feet above the runway and distance from the runway end.

PROPAGATION - Sound propagation refers to the spreading or radiating of sound energy from the noise source. Propagation characteristics of sound normally involve a reduction in sound energy with an increased distance from source. Sound propagation is affected by atmospheric conditions, terrain, and man-made and natural objects.

RESIDUAL NOISE - is ambient noise without specific noise. The residual noise is the noise remaining at a point under certain conditions when the noise from the specific source is suppressed.

RUNWAY END IDENTIFIER LIGHTS (REIL) - Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of the approach end of a particular runway.

SEL - Sound Exposure Level. SEL expressed in dB, is a measure of the effect of duration and magnitude for a single-event measured in A-weighted sound level above a specified threshold which is at least 10 dB below the maximum value. In typical aircraft noise model calculations, SEL is used in computing aircraft acoustical contribution to the Equivalent Sound Level (L_{eq}), the Day-Night Sound Level (DNL), and the Community Noise Equivalent Level (CNEL).

SINGLE EVENT - An occurrence of audible noise usually above a specified minimum noise level caused by an intrusive source such as an aircraft overflight, passing train, or ship's horn.

SLANT-RANGE DISTANCE - The straight line distance between an aircraft and a point on the ground.

SOUND EXPOSURE LEVEL - See SEL.

SOUND LEVEL METER - An instrument, which is used for the measurement of sound level, with standard frequency weighting and standard exponentially weighted time averaging.

SPL - Sound Pressure Level, measure of the sound pressure of a given noise source relative to a standard reference value (typically the quietest sound that a young person with good hearing can detect).

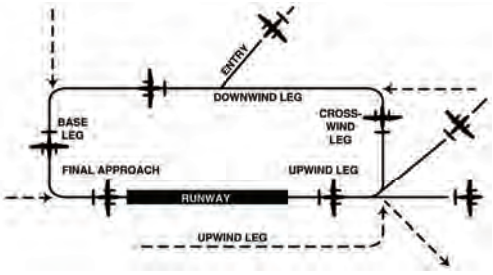
THRESHOLD - Decibel level below which single event information is not printed out on the noise monitoring equipment tapes. The noise levels below the threshold are, however, considered in the accumulation of hourly and daily noise levels.

TIME ABOVE (TA) - The 24-hour TA noise metric provides the duration in minutes for which aircraft-related noise exceeds specified A-weighted sound levels. It is expressed in minutes per 24-hour period.

TOUCHDOWN ZONE LIGHTING (TDZ) -Two rows of transverse light bars located symmetrically about the runway centerline normally at 100 foot intervals. The basic system extends 3,000 feet along the runway.

TRAFFIC PATTERN - The traffic flow that is prescribed for aircraft landing at or taking off from an airport. The components of a typical traffic pattern are the upwind leg, crosswind leg, downwind leg, base leg, and final approach.

UNICOM - A nongovernment communication facility which may provide airport information at certain airports. Locations and frequencies of UNICOM's are shown on aeronautical charts and publications.



UPWIND LEG - A flight path parallel to the landing runway in the direction of landing. See "traffic pattern."

VECTOR - A heading issued to an aircraft to provide navigational guidance by radar.

VERY HIGH FREQUENCY OMNIDIRECTIONAL RANGE STATION (VOR) - A ground-based electric navigation aid transmitting very high frequency navigation signals, 360 degrees in azimuth, oriented from magnetic north. Used as the basis for navigation in the national airspace system. The VOR periodically identifies itself by Morse Code and may have an additional voice identification feature.

VERY HIGH FREQUENCY OMNIDIRECTIONAL RANGE STATION/TACTICAL AIR NAVIGATION (VORTAC) - A navigation aid providing VOR azimuth, TACAN azimuth, and TACAN distance-measuring equipment (DME) at one site.

VICTOR AIRWAY - A control area or portion thereof established in the form of a corridor, the centerline of which is defined by radio navigational aids.

VISUAL APPROACH - An approach wherein an aircraft on an IFR flight plan, operating in VFR conditions under the control of an air traffic control facility and having an air traffic control authorization, may proceed to the airport of destination in VFR conditions.

VISUAL APPROACH SLOPE INDICATOR (VASI) - An airport lighting facility providing vertical visual approach slope guidance to aircraft during approach to landing by radiating an directional pattern of high intensity red and white focused light beams which indicate to the pilot that he is on path if he sees red/white, above path if white/white, and below path if red/red. Some airports serving large aircraft have three-bar VASI's which provide two visual guide paths to the same runway.

VISUAL FLIGHT RULES (VFR) - Rules that govern the procedures for conducting flight under visual conditions. The term VFR is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR

requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.

VOR - See "Very High Frequency Omnidirectional Range Station."



VORTAC - See "Very High Frequency Omnidirectional Range Station/Tactical Air Navigation."

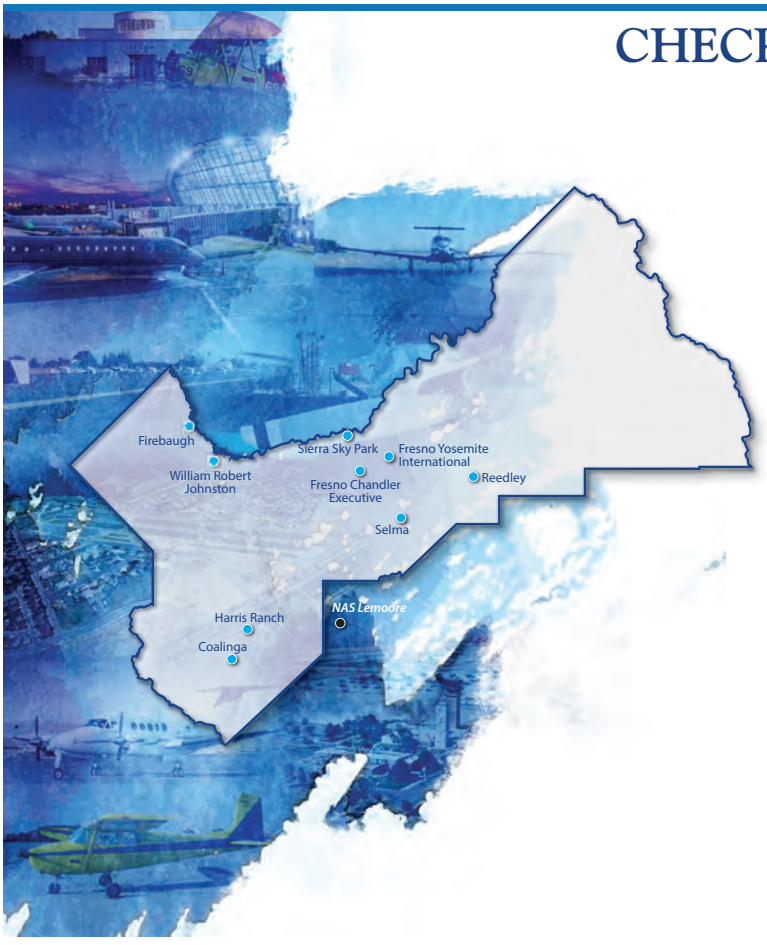
WAAS - Wide Area Augmentation System, ground-based antennas whose precisely known locations are used to correct the satellite signals and provide greater positional accuracy as well as integrity of service to aircraft in the air. Given the current difficulties with WAAS, LAAS now has higher priority for implementation at U.S. airports.

YEARLY DAY-NIGHT AVERAGE SOUND LEVEL - See DNL.

Fresno Council of Governments

Appendix P

CHECKLIST OF ALUCP CONTENTS



Appendix P: Checklist of ALUCP Contents

	Checklist Item	Reference Location
Scope of the Plan — In a preface or introductory chapter, provide a clear statement describing the scope and function of the plan. Specifically:		
	Purpose and Authority: Refer to PUC statute that requires the formation of ALUCs and requires preparation of an ALUCP.	Page 1-1
	Include the resolution that formed the ALUC and the resolution that adopts this ALUCP.	Appendix M
	The plan's purpose should be defined as a vehicle for conducting airport land use compatibility planning.	Page 1-1
	Airport Identification: List the airport(s) addressed by the plan and the city or unincorporated county in which they are located.	Page 1-1
	Airport Influence Area: Provide a general description and map of the area that comprises the jurisdiction of the ALUC.	Exhibits A1, B1, C1, D1, E1, F1, G1, H1, J1, K1
	Also include a map covering the planning boundary of the ALUCP if it varies from the AIA boundary.	Not Applicable
	Jurisdictions Affected: Identify all local jurisdictions and any military facilities that are affected by the ALUCP. Listing the general and specific plans of local jurisdictions also may be valuable.	Appendices A through K
	Limitations of the Plan: Note the limitations on ALUC jurisdiction over existing land uses; state, federal and tribal land; and airport operations as stated in the law and how they are applied by the individual ALUC.	Page 1-8

Airport Information — Include essential information about the airport(s) that shows the ALUCP has been based upon an FAA-adopted AMP or ALP.		
	Planning Status: Indicate the FAA approval date of the current ALP and activity forecasts (see below).	Appendices A through J
	Indicate local government or airport adoption date for the AMP.	Appendices A through J
	ALP: Include a copy of the FAA-approved ALP.	Exhibits A4, B4, C4, D4, E4, F4, G4, H4, J4
	Airport Activity: Document existing and projected airport operational levels. Include data indicating the known or estimated distribution of operations by type of aircraft, time of day, and runway used. As necessary, extend the 20-year forecasts included in adopted AMPs to ensure that the ALUCP reflects the anticipated growth of airport activity over a 20-year period.	Tables A1, B1, C1, D1, E1, F1, G1, H1, J1
Compatibility Policies and Criteria — State all policies and criteria as clearly, precisely, and completely as possible, in a separate chapter from the background information. As appropriate, use tables to present primary criteria. Address each of the following compatibility concerns:		
	Noise: Indicate maximum normally acceptable exterior noise levels for new residential and other noise-sensitive land uses. Note interior noise level standards.	Table 3B
	Overflight: Indicate how aircraft overflight noise concerns are addressed.	§3.5
Compatibility Policies and Criteria *(Continued)*		
	Safety: Indicate maximum acceptable land use densities and intensities and the manner in which they are to be measured. List any uses explicitly prohibited from certain zones.	Table 3A
	Airspace Protection: Note reliance upon FAR Part 77 and Terminal Instrument Procedures (TERPS) if relevant. If applicable, indicate policies addressing objects where ground level exceeds FAR Part 77 criteria. List criteria regarding hazards to flight such as bird strikes, solar panels, wind turbines, stationary smoke plumes, and electronic interferences with flight operations.	§3.4
Compatibility Zone Maps — For each airport, provide either a composite compatibility zone map or individual compatibility zone maps. On base map, identify roads, water courses, section lines, and other major natural and man-made features.		
	Showing the local government zoning as a background layer is also helpful.	Exhibits A1, B1, C1, D1, E1, F1, G1, H1, J1, K2
	Noise Contours: Show CNEL contours to be used for planning purposes.	Exhibits A1, B1, C1, D1, E1, F1, G1, H1, J1, K3
	Compatibility Policies: If compatibility policies are based on separate assessment of compatibility concerns, indicate boundaries and dimensions of safety zones. When basing zones on guidelines in Chapter 3 of this Handbook, make adjustments as appropriate to reflect traffic pattern locations and other factors particular to each individual airport.	Appendix A
	FAA Airspace Protection Surfaces: Include map derived from FAR Part 77 standards to indicate allowable heights of objects relative to the airport elevation. Indicate locations where ground exceeds these limits. Base map should show topography.	Exhibits A3, B3, C3, D3, E3, F3, G3, H3, J3, K4

	Composite Compatibility Zones: When using compatibility criteria representing a composite of the above individual compatibility concerns (noise, overflight, safety, and airspace protection), provide a map showing the boundaries of each zone. Indicate distances of boundaries from the airport runways.	Not Applicable
	Airport Influence Area: Clearly identify the AIA boundary on a map and with a written description.	Exhibits A1, B1, C1, D1, E1, F1, G1, H1, J1, K1
Review Policies — Describe the process and list the steps that the ALUC will use in reviewing local government plans and projects.		
	Types of Actions for ALUC Review: List the types of local government plans or projects that are to be submitted to the ALUC. Distinguish between mandatory and voluntary submittals.	§4.1.6.4 and §4.1.7
	Project Information: List the types of information to be included when a project or plan is submitted for an ALUC consistency decision.	Appendix L
	Timing: Define when ALUC reviews are to be conducted and the time limits within which the ALUC must respond.	§2.6.3
	ALUC Staff Responsibilities: Define staff duties in the ALUC compatibility review process.	Throughout
Preliminary Review of Plans and Projects for Consistency determinations —If applicable, describe the steps involved when an affected local jurisdiction requests the ALUC to provide a preliminary assessment of the general plans, specific plans, and relevant land use ordinances and regulations prior to their official submission for an ALUC determination.		Not Applicable
Land Use Information — Include maps such as the following:		
	Existing Land Use Development: Show locations in the airport vicinity where development exists by using current, high altitude aerial photographs and/or GIS data.	Exhibits A5, B5, C5, D5, E5, F5, G5, H5, J5, K5
	Planned Land Uses: Show locations in the airport vicinity where development is planned by including current general plan and zoning maps.	Exhibits A7, B7, C7, D7, E7, F7, G7, H7, J7, K7
Discussion of Compatibility Issues — Discuss the basic concepts and rationale behind the compatibility policies and criteria.		
	Local Government Implementation: Discuss the general plan and specific plan ALUCP consistency requirement. Refer local jurisdictions to the Handbook appendices for sample implementation documents, such as Methods for Calculating Usage Intensities, Buyer Awareness Measures, and an Airport Overlay Zone Ordinance.	§1.3.3, Appendix L
Supporting Materials — For quick reference, include:		
	State Aeronautics Act: Provide a copy of the current state laws pertaining to airport land use commissions (PUC Sections 21670-21679.5). Indicate the date of the most current legislative amendment.	Appendix M
	Federal Aviation Regulations Part 77: Provide a copy of regulations governing objects affecting navigable airspace.	Appendix M
	Glossary: Prepare a glossary of common aviation terms, particularly those associated with airport land use compatibility planning topics.	Appendix N
	A website link to the Caltrans Division of Aeronautics	Appendix L, M

Fresno Council
of Governments

Appendix Q

NEGATIVE DECLARATION, INITIAL STUDY, AND NOTICE OF DETERMINATION



FRESNO COUNTY AIRPORTS
Fresno County, California

NEGATIVE DECLARATION
AND INITIAL STUDY
FOR THE
FRESNO COUNTY
AIRPORT LAND USE COMPATIBILITY PLAN

Prepared For:
Fresno County Airport Land Use Commission
2035 Tulare Street, Suite 201
Fresno, CA 93722

Prepared By:
Coffman Associates, Inc.
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

December 2018

NEGATIVE DECLARATION

The Fresno County Airport Land Use Commission (ALUC) has reviewed the proposed project described below to determine whether it could have a significant effect on the environment. "Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

NAME OF PROJECT: Fresno County Airport Land Use Compatibility Plan (ALUCP)

PROJECT DESCRIPTION: The ALUCP provides policies for use by the Fresno County ALUC when evaluating the compatibility between proposals for land use development in the vicinity of the public use airports in Fresno County, California (Coalinga Municipal, Firebaugh, Fresno-Chandler Executive, Fresno Yosemite International, Harris Ranch, Reedley Municipal, Selma, Sierra Sky Park, and William Robert Johnston Municipal). 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 local agencies that have jurisdiction over land uses within the areas covered by this plan include Fresno County and the Cities of Coalinga, Firebaugh, Fresno, Mendota, Reedley, and Selma. The plan is prepared in accordance with the requirements of the *California State Aeronautics Act*.

PROJECT LOCATION & ENVIRONMENTAL SETTING: The Draft Final Fresno County ALUCP applies to land within the Airport Influence Area (AIA) boundary for each airport:

- 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
- Naval Air Station Lemoore (NLC) — Appendix K, Exhibit K1

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.

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 AICUZ report prepared by the United States Navy.

APPLICANT CONTACT INFORMATION: Copies of the Negative Declaration, the Initial Study, and the Draft ALUCP may be obtained from the Fresno Council of Governments, 2035 Tulare Street, Suite 201, Fresno, CA 93722.

FINDINGS AND DETERMINATION: The Fresno County ALUC finds that, based on the completed Initial Study (attached), there is no substantial evidence the project described above will have a significant impact on the environment. Therefore, the following environmental determinations have been made:

1. **Based on the whole record (including the Initial Study and any supporting documentation), the Fresno County ALUC has determined that there is no substantial evidence that the project will have a significant effect on the environment.**

2. **The Negative Declaration, with its supporting documentation, reflects the independent judgment and analysis of the lead agency, which is the Fresno County ALUC.**

The basis for this determination is that there are no physical construction projects that would result from the adoption of the Fresno County ALUCP or from subsequent implementation of the land use restrictions and policies. In addition, the proposed ALUCP does not reduce or inhibit the development beyond what is depicted on the airport layout plans or diagrams or proposed in the current general plans for Fresno County and the Cities of Coalinga, Firebaugh, Fresno, Mendota, Reedley, and Selma. Current zoning within Fresno County and the Cities of Coalinga, Firebaugh, Fresno, Mendota, Reedley, and Selma are also unaffected by the proposed ALUCP. If there are substantial changes that alter the character or impacts of the proposed project, another environmental impact determination will be necessary.

Circulated on: July 13, 2015 - October 26, 2018 Brenda Clemendal

Adopted on: December 3, 2018 Brenda Clemendal

Attachments:

A. Public Notice
B. Initial Study
C. Regional Location Map
D. Comments Received and Response

PUBLIC REVIEW DISTRIBUTION

Copies or notice of this Negative Declaration were distributed to:

- CALTRANS
- City of Coalinga
- City of Firebaugh
- City of Fresno
- City of Mendota
- City of Reedley
- City of Selma
- Fresno County
- State of California Clearinghouse

PUBLIC REVIEW

(X) Draft document referred for comments on July 13, 2018 (Notice of Public Hearing) and October 26, 2018 (Posted at the Fresno County Clerk's Office).

( ) No comments were received during the public review period.

(X) Comments were received but did not address the draft Negative Declaration findings or the accuracy/completeness of the Initial Study. No response is necessary. The letters are attached.

( ) Comments addressing the findings of the draft Negative Declaration and/or accuracy or completeness of the Initial Study were received during the public review period. The letters and responses follow (see Response to Comments, attached).

Attachment A – Public Notice

FRESNO COUNCIL OF GOVERNMENTS
2035 TULARE ST, STE 201
FRESNO, CA 937212004
0003748828

The Fresno Bee
fresnobee.com

Central Valley
The Valley's Lifestyle Magazine

Vida
en el valle

Sierra Star
Serving Eastern Madera Since 1957

PROOF OF PUBLICATION

COUNTY OF FRESNO
STATE OF CALIFORNIA

The undersigned states:

McClatchy Newspapers in and on all dates herein stated was a corporation, and the owner and publisher of The Fresno Bee. The Fresno Bee is a daily newspaper of general circulation now published, and on all-the-dates herein stated was published in the City of Fresno, County of Fresno, and has been adjudged a newspaper of general circulation by the Superior Court of the County of Fresno, State of California, under the date of November 28, 1994, Action No. 520058-9.
The undersigned is and on all dates herein mentioned was a citizen of the United States, over the age of twenty-one years, and is the principal clerk of the printer and publisher of said newspaper; and that the notice, a copy of which is hereto annexed, marked Exhibit A, hereby made a part hereof, was published in The Fresno Bee in each issue thereof (in type not smaller than nonpareil), on the following dates.

July 13, 2018

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated July 26, 2018

Miracle L. Thomas

Exhibit A

PUBLIC NOTICE

#3748828

****NOTICE OF PUBLIC HEARING****

NOTICE IS HEREBY GIVEN that the Fresno County Airport Land Use Commission is scheduled to consider the approval of the Fresno County Airport Land Use Compatibility Plan (ALUCP) update and the adoption of the Initial Study/Negative Declaration.

NOTICE IS HEREBY FURTHER GIVEN that the Fresno County Airport Land Use Commission (ALUC) will hold a public hearing on these items during the regularly scheduled ALUC meeting on August 6, 2018 at 2:00 p.m. at the Fresno Council of Governments office building, 2035 Tulare Street, Suite 201, Fresno, CA 93721, at which time and place interested persons may appear and be heard. Public comments are welcomed at the hearing or may be submitted in writing by 5:00 P.M. on August 6, 2018 to Brenda Veenendaal Administrative Services Manager, (559) 233-4148 / brendav@fresnocog.org, 2035 Tulare Street, Suite 201, Fresno, CA 93721.

PROJECT DESCRIPTION: The ALUCP provides policies for use by the Fresno County Airport Land Use Commission when evaluating compatibility between proposals for land use development in the vicinity of public use airports in Fresno County, California (Coalinga Municipal, Firebaugh, Fresno-Chandler Executive, Fresno Yosemite International, Harris Ranch, Reedley Municipal, Selma, Sierra Sky Park, and William Robert Johnston Municipal). 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 local agencies that have jurisdiction over land uses within the areas covered by this plan include Fresno County and the Cities of Coalinga, Firebaugh, Fresno, Mendota, Reedley, and Selma. The plan is prepared in accordance with the requirements of the California State Aeronautics Act.

Individuals with disabilities may call Fresno COG (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are also available (with 3-working-day advanced notice) to participants speaking any language, by available professional translation services.

A 30-day public review and comment period on the Fresno County Airport Land Use Compatibility Plan will commence on July 13, 2018 and conclude on August 13, 2018. Documents related to these items are available for review during regular office hours at the Fresno Council of Governments Office located at 2035 Tulare Street, Suite 201, in downtown Fresno. The documents may also be downloaded directly at http://fresnocounty.airportstudy.com/.

After considering the comments, the documents will be considered for adoption, by resolution, by the ALUC at a meeting to be held September 10, 2018 or as near as possible thereafter.

RECEIVED
AUG 06 2018
BY:
FRESNO COG

October 26, 2018

PUBLIC NOTICE

INTENT TO ADOPT AN INITIAL STUDY AND NEGATIVE DECLARATION

Fresno Council of Governments has completed and independently reviewed an Initial Study and has prepared an Initial Study/Negative Declaration for the update to the Airport Land Use Compatibility Plan (ALUCP) Update for the Fresno County Airport Land Use Compatibility Plan (ALUCP) update.

Project Title: Fresno County Airport Land Use Compatibility Plan (ALUCP)

Project Sponsor: Fresno Council of Governments (Fresno COG)

Project Description: The ALUCP provides policies for use by the Fresno County ALUC when evaluating the compatibility between proposals for land use development in the vicinity of the public use airports in Fresno County, California (Coalinga Municipal, Firebaugh, Fresno-Chandler Executive, Fresno Yosemite International, Harris Ranch, Reedley Municipal, Selma, Sierra Sky Park, and William Robert Johnston Municipal). 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 local agencies that have jurisdiction over land uses within the areas covered by this plan include Fresno County and the Cities of Coalinga, Firebaugh, Fresno, Mendota, Reedley, and Selma. The plan is prepared in accordance with the requirements of the *California State Aeronautics Act*.

Project Location and Environmental Setting: The Draft Final Fresno County ALUCP applies to land within the Airport Influence Area (AIA) boundary for each airport. 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.

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 AICUZ report prepared by the United States Navy.

Significant Environmental Impacts: There is no substantial evidence that the project will have a significant effect on the environment.

Public Comment Period: All interested persons are invited to comment on the Negative Declaration pursuant to the provisions of CEQA. The comment period is 30 days starting on October 26, 2018 and ending on November 26, 2018. Comments must be received by the end of business on November 26, 2018 and must be submitted to Fresno COG at the address noted below.

Lead Agency/Contact Person:

Brenda Veenendaal
Administrative Services Manager
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93722.

Phone: 559-233-4148, ext. 219
Email: brendav@fresnocog.org

Comments may be delivered to Fresno COG by mail or email.

The project file is available for review during regular office hours at the Fresno COG located at the address above. The document may also be reviewed and downloaded directly at http://fresnocounty.airportstudy.com/.

Public Hearings: This is not a notice of public hearing. Future public hearings regarding this project will duly noticed as required by law. Any member of the public wishing to appear at the public hearing for the adoption of the Initial Study/Negative Declaration may so appear at the Airport Land Use Commission meeting at the Fresno COG on December 3, 2018 at 2:00 p.m.

Attachment C –Initial Study

PROJECT DESCRIPTION

1. Project Title:

Fresno County Airport Land Use Compatibility Plan (ALUCP)

2. Lead Agency Name and Address:

Fresno County Airport Land Use Commission
2035 Tulare Street, Suite 201
Fresno, CA 93722

3. Project Location:

Exhibit 1A of the ALUCP depicts the location of the public use airports and the portion of NAS Lemoore in Fresno County.

The Fresno County ALUCP applies to land within the Airport Influence Area (AIA) boundary for each airport. 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 boundaries for each airport are depicted on the following exhibits in the ALUCP:

- 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
- Naval Air Station Lemoore (NLC) Appendix K, Exhibit K1

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. 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.

4. Project Sponsor's Name and Address:

Fresno County Airport Land Use Commission
2035 Tulare Street, Suite 201
Fresno, CA 93722

5. General Plan Designation:

Coalinga Municipal Airport

General plan land uses are shown on Exhibit A7 of the Proposed ALUCP.

The City of Coalinga updated their General Plan in June 2009, and Exhibit A7 of the Proposed ALUCP 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.

Firebaugh Airport

General plan land uses are shown on Exhibit B7 of the Proposed ALUCP.

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.

Fresno-Chandler Executive Airport

Exhibit C7 of the Proposed ALUCP 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.

Fresno Yosemite International Airport

The general plan land uses around the Airport are illustrated on Exhibit D7 of the Proposed ALUCP.

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.

Harris Ranch Airport

Exhibit E7 of the Proposed ALUCP shows general plan land uses, which is all planned for agricultural use.

Reedley Municipal Airport

Zoning in the AIA is shown on Exhibit F7 of the Proposed ALUCP.

Almost the entirety of the AIA is planned for agriculture, except for an area planned for open space in the southwest corner.

Selma Airport

General plan land uses are illustrated on Exhibit G7 of the Proposed ALUCP.

The areas immediately surrounding the Airport are planned for industrial uses. North of the Airport, and still in unincorporated Fresno County, the area is planned for primarily office use, with some parcels planned for commercial uses. To the east of the Airport, parcels are planned for office and open space. East of Pearl Harbor Survivors Memorial Highway, within the City of Selma, uses are planned for industrial, office, commercial, open space, and single- and multi-family residential uses in the future. Land within the City of Fowler is planned for commercial, industrial, and office uses. West of the Airport, which is in unincorporated Fresno County, the area is predominantly planned for agriculture use, with areas immediately adjacent to the Airport planned for industrial uses.

Sierra Sky Park Airport

General plan land uses in the AIA are shown on Exhibit H7 of the Proposed ALUCP.

Areas to the northwest and east of the Airport are planned for single-family residential. To the west and southwest, uses are planned for public and commercial uses. The area south of Runway 30 is planned for open space and office, and areas to the southeast are planned for commercial and mixed use, which contains a combination of commercial and residential uses. North of Runway 12 is planned for mostly open space, but some parcels are planned for mixed use as well. Unlike the existing land uses and zoning exhibits, the general plan map shows that much of the AIA is planned for mixed use in the future versus mostly residential. Much of the eastern area of the AIA is still planned for single-family residential, and northern portions are to remain as open space.

William Robert Johnston Municipal Airport

General plan land uses are displayed on Exhibit J7 of the Proposed ALUCP.

Areas to the north and west of the Airport are planned for residential use. The area to the west of Runway 15-33 is planned for open space, whereas areas farther to the west are planned for public and then open space. To the southeast and south of the Runway 33 end, the land is planned for industrial uses. West of the Airport near the main area of the City of Mendota, there are uses planned for residential, office and mixed use, which is often a combination of commercial and residential uses. In contrast to the existing land use exhibit, Exhibit J7 of the Proposed ALUCP shows more development in the AIA. Much of the AIA is planned for single-family residential and mixed use; however, there are still significant portions planned for open space and agricultural uses.

6. Zoning:

Coalinga Municipal Airport

Exhibit A6 of the Proposed ALUCP 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.

Firebaugh Airport

Zoning in Firebaugh Airport's AIA is shown on Exhibit B6 of the Proposed ALUCP.

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 southeast 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.

Fresno-Chandler Executive Airport

Exhibit C6 of the Proposed ALUCP 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.

Fresno Yosemite International Airport

Exhibit D6 of the Proposed ALUCP 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.

Harris Ranch Airport

Exhibit E6 of the Proposed ALUCP shows general plan land uses, which is all zoned for agricultural use.

Reedley Municipal Airport

Zoning in the AIA is shown on Exhibit F6 of the Proposed ALUCP.

Almost the entirety of the AIA is zoned for agriculture, except for an area zoned for open space in the southwest corner.

Selma Airport

Exhibit G6 of the Proposed ALUCP shows zoning designations in the AIA. Almost the entirety of the AIA that is in unincorporated Fresno County is zoned for agriculture. There are several parcels in the northeast corner that are zoned for industrial, south of the City of Fowler. The City of Fowler is zoned for commercial and industrial uses, whereas the City of Selma, east of the Airport, is zoned for open space, commercial, industrial, and single- and multi-family residential.

Sierra Sky Park Airport

Exhibit H6 of the Proposed ALUCP shows zoning in the AIA.

To the north, east, and northwest of the Airport property are zoned for single-family residential. West of the Airport, the areas are zoned primarily for commercial. South of Runway 30 is zoned for open space. Most of the northern areas of the AIA are zoned for open space and agriculture uses, with single family residential zoned in the eastern, western, and southern portion of the AIA. There are zones for commercial, industrial, open space, multi-family residential, and public throughout the AIA; however, the predominant zoning is for single-family residential.

William Robert Johnston Municipal Airport

Exhibit J6 of the Proposed ALUCP shows the zoning in the AIA.

Much of the area in the AIA is zoned for agricultural uses, including the areas immediately north-west, north, and east of the Airport. To the southwest and south of Runway 33, the land is zoned for industrial purposes, and to the southeast, land is zoned for public use. The City of Mendota, primarily to the west of the Airport, is zoned for primarily single-family residential, although there are parcels zoned for multi-family residential, industrial, commercial, and public uses, as well.

7. Description of Project:

The proposed ALUCP is intended to protect and promote the safety and welfare of residents, business, and airport users near the airport, while supporting the continued operation of the public use airports within Fresno County. Specifically, the plan seeks to protect the public from the adverse effects of airport noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

The ALUCP has been prepared with reference to, and is consistent with, guidance provided by the California Department of Transportation (Caltrans), Division of Aeronautics in the 2011 version of the *California Airport Land Use Planning Handbook* (Handbook) and all other relevant state and federal guidelines, criteria, and regulations.

Per the Caltrans Handbook, the ALUCP does not apply to existing land use; in other words, the land use compatibility policies contained within the proposed ALUCP are not intended to remove existing incompatible land uses within the environs of the public use airports within Fresno County. This includes development already planned for the area as evidenced by a vesting tentative map, a development agreement pursuant to California Government Code, Section 65866 that is in effect at the effective date of this ALUCP, or a valid building permit.

The proposed ALUCP includes all components of the updated ALUCP for the nine public use airports and portions of NAS Lemoore within Fresno County. Chapter One outlines the ALUCP purpose and scope. Chapter Two includes all applicable implementation policies and guidance for this ALUCP, and Chapter Three 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 the nine public use airports.

It is important to note that projects within the AIA that meet the compatibility criteria within this ALUCP are not approved. When reviewing project proposals in the AIA of each airport, there are three choices of action:

- Find the project consistent with the ALUCP.
- Find the project consistent with the ALUCP, subject to compliance with such conditions.
- Find the project inconsistent with the ALUCP.

Therefore, projects proposed within the AIA must also satisfy the requirements of CEQA before they can move forward.

Summary of Displacement Analysis

A displacement analysis was prepared to assess the potential for noise- and risk-sensitive land uses to be displaced to other areas after the land use agencies implement the ALUCP. The displacement analysis is included as Attachment A to this Initial Study. Based on the results of the Displacement Analysis, implementation of the ALUCP is not expected to result in displacement of future residential or non-residential development within the AIAs based on existing zoning designations, when combined with the ALUCP zones.

8. Surrounding Land Uses and Setting: Briefly describe the project's surroundings.

Coalinga Municipal Airport

Existing land uses are shown on Exhibit A5 of the Proposed ALUCP.

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).

Firebaugh Airport

Exhibit B5 of the Proposed ALUCP shows existing land uses within Firebaugh Airport's 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.

Fresno-Chandler Executive Airport

Exhibit C5 of the Proposed ALUCP 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, wooded forest preserves, 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.

Fresno Yosemite International Airport

Exhibit D5 of the Proposed ALUCP 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, agriculture, and wooded areas. 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.

Harris Ranch Airport

Exhibit E5 in the Proposed ALUCP shows existing land uses in the AIA.

The Airport is located entirely within unincorporated Fresno County. The Airport is accessible via West Side Freeway (Interstate 5) and West Dorris Avenue. The Airport is adjacent to the Harris Ranch Inn & Restaurant, which makes up most of the development nearby, except for some commercial uses to the northwest. The predominate land use in the AIA is agricultural, but there are also some areas used for industrial purposes; in many instances, this is drilling for oil.

Reedley Municipal Airport

Exhibit F5 of the Proposed ALUCP shows existing land uses in the AIA.

The surrounding land uses are dominated by agricultural uses. There are two sections of Airport property that are being leased: an orchard on the north end of the Airport, east of Runway 15; and a BMX track in the southern corner of Airport property. Great Western Elementary School and some residential land uses are located less than a half mile south of Runway 33. There are also some residences along the eastern Airport property boundary on South Frankwood Avenue.

Selma Airport

Existing land uses in the AIA are shown on Exhibit G5 in the Proposed ALUCP.

The Airport is surrounded predominantly by single-family residential uses and agricultural fields. Many areas of the AIA are also considered open space. East of Pearl Harbor Survivors Memorial Highway and within the City limits of Selma, there are industrial, commercial, and single- and multi-family residential uses. North of the Airport is the City of Fowler, which consists of primarily industrial uses, as well as some commercial and public uses. The area in between the Cities of Fowler and Selma, as well as the entire area west of Pearl Harbor Survivors Memorial Highway, is part of unincorporated Fresno County.

Sierra Sky Park Airport

Exhibit H5 of the Proposed ALUCP illustrates existing land uses in the AIA. Note that the AIA for the purposes of this ALUCP only includes the area within Fresno County.

Adjacent land to the north, east, and northwest of the Airport are part of unincorporated Fresno County, whereas land immediately to the southwest and south are part of the City of Fresno. The areas around the Airport within Fresno County are predominantly single-family residential, with select parcels for commercial and industrial land use. North of the Airport, where there is no land use data, are bluffs bounded by the Airport to the south and the San Joaquin River to the north. In the northeastern and eastern parts of the AIA, there are several parcels that are part of unincorporated Fresno County; however, most of the AIA is within the City limits of Fresno, which is primarily single-family residential. Other uses in the AIA include commercial, open space, multi-family residential, and public. The primary roadway to access the Airport is off of West Herndon Avenue.

William Robert Johnston Municipal Airport

Existing land uses within the AIA are shown Exhibit J5 in the Proposed ALUCP. Note that only areas within Fresno County are considered as part of this ALUCP.

The Airport is within the municipal boundary of the City of Mendota; however, much of the AIA is considered unincorporated Fresno County. North of Bass Avenue are single-family residential uses. East of the Airport are agricultural uses. South and southwest of Runway 33 are industrial uses, and along much of the western side of the Airport are single-family residential neighborhoods. Downtown Mendota is west of the Airport, which consists of residential, commercial, and industrial uses. Much of the remainder of the AIA is used for agriculture; however, there is a substantial area east of the Airport for public use.

9. Other Agencies Whose Approval is Required (e.g., permits, financing approval, or participation agreement)

None.

10. Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or a "Less Than Significant with Mitigation Incorporated" impact as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology /Soils
☐	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials	☐	Hydrology / Water Quality
☐	Land Use / Planning	☐	Mineral Resources	☐	Noise
☐	Population / Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Tribal Cultural Resources	☐	Utilities / Service Systems
☐	Mandatory Findings of Significance				

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

On May 22, 2018 notification letters were sent to 29 Native American tribes listed in the Fresno COG tribal consultation database. The letters explained the purpose of the ALUCP Update and provided the opportunity for Native American tribal representatives to request consultation of the project's potential impact on tribal cultural resources. The letter requested that written responses be received by mail or email no later than June 21, 2018. No responses or requests for further consultation were received.

12. Determination:

On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a significant effect(s) on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects: (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards; and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Signature	Date
Brenda Veenendaal	12/10/18
Brenda Veenendaal	For Fresno County ALUC

EVALUATION OF ENVIRONMENTAL IMPACT

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant

level (mitigation measures from "Earlier Analyses," as described in (5) below may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (CEQA Guidelines, Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance

ENVIRONMENTAL CHECKLIST

The following statement applies when considering all environmental factors discussed below: As previously discussed and documented in Attachment A, no displacement of development is anticipated due to the proposed ALUCP, and the ALUCP itself would not result in any physical changes or development; therefore, thresholds of significance are only stated for the resource categories with potential indirect impacts. The following discussions for all environmental factors discussed below, therefore, are based on impacts related to the implementation of policies contained within the proposed ALUCP.

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
I. AESTHETICS				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state-designated scenic highway?	☐	☐	☐	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	X

Thresholds of Significance

The ALUCP itself would not result in any physical changes or development; therefore, thresholds of significance are only stated for the resource categories with potential indirect impacts.

Impact Analysis

I a-d) No Impact. The proposed ALUCP does not involve any physical changes or development within the AIA of any airport within Fresno County. Thus, no changes to scenic vistas, scenic resources, visual character, or lighting will occur as a result of the proposed ALUCP.

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	X
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	X

Thresholds of Significance

The ALUCP itself would not result in any physical changes or development; therefore, thresholds of significance are only stated for the resource categories with potential indirect impacts.

Impact Analysis

II a-e) No Impact. The proposed ALUCP does not involve any physical changes or development within the AIA of any airport within Fresno County. Thus, no prime farmland, unique farmland, or farmland of statewide importance will be converted to other uses, nor will any areas of forest land or timber preserves be changed or converted as a result of the proposed ALUCP.

There are parcels zoned for agricultural use within the AIA for Coalinga Municipal Airport, Firebaugh Airport, Fresno-Chandler Executive Airport, Fresno Yosemite International Airport, Harris Ranch Airport, Reedley Municipal Airport, Selma Airport, Sierra Sky Park Airport, and William Robert Johnston Municipal Airport.

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations: Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	X
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	X
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	X

Thresholds of Significance

The ALUCP itself would not result in any physical changes or development; therefore, thresholds of significance are only stated for the resource categories with potential indirect impacts.

Impact Analysis

III a-e) No Impact. The proposed ALUCP does not involve any physical changes or development within the AIAs. Therefore, the proposed ALUCP would not conflict with or obstruct the implementation of San Joaquin Valley Air Pollution Control District plans. Since this project does not involve any physical ground disturbance or development, it would not violate any air quality standards, result in an increase of any criteria pollutants, expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors.

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
IV. BIOLOGICAL RESOURCES Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or b y the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance ?	☐	☐	☐	X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	X

Thresholds of Significance

The ALUCP itself would not result in any physical changes or development; therefore, thresholds of significance are only stated for the resource categories with potential indirect impacts.

Impact Analysis

IV a-f) No Impact.

The ALUCP does not involve any physical changes or development within the proposed Fresno County AIAs. The general plans for the City of Coalinga (2009), City of Firebaugh (2006), City of Fresno (2014), City of Mendota (2009), City of Reedley (2013), City of Selma (2008), and Fresno County (2000) include policies to address the conservation, development, and use of natural resources including water, soils, rivers, and mineral deposits. The plans also designate resource conservation areas within Fresno County. The ALUCP does not involve any physical changes or development within the proposed Fresno County AIAs, though, so these conservation areas would not be affected.

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
V. CULTURAL RESOURCES Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in State CEQA 15064.5?	☐	☐	☐	X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA 15064.5?	☐	☐	☐	X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	X
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	X

Thresholds of Significance

The ALUCP itself would not result in any physical changes or development; therefore, thresholds of significance are only stated for the resource categories with potential indirect impacts.

Impact Analysis

V a-d) No Impact. The ALUCP does not involve any physical changes or development within the proposed Fresno County AIAs. Therefore, there would not be an adverse effect or change in significance due to the project on any historical, archaeological, or paleontological resource, unique geologic feature, or human remains.

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
VI. GEOLOGY AND SOILS Would the project:				
a) Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	X
ii) Strong seismic ground shaking?	☐	☐	☐	X
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	X
iv) Landslides?	☐	☐	☐	X
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	X

Thresholds of Significance

The ALUCP itself would not result in any physical changes or development; therefore, thresholds of significance are only stated for the resource categories with potential indirect impacts.

Impact Analysis

VI a) No Impact. None of the Fresno County AIAs are located within an Alquist-Priolo Earthquake Fault Zone[2]; thus, none of the airports are affected. Fresno County is not located within any fault zones, landslide and liquefaction zones, or earthquake fault zones, thus posing no threat to any of the airports[3]. The proposed ALUCP does not involve any physical changes or development within the AIAs. Therefore, the project would not result in substantial soil erosion or the loss of topsoil nor would it locate development on a geologic unit or soil that is unstable, that could become unstable as a result of the project, or is expansive. Since no development would occur due to the ALUCP, the discussion in VI e) regarding septic tanks or alternative waste water disposal systems is not applicable.

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
VII. GREENHOUSE GAS EMISSIONS Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	X
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	X

Thresholds of Significance

The ALUCP itself would not result in any physical changes or development; therefore, thresholds of significance are only stated for the resource categories with potential indirect impacts.

Impact Analysis

VII a-b) No Impact. As discussed in Checklist Item III, the AIAs are located within the jurisdiction of the San Joaquin Valley Air Pollution Control District. The proposed ALUCP does not involve any physical changes or development within the AIAs. Therefore, the proposed ALUCP would not

[2] http://www.conservation.ca.gov/cgs/rghm/ap/Pages/official_release.aspx
[3] http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps

generate greenhouse gas (GHG) emissions nor would it conflict with any efforts on behalf of the San Joaquin Valley Air Pollution Control District plans.

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
VIII. HAZARDS AND HAZARDOUS MATERIALS Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	X

Thresholds of Significance

The ALUCP itself would not result in any physical changes or development; therefore, thresholds of significance are only stated for the resource categories with potential indirect impacts.

Impact Analysis

VIII a-d) No Impact. The ALUCP does not involve any physical changes or development within the proposed Fresno County AIAs. Therefore, the project would not result in a significant hazard to the public from the transport, use, disposal, or accidental release of hazardous materials.

VIII e) No Impact. The proposed ALUCP establishes policies to reduce hazards to aircraft in flight and to reduce the severity of the consequences of aircraft accidents within the proposed safety zones. Thus, through implementation of the proposed ALUCP, the safety hazard for people residing or working in the proposed Fresno County AIAs would be less than what otherwise might occur. This is consistent with the objectives of the *State Aeronautics Act*.

VIII f) No Impact. Sierra Sky Park and Selma Airport are privately owned airports. The ALUCP does not involve any physical changes or development within the proposed Fresno County AIAs. In addition, any future development consistent with the proposed ALUCP would occur in conjunction with the County's Zoning Map and regulations and associated approval processes.

VIII g-h) No Impact. The ALUCP does not involve any physical changes or development within the proposed Fresno County AIAs. In addition, any future development consistent with the proposed ALUCP would occur in conjunction with the local agency zoning maps and regulations and associated approval processes; therefore, no additional impact related to emergency response plans or evacuation plans would occur. The proposed ALUCP would not expose additional people to wildland fires.

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
IX. HYDROLOGY AND WATER QUALITY Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	X
f) Otherwise substantially degrade water quality?	☐	☐	☐	X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	X
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	X

Thresholds of Significance

The ALUCP itself would not result in any physical changes or development; therefore, thresholds of significance are only stated for the resource categories with potential indirect impacts.

Impact Analysis

IX a-j) No Impact. The ALUCP does not involve any physical changes or development within the proposed Fresno County AIAs. Therefore, the project would not result in the violation of any water quality or waste discharge standards, the depletion of ground water resources or interference with ground water recharge, the alteration of existing drainage patterns or streams, or the creation of additional runoff water. No degradation of water quality would occur as a result of the project. The project would not expose areas to inundation by seiche, tsunami, or mudflow.

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
X. LAND USE AND PLANNING Would the project:				
a) Physically divide an established community?	☐	☐	☐	X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	X

Thresholds of Significance

A significant impact for land use would occur if implementation of the ALUCP would displace residential or non-residential land uses from areas within the AIAs as a result of the noise, safety, airspace, or overflight policies. Potential environmental effects associated with displaced development may include changes in land use patterns and associated shifts in the distribution and concentration of population. By restricting development in parts of the AIA, there is the potential for increased pressure for growth and development in other areas. If this land use development were to occur, potential environmental impacts arising from increased traffic and associated air quality and noise impacts could occur.

Impact Analysis

X a-c) No Impact. No displacement of development is anticipated due to the proposed ALUCP **(see *Attachment A* of this Initial Study)**. The proposed ALUCP does not involve any physical changes or development within the AIAs. Therefore, the project would not result in the physical division of any established communities. The additional safety-related restrictions that are proposed within the ALUCP would not change the underlying zoning and land use designations within the AIAs. Thus, any future development occurring within the AIAs would be subject to the existing zoning and land use designations already in place.

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XI. MINERAL RESOURCES Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	X

Thresholds of Significance

The ALUCP itself would not result in any physical changes or development; therefore, thresholds of significance are only stated for the resource categories with potential indirect impacts.

Impact Analysis

XI a-b) No Impact. The ALUCP does not involve any physical changes or development within the proposed Fresno County AIAs. Therefore, the project would not result in a loss of known mineral resources or locally important mineral resource recovery sites.

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XII. NOISE Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	X
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☐	X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X

Thresholds of Significance

A significant impact for noise would occur if implementation of the ALUCP would displace residential or non-residential land uses from areas within the AIAs as a result of the noise policies. Potential environmental effects associated with displaced development may include changes in land use patterns and associated shifts in the distribution and concentration of population. By restricting development in parts of the AIA, there is the potential for increased pressure for growth and development in other areas. If this land use development were to occur, potential environmental impacts arising from increased traffic and associated air quality and noise impacts could occur.

Impact Analysis

XII a) No Impact. The proposed ALUCP is intended to complement the existing General Plan or other noise ordinances or standards by specifically addressing the potential noise of the airports in Fresno County. Land use compatibility policies related to noise can be found in Section 3.3 of

the proposed ALUCP. Standard residential land uses are considered conditionally compatible in areas exposed to noise levels between 60-64 CNEL if the following criteria are met:

- Avigation easement required as a condition of development approval or building permit issuance.
- Sound insulation required to reduce interior to exterior noise levels by at least 25dB.

Within the CNEL 65-70 dB range, dwellings are incompatible and would not be allowable, although exceptions for infill development of this type may be allowed per ALUCP policy defined in Section 3.2.3. Within the CNEL 75 dB contour, all residential, public/institutional uses, and commercial uses are incompatible and would not be allowable. Industrial and agricultural uses are compatible within the CNEL 75 dB contour.

XII b-d) No Impact. The ALUCP does not involve any physical changes or development within the proposed Fresno County AIAs. Therefore, ground-borne vibration or noise would not be generated by the project nor would there be a temporary or periodic increase in ambient noise, such as what might occur during the construction of a new development project.

XII e-f) No Impact. These checklist categories are not applicable to the proposed project since it is a planning project, not a development project. These checklist items refer to actual projects located in the vicinity of a public or private airport.

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XIII. POPULATION AND HOUSING Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X

Thresholds of Significance

A significant impact for population and housing would occur if implementation of the ALUCP would displace residential or non-residential land uses from areas within the AIAs as a result of the noise, safety, airspace, or overflight policies. Potential environmental effects associated with

displaced development may include changes in land use patterns and associated shifts in the distribution and concentration of population. By restricting development in parts of the AIA, there is the potential for increased pressure for growth and development in other areas. If this land use development were to occur, potential environmental impacts arising from increased traffic and associated air quality and noise impacts could occur.

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP **(see *Attachment A* of this Initial Study)**, and the ALUCP itself would not result in any physical changes or development. However, shifts in the density of residential development could occur as a result of the new restrictions placed on land within the proposed AIA. The following discussion, therefore, is based on both direct and indirect impacts related to the implementation of policies contained within the proposed plan.

XIII a-c) No Impact. Future residential and non-residential development has been planned for in the general plans for the City of Coalinga (2009), City of Firebaugh (2006), City of Fresno (2014), City of Mendota (2009), City of Reedley (2013), City of Selma (2008), and Fresno County (2000) and is also included on the respective Zoning Maps. Thus, any potential increase in population or non-residential growth would have a less than significant effect on public service ratios, response times, or other public service performance objectives.

The proposed ALUCP itself is not a development plan (i.e., no specific land uses are designated for any particular parcel or parcels). Whether actual development would occur as a result of the proposed ALUCP would depend on the actual need for development; the rate, timing, location and extent of development; economic and market conditions; the nature and type of the project or projects; and project-level impacts to the environment and associated mitigation. If such projects do occur in the future, like other land use development, they will be subject to the appropriate project-level environmental review under CEQA. (See California Code of Regulations, Title 14, §15145).

No direct or indirect displacement of development is anticipated due to the proposed ALUCP **(see *Attachment A* of this Initial Study)**. The land use compatibility policies contained within the proposed ALUCP are not intended to remove existing incompatible land uses within the airport environs. This includes development already planned for the area as evidenced by a vesting tentative map, a development agreement pursuant to California Government Code, Section 65866 that is in effect at the effective date of this ALUCP, or a valid building permit.

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XIV. PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services**:**				
a) Fire protection?	☐	☐	☐	X
b) Police protection?	☐	☐	☐	X
c) Schools?	☐	☐	☐	X
d) Parks?	☐	☐	☐	X
e) Other public facilities?	☐	☐	☐	X

Thresholds of Significance

A significant impact for public services would occur if implementation of the ALUCP would displace residential or non-residential land uses from areas within the AIAs as a result of the noise, safety, airspace, or overflight policies. Potential environmental effects associated with displaced development may include changes in land use patterns and associated shifts in the distribution and concentration of population. By restricting development in parts of the AIA, there is the potential for increased pressure for growth and development in other areas. If this land use development were to occur, potential environmental impacts arising from increased traffic and associated air quality and noise impacts could occur.

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP **(see *Attachment A* of this Initial Study)**, and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

XIV a-e) No Impact. Both the additional residential and non-residential development has been planned for within the general plans for the City of Coalinga (2009), City of Firebaugh (2006), City of Fresno (2014), City of Mendota (2009), City of Reedley (2013), City of Selma (2008), and Fresno County (2000) and is also included on the respective Zoning Maps. Thus, any potential increase in population or non-residential growth would have a less than significant effect on public service ratios, response times, or other public service performance objectives.

The proposed ALUCP itself is not a development plan, (i.e., no specific land uses are designated for any particular parcel or parcels). Whether actual development would occur as a result of the proposed ALUCP would depend on the actual need for development; the rate, timing, location and extent of development; economic and market conditions; the nature and type of the project

or projects; and project-level impacts to the environment and associated mitigation. If such projects do occur in the future, like other land use development, they will be subject to the appropriate project-level environmental review under CEQA. (See California Code of Regulations, Title 14, §15145.)

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	X

Thresholds of Significance

A significant impact for recreation would occur if implementation of the ALUCP would displace residential or non-residential land uses from areas within the AIAs as a result of the noise, safety, airspace, or overflight policies. Potential environmental effects associated with displaced development may include changes in land use patterns and associated shifts in the distribution and concentration of population. By restricting development in parts of the AIA, there is the potential for increased pressure for growth and development in other areas. If this land use development were to occur, potential environmental impacts arising from increased traffic and associated air quality and noise impacts could occur.

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP **(see *Attachment A* of this Initial Study)**, and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

XV a) No Impact. Future residential and non-residential development has been planned for in general plans for the City of Coalinga (2009), City of Firebaugh (2006), City of Fresno (2014), City of Mendota (2009), City of Reedley (2013), City of Selma (2008), and Fresno County (2000). Thus, any potential increase in population or non-residential growth would have a less than significant effect on public service ratios, response times, or other public service performance objectives. Non-residential development does not typically generate a demand for parks or other recreational facilities.

The proposed ALUCP itself is not a development plan, (i.e., no specific land uses are designated for any particular parcel or parcels). Whether actual development would occur as a result of the proposed ALUCP would depend on the actual need for development, the rate, timing, location and extent of development, economic and market conditions, the nature and type of the project or projects, and project-level impacts to the environment and associated mitigation. If such projects do occur in the future, like other land use development, they will be subject to the appropriate project-level environmental review under CEQA. (See California Code of Regulations, Title 14, §15145.)

XV b) No Impact. The proposed ALUCP does not include the construction or expansion of recreational facilities. There are no physical changes or development involved in its implementation.

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XVI. TRANSPORTATION/TRAFFIC Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	X
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	X
e) Result in inadequate emergency access?	☐	☐	☐	X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	X

Thresholds of Significance

A significant impact for transportation/traffic would occur if implementation of the ALUCP would displace residential or non-residential land uses from areas within the AIAs as a result of the noise, safety, airspace, or overflight policies. Potential environmental effects associated with displaced development may include changes in land use patterns and associated shifts in the distribution and concentration of population. By restricting development in parts of the AIA, there is the potential for increased pressure for growth and development in other areas. If this land use development were to occur, potential environmental impacts arising from increased traffic and associated air quality and noise impacts could occur.

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP **(see *Attachment A* of this Initial Study)**, and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

XVI a,b,f) No Impact. Future residential and non-residential development has been planned for in the general plans for the City of Coalinga (2009), City of Firebaugh (2006), City of Fresno (2014), City of Mendota (2009), City of Reedley (2013), City of Selma (2008), and Fresno County (2000). The proposed ALUCP itself does not involve any physical changes or development within the AIA. Thus, there would not be an increase in demand on the existing or future circulation system within the AIAs that has not already been planned for by the County. The ALUCP would not conflict with applicable regional or County transportation policies or congestion management plans.

XVI c) No Impact. Implementation of the proposed ALUCP would not change the air traffic patterns for the airports considered in the plan; rather, it analyzes the noise and safety zones for the airports based on existing traffic patterns.

XVI d,e) No Impact. The ALUCP does not involve any physical changes or development within the proposed Fresno County AIAs; no changes to the design of roadways or public transit or emergency access routes within the AIAs would result from the project.

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XVII. TRIBAL CULTURAL RESOURCES Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	X
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	X

NOTE: This category of the Initial Study checklist has not been officially added to the CEQA Guidelines as of October 2016. However, on August 8, 2016, the State of California Natural Resources Agency submitted a Certification and Adoption Order regarding a Proposed Adoption and Amendment of Regulations Implementing the California Environmental Quality Act (California Natural Resources Agency website 2016). The amendments are currently being reviewed by the Office of Administrative Law. In anticipation of a favorable review, and per AB 52 (discussed below), this category has been included in this Initial Study.

Thresholds of Significance

Section 1(a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment" and should be considered under CEQA.

Impact Analysis

The ALUCP itself would not result in any physical changes or development; therefore, thresholds of significance are only stated for the resource categories with potential indirect impacts.

XVII a,b) No Impact. Twenty-nine Native American tribes have requested consultation with Fresno COG. Notification letters were sent to the Native American tribes on May 22, 2018 to explain the purpose of the ALUCP Update and to provide the opportunity to request consultation of the project's potential impact on tribal cultural resources. The letter requested that written

responses be received by mail or email no later than June 21, 2018. No responses or requests for further consultation were received.

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XVIII. UTILITIES AND SERVICE SYSTEMS Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	X
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	X

Thresholds of Significance

A significant impact for utilities and service systems would occur if implementation of the ALUCP would displace residential or non-residential land uses from areas within the AIAs as a result of the noise, safety, airspace, or overflight policies. Potential environmental effects associated with displaced development may include changes in land use patterns and associated shifts in the distribution and concentration of population. By restricting development in parts of the AIA, there is the potential for increased pressure for growth and development in other areas. If this land use development were to occur, potential environmental impacts arising from increased traffic and associated air quality and noise impacts could occur.

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP **(see *Attachment A* of this Initial Study)**, and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

XVIII a-g) No Impact. In addition, the proposed ALUCP itself is not a development plan (i.e., no specific land uses are designated for any particular parcel or parcels). Whether actual development would occur as a result of the proposed ALUCP would depend on the actual need for development; the rate, timing, location and extent of development; economic and market conditions; the nature and type of the project or projects; and project-level impacts to the environment and associated mitigation. If such projects do occur in the future, like other land use development, they will be subject to the appropriate project-level environmental review under CEQA. (See California Code of Regulations, Title 14, §15145.)

Issues (Supporting Information Sources)	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XIX. MANDATORY FINDING OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	X	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	X	☐

Impact Analysis

XVIII a) No Impact. The ALUCP does not involve any physical changes or development within the proposed Fresno County AIAs. Therefore, no impacts to biological or cultural resources would occur.

XVIII b) No Impact. The proposed policies of the ALUCP would be applied in conjunction with other local agency policies and regulations, including but not limited to, the General Plan, zoning codes, and overlay designations. The ALUCP policies, while in some cases more restrictive in terms of land use density, only apply to future development within the proposed AIAs.

Overall, no displacement of development is anticipated due to the proposed ALUCP (see Attachment A of this Initial Study). As discussed in this Initial Study, no significant impacts, cumulative or otherwise, would result from implementation of the proposed ALUCP.

XVIII c) No Impact. The proposed ALUCP establishes policies to reduce hazards to aircraft in flight and to reduce the severity of the consequences of aircraft accidents within the proposed safety zones.

Thus, through implementation of the proposed ALUCP, the safety hazards for people residing or working in AIA designated areas would be less than what otherwise might occur. Therefore, no direct or indirect impacts would occur.

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LIST OF REFERENCES:

2030 Firebaugh General Plan (2006)

California Code of Regulations.

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City of Coalinga General Plan 2005-2025 (2009)

City of Mendota General Plan Update 2005-2025 (2009)

City of Reedley General Plan 2030 (2013)

City of Selma General Plan Update 2035 (2008)

Fresno County General Plan (2000)

Fresno General Plan (2014)

State of California Department of Transportation (Caltrans), Division of Aeronautics. *California Airport Land Use Planning Handbook*. October 2011.

Fresno Council of Governments

Attachment A

DISPLACEMENT ANALYSIS



Attachment A
DISPLACEMENT ANALYSIS

INTRODUCTION

The proposed Fresno County Airport Land Use Compatibility Plan (Proposed ALUCP) includes policies to protect the public from the adverse effects of airport noise; to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents; and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. The Proposed ALUCP, based on the 2011 *California Airport Land Use Planning Handbook* (Handbook), provides this protection by limiting/restricting future noise and risk-sensitive land use development within the airport influence areas (AIA) for the public use airports in Fresno County based on the location of safety, noise, and height and overflight zones. It should be noted that the Proposed ALUCP does not affect or remove existing incompatible uses from the AIA.

The State of California grants the authority of land use regulation to local governments and this is accomplished using general plans and zoning ordinances. California law also requires local governments to make their general plans and zoning regulations consistent with an ALUCP within 180 days of adoption. As previously mentioned, Proposed ALUCP policies and criteria limit or restrict development in parts of the AIA that may otherwise be allowed under local general plans and zoning. This analysis assesses the potential for risk and noise-sensitive land uses to be displaced to other areas after implementation of the Proposed ALUCP.

Environmental impacts from the displacement of future land uses from one area to another may occur within the AIAs. Potential environmental effects associated with displaced development may include changes in land use patterns and associated shifts in the distribution and concentration of population.

Attempts to accurately forecast the actual effects of potential future shifts in land use development and population are subject to considerable uncertainty. Whether actual shifts in development would occur because of the Proposed ALUCP would depend on the demand for development; the rate, timing, location and extent of development; economic and market conditions; the nature and type of the project or projects; and project-level impacts to the environment and associated mitigation. Future development, whether or not it is displaced, would be subject to the zoning and permitting authority of the local agencies depending on the project location (Fresno County and the cites of Coalinga, Firebaugh, Fresno, Mendota, Reedley and Selma). Additionally, if such projects do occur in the future, like other land use development, they will be subject to the appropriate project-level environmental review under the California Environmental Quality Act (CEQA). (See California Code of Regulations, Title 14, §15145.) Therefore, it is unlikely that any potential environmental impacts from future projects would avoid appropriate environmental review at the project level. An important purpose of this displacement analysis is that it will inform local agencies of the potential for displaced development and associated consequences, enabling them to plan accordingly.

METHODOLOGY AND ASSUMPTIONS

The displacement analysis is a comparison of the limitations placed on undeveloped parcels under the Baseline Condition and the Proposed ALUCP. These terms are defined as follows:

Undeveloped Parcels

For the purposes of this analysis, undeveloped parcels are defined as vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses. The vacant parcel information is derived from the land use mapping presented in the airport specific appendices of the ALUCP:

- Coalinga Municipal Airport (C80) — Appendix A, Exhibit A5
- Firebaugh Airport (F34) — Appendix B, Exhibit B5
- Fresno-Chandler Executive Airport (FCH) — Appendix C, Exhibit B5
- Fresno Yosemite International Airport (FAT) — Appendix D, Exhibit C5
- Harris Ranch Airport (3O8) — Appendix E, Exhibit D5
- Reedley Municipal Airport (O32) — Appendix F, Exhibit E5
- Selma Airport (0Q4) — Appendix G, Exhibit G5
- Sierra Sky Park Airport (E79) — Appendix H, Exhibit H5
- William Robert Johnston Municipal Airport (M90) — Appendix J, Exhibit J5

Baseline Condition

The Baseline Condition is represented by the zones and compatibility policies included in the following airport land use compatibility plans for public use airports in Fresno County:

- *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

Proposed ALUCP

The Proposed ALUCP refers to the consolidated ALUCP prepared in 2017-2018 for the Fresno County public use airports. For the purposes of this analysis, only portions of those parcels within Proposed ALUCP Zone 1 (Runway Protection Zone or RPZ), Zone 2 (Inner Approach/Departure Zone or IADZ), Zone 3 (Inner Turning Zone or ITZ), Zone 4 (Outer Approach/Departure Zone or OADZ), and Zone 5 (Sideline Zone or SZ) are included. Undeveloped parcels within Zone 6 and 7 are not included in the analysis due to the absence of maximum residential densities within these zones as specified in Table 3A of the Proposed ALUCP; therefore, displacement would not occur in these areas. Additionally, regarding non-residential displacement, the only type of land use which is prohibited within the AIA is outdoor stadiums or other high intensity uses with more than 300 people per acre. Based on a review of local land use plans, there are no potential sites within the AIA that are planned to be developed as an outdoor stadium or other high intensity use.

To determine potential future development displacement, each parcel within the zones analyzed is classified in the geographical information system (GIS) with its general plan and zoning designations, safety zone, and noise exposure limits for the Baseline Condition and the Proposed ALUCP. For parcels located in more than one zone, the area of the parcel is portioned accordingly. A series of database queries provides the number of residential dwelling units and acres of non-residential development that is allowed under the current general plan and zoning designations. These development totals are then compared to what would be compatible with the Proposed ALUCP policies. The difference between these two calculations quantifies the potential development displacement.

Future development displacement within the safety zones is determined by comparing the maximum allowable development on undeveloped parcels in the Baseline Condition to the maximum allowable development on undeveloped parcels under the Proposed ALUCP. The maximum allowable development is referred to as intensity, or number of people per acre, for non-residential land uses and density, or number of dwelling units per acre, for residential land uses.

For example, consider a five-acre parcel located near Firebaugh Airport that is planned or zoned for industrial development. In the Baseline Condition all five acres are within the Inner Approach Zone and in the Proposed ALUCP, four acres are within the Inner Approach/Departure Zone and one acre is located within the Outer Approach Departure Zone.

In the Baseline Condition the parcel has a maximum intensity of 10 people per acre and 20 percent of the land must remain open for an area that could conceivably accommodate the emergency landing of a small aircraft. In this case, 80 percent of the parcel (four acres) would be multiplied by the intensity of 10 people per acre for a result of 40. Under the Proposed ALUCP, the maximum allowable people per acre for the Inner Approach/Departure Zone portion, as noted in Proposed ALUCP Table 3A, would be 240 (60 persons per acre x 4 acres). For the portion in the Outer Approach/Departure Zone, the maximum allowable people per acre would be 150 (150 persons per acres x 1 acre). For direct comparison, the total number of people per acre for the Baseline Condition (40) would be compared to the total for the Proposed ALUCP (240 + 150 = 390). In this example, the Proposed ALUCP would not result in displacement given that the policies and zones of the Proposed ALUCP would allow greater intensity of development compared to the Baseline Condition.

Future development displacement within the noise contours is determined by comparing the acreage of undeveloped areas planned or zoned for noise-sensitive land uses in the Baseline Condition noise contours to the Proposed ALUCP noise contours. If it is determined that the acreage of noise-sensitive land uses within the noise contours increases, displacement may occur.

For example, if a 10-acre parcel zoned for residential development is within the 50-55 CNEL contour range for the Baseline Condition and then is located within the 65-75 CNEL contour under the Proposed ALUCP noise contours, the homes may be considered not compatible and therefore development may be displaced.

Runway Protection Zones

Within the Proposed ALUCP, Zone 1 includes a prohibition of all new structures and residential land uses. It should be noted that, in addition to the ALUCP, further guidance for the Runway Protection Zone (RPZ) is provided by the Federal Aviation Administration (FAA). In contrast to Zones 2-5, which are based on guidance from the *California Airport Land Use Compatibility Handbook*, Zone 1 is drawn based on the airport's RPZ as described in FAA Advisory Circular 150/5300-13A, *Airport Design* (AC 5300-13). Paragraph 310 of AC 5300-13A states that the purpose of the RPZ is to, "enhance the protection of people and property on the ground." FAA released interim guidance on land uses within the RPZ on September 27, 2012, which addresses new or modified land uses within the RPZ. Under this guidance, consultation with FAA is required when buildings, such as residences, schools, churches, hospitals, or other medical care facilities or commercial/industrial buildings would enter the RPZ as a result of one of the following actions:

- An airfield project (e.g., runway extension, runway shift)
- A change in the critical design aircraft that increases the RPZ dimensions
- A new or revised instrument approach procedure that increases the RPZ dimensions
- A local development proposal in the RPZ (either new or reconfigured)

Prior to consulting with FAA, documentation of alternatives that could: a) avoid introducing the land use issue within the RPZ; b) minimize the impact of the land use in the RPZ (i.e., routing a new roadway through the controlled activity area, move farther away from the runway end, etc.) or c) mitigate risk to

people and property on the ground (i.e., tunneling, depressing and/or protecting a roadway through the RPZ, implement operational measures to mitigate any risks, etc.); is needed.

Although the adoption of the Proposed ALUCP would limit development on undeveloped parcels within Zone 1/RPZ, FAA coordination requirements and guidance, which discourage the construction of residences, schools, churches, hospitals, or other medical facilities or commercial/industrial, also apply to these areas. See FAA Interim Guidance on Land Uses Within a Runway Protection Zone dated September 27, 2012. Therefore, adoption of the ALUCP would not displace planned development within Zone 1.

Consistency of Baseline Condition Plans

It is important to note that this analysis assumes that the affected local agencies have amended their general plans and zoning ordinances to be consistent with the Baseline Conditions ALUCPs in accordance with California Government Code Section 65302.3 and that no communities completed the ALUCP overrule process. This would indicate that the maximum allowable development currently permitted in these areas would not exceed the thresholds established in the Baseline Condition plans.

Existing Land Use

As outlined in Section 2.4.1 of the Proposed ALUCP, State law indicates that 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

Identification of existing land uses based on the definition above is beyond the scope of this analysis. Therefore, properties which meet the above definition may be included in the acreage counts provided below.

NAS Lemoore

As discussed in Appendix K of the Proposed ALUCP, the land use compatibility recommendations from the following documents will be incorporated into the Proposed ALUCP:

- *Air Installations Compatible Use Zones Report, Naval Air Station Lemoore, California*, November 2010
- *NAS Lemoore Joint Land Use Study*, August 2011

It is important to note that land within the AIA for NAS Lemoore is planned and zoned for agricultural uses and therefore is not included in this analysis. Additionally, a portion of the NAS Lemoore AIA is subject to an easement. The Restructure Use Easement is an area of 10,639.60 acres in Fresno and Kings Counties that are taken for use by the U.S. as long as NAS Lemoore is owned and maintained by the U.S. Government. Area within this easement restricts land uses to agricultural purposes and mineral exploration, development and production. Further, structures of any kind, except for those related to farming and mining (not used for habitation), are prohibited.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development within the AIA for NAS Lemoore. Therefore, further displacement analysis on NAS Lemoore is not needed.

SAFETY DISCUSSION

The Baseline Condition plans include safety compatibility criteria and corresponding zones intended to promote land use compatibility within the Airport Influence Areas of each of the airport. The Baseline Condition safety compatibility criteria the airports in this plan are shown on the following figures:

- Coalinga Municipal Airport, Firebaugh Airport, Harris Ranch Airport, William Robert Johnston Municipal Airport, and Selma Airport – **Figure A1**
- Fresno-Chandler-Executive Airport – **Figure A2**
- Fresno Yosemite International Airport – **Figure A3**
- Sierra Sky Park – **Figure A4**
- Reedley Municipal Airport – **Figure A5**

The safety compatibility criteria for the Proposed ALUCP is included in Chapter Three, Table 3A Safety Criteria Matrix and applies to undeveloped parcels within the AIA for all airports included in the plan. Like the Baseline Condition, the Table 3A identifies prohibited uses and specifies maximum densities and intensities for each zone. The table was developed based on guidance from the Handbook.

In the Baseline Condition, the plans for Coalinga Municipal Airport, Firebaugh Airport, Harris Ranch Airport, Reedley Municipal Airport, Selma Airport, Sierra Sky Park Airport, and William Robert Johnston Municipal Airport include four zones: Clear & Runway Zone; Inner Approach Zone; Outer Approach Zone & Traffic Pattern Zone; and Horizontal & Conical Zone. The Baseline Condition zones for these airports are generally based on Part 77 airspace surfaces that were used at the airport at the time the plans were prepared (Clear & Runway Zone, Outer Approach Zone, Horizontal & Conical Zone). The plans do not include an explanation for the basis of the Traffic Pattern Zone.

Fresno-Chandler Executive Airport and Fresno Yosemite International Airport each have six zones: Runway Protection Zone (Zone 1); Inner Approach/Departure Zone (Zone 2); Inner Turning Zone (Zone 3); Outer Approach/Departure Zone (Zone 4); Sideline Zone (Zone 5); and Traffic Pattern Zone (Zone 6). The Baseline Condition safety zones for these airports are based on Handbook guidance. The Baseline Condition zones for these airports are similar to the Proposed ALUCP except for the Traffic Pattern Zone.

TABLE 3

AIRPORT/LAND USE SAFETY
COMPATIBILITY CRITERIA

LAND USE CHARACTERISTICS	SAFETY ZONES[1] Clear & Runway Zones	Inner Approach Zones[2]	Outer Approach Zones & Traffic Pattern Zone	Horizontal & Conical Zones
Residential	-	(A,F)	(B,F)	+
Other Uses in Structures	-	(C,E,F)	(E,F)	+
Other Uses Not in Structures	(C,G)	(D)	+	+
Special Characteristics				
1. Distracting Light or Glare	-	-	-	(G)
2. Sources of Smoke	-	-	-	(G)
3. Electronic Interference	-	-	-	(G)
4. Attractor of Birds	-	-	-	+

Notes: [1] See Figure 4 for the location of the zones.
[2] The inner approach zone extends to the point below where the approach surface intersects the horizontal surface.

INTERPRETATION

+ ACCEPTABLE: Use is acceptable with little or no risks

( ) MARGINAL: Risk exist for land use proposals that fall within this category and must be reviewed on a case-by-case basis by the Commission. The Commission may determine the use to be acceptable under conditions cited below .

A Density no greater than 1 dwelling units per 3 acres.
B Density no greater than 4 dwelling units per acre.
C No uses attracting more than 10 persons per acre.
D No uses attracting more than 25 persons per acre.
E No schools, hospitals, nursing homes, or similar uses.
F At least 20% of area open (having a size and shape such that a small aircraft could conceivably make an emergency landing without damage to buildings or serious injury to aircraft occupants).
G Characteristic cannot reasonably be avoided or located outside the indicated safety zone.

- UNACCEPTABLE: Use is unacceptable due to associated high risks.

Source: *Fresno County Airports Land Use Policy Plan* (Firebaugh, William Robert Johnston Municipal, Reedley Municipal, and Selma), January 1983; *Harris Ranch Airport Land Use Policy Plan,* October 1995,

Figure A1: BASELINE CONDITION SAFETY CRITERIA (Coalinga Municipal, Harris Ranch, Selma, Firebaugh, William Robert Johnston Municipal Airports)

TABLE 3

AIRPORT/LAND USE SAFETY
COMPATIBILITY CRITERIA

	SAFETY ZONES [1]			
LAND USE CHARACTERISTICS	Clear & Runway Zones	Inner Approach Zones[2]	Outer Approach Zones & Traffic Pattern Zone	Horizontal & Conical Zones
Residential Uses	-	(A,F)	(B,F)	+
Other Uses in Structures	-	(C,E,F)	(E,F)	+
Other Uses Not in Structures	(C,G)	(D)	+	+
Special Characteristics				
1. Distracting Light or Glare	-	-	-	(G)
2. Sources of Smoke	-	-	-	(G)
3. Electronic Interference	-	-	-	(G)
4. Attractors of Birds	-	-	-	+

NOTES: 1. See Figure 3 for the location of the zones at each airport.
2. The inner approach zone extends to the point below where the approach surface intersects the horizontal surface.

INTERPRETATION

+ ACCEPTABLE: Use is acceptable with little or no risks

( )MARGINAL: Risks exist for land use proposals that fall within this category and must be reviewed on a case-by-case basis by the Commission. The Commission may determine the use to be acceptable under conditions cited below.

A Density no greater than 2 dwelling units per acre.
B Southeast Outer Approach Zone: Density no greater than 2-5 dwelling units per acre.
Northwest Outer Approach Zone: Density no greater than 2 dwelling units per acre.
C No uses attracting more than 10 persons per acre.
D No uses attracting more than 25 persons per acre.
E No schools, hospitals, nursing homes, or similar uses.
F At least 20% of area open (having a size and shape such that a small aircraft could conceivably make an emergency landing without damage to buildings or serious injury to aircraft occupants). This requirement does not apply in the traffic pattern zone.
G Characteristic cannot reasonably be avoided or located outside the indicated safety zone.

- UNACCEPTABLE: Use is unacceptable due to associated high risks.

Source: *Sierra Sky Park Land Use Policy Plan,* Revised October 1995

Figure A2
BASELINE CONDITION SAFETY CRITERIA
(Sierra Sky Park Airport)

TABLE 3

AIRPORT LAND USE SAFETY COMPATABLITY CRITERIA

LAND USE CHARACTERISTIC	SAFETY ZONES					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
Residential Uses	--	(A)	(B)	(C)	--	+
Other Uses in Structures	--	(D,E)	(E)	(E)	--	+
Other Uses Not in Structures	(D,F)	(D)	+	+	--	+
SPECIAL CHARACTERISTICS (IN OR OUTSIDE OF STRUCTURES)						
Distracting Lights or Glare	--	--	--	--	--	+
Sources of Smoke or Electrical Interference	--	--	--	--	--	+
Attractor of Birds	--	--	--	--	--	+

NOTES

1. See Figure 1, Safety Compatibility Zones.
2. Refer to Figure 2 for dimensional layout of the Safety Compatibility Zones.

INTERPRETATION

+ Compatible: Use is acceptable with little or no risks.

( ) Conditional: Land use proposals that fall within this category must be reviewed on a case-by-case ba Commission or jurisdiction having authority. The Commission or jurisdiction having authority may det the use to be acceptable under conditions cited below.

A Density no greater than 1 dwelling unit per 3 acres.
B Density no greater than 2 dwelling units per acre.
C Density no greater than 5 dwelling units per acre.
D No uses attracting more than 10 persons per acre.
E No schools, hospitals, nursing homes, or similar uses.
F Characteristic cannot reasonably be avoided or located outside the indicated safety zone.

-- Incompatible: Use is unacceptable due to associated high risks.

Source: *Fresno Chandler Downtown Airport Land Use Policy Plan,* Revised October 2014

TABLE 3

AIRPORT LAND USE SAFETY COMPATABLITY CRITERIA

LAND USE CHARACTERISTIC	SAFETY ZONES					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
Residential Uses	--	(A)	(B)	(C)	--	+
Other Uses in Structures	--	(D,E)	(E)	(E)	--	+
Other Uses Not in Structures	(D,F)	(D)	+	+	--	+
SPECIAL CHARACTERISTICS (IN OR OUTSIDE OF STRUCTURES)						
Distracting Lights or Glare	--	--	--	--	--	+
Sources of Smoke or Electrical Interference	--	--	--	--	--	+
Attractor of Birds	--	--	--	--	--	+

NOTES

1. See Figure 4.2.1, Safety Compatibility Zones.

2. Refer to figure 4.2.2 for dimensional layout of the Safety Compatibility Zones.

INTERPRETATION

+ Compatible: Use is acceptable with little or no risks.

( ) Conditional: land use proposals that fall within this category must be reviewed on a case-by-case basis by Commission or jurisdiction having authority. The Commission or jurisdiction having authority may determine the use to be acceptable under conditions cited below.

A Density no greater than 1 dwelling unit per 3 acres.
B Density no greater than 2 dwelling units per acre.
C Density no greater than 5 dwelling units per acre.
D No uses attracting more than 10 persons per acre.
E No schools, hospitals, nursing homes, or similar uses.
F Characteristic cannot reasonably be avoided or located outside the indicated safety zone.

-- Incompatible: Use is unacceptable due to associated high risks.

Source: *Fresno Yosemite International Airport Compatibility Land Use Plan,* Revised June 2012

Table 3
AIRPORT LAND USE SAFETY COMPATIBILIITY CRITERIA[1,2]

Land Use Category	Safety Zone 1[3]	2	3	4	5	6
A. RESIDENTIAL[4]						
1. Single family	N	Y[5]	Y[5]	N	N	Y[7]
2. Two family	N	N	N	N	N	Y[7]
3. Multi-family dwelling	N	N	N	N	N	Y[7]
4. Group quarters	N	N	N	N	N	Y[7]
5. Residential hotels	N	N	N	N	N	Y[7]
6. Mobile home parks or courts	N	N	N	N	N	Y[7]
7. Transient lodging-hotels, motels	N	N	N	N	N	Y[7]
8. Other residential	N	N	N	Y[6]	N	Y[7]
B. INDUSTRIAL/MANUFACTURING[8]						
1. Food and kindred products	N	Y	Y	Y	Y	Y
2. Textile mill products	N	Y	Y	Y	Y	Y
3. Apparel	N	Y	Y	Y	Y	Y
4. Lumber and wood products	N	Y	Y	Y	Y	Y
5. Furniture and fixtures	N	Y	Y	Y	Y	Y
6. Paper and allied products	N	Y	Y	Y	Y	Y
7. Printing and publishing	N	Y	Y	Y	Y	Y
8. Chemicals and allied products	N	N	N	Y	Y	Y
9. Petroleum refining and related industries	N	N	N	N	Y	Y
10. Rubber and miscellaneous plastics	N	N	N	Y	Y	Y
11. Stone, clay and glass products	N	Y	Y	Y	Y	Y
12. Primary metal industries	N	Y	Y	Y	Y	Y
13. Fabricated metal products	N	Y	Y	Y	Y	Y
14. Miscellaneous manufacturing	N	Y	Y	Y	Y	Y
C. TRANSPORTATION, COMMUNICATIONS AND UTILITIES[8]						
1. Railroad, rapid rail transit	N	Y	Y	Y	Y	Y
2. Highway and street right of way	Y	Y	Y	Y	Y	Y
3. Vehicle parking lots	N	Y	Y	Y	Y	Y
4. Communications (noise sensitive)	N	Y	Y	Y	Y	Y
5. Utilities (underground)	Y	Y	Y	Y	Y	Y
6. Other transportation, communications and utilities	N	Y	Y	Y	Y	Y

Source: *Reedley Municipal Airport Land Use Compatibility Plan,* November 2007

Figure A5
BASELINE CONDITION SAFETY CRITERIA
(Reedley Municipal Airport)

Table 3 (Continued – Page 2)
AIRPORT LAND USE SAFETY COMPATIBILIITY CRITERIA[1,2]

Land Use Category	Safety Zone					
	1[3]	2	3	4	5	6
D. COMMERCIAL/RETAIL TRADE[8]						
1. Wholesale trade	N	Y	Y	Y	Y	Y
2. Building materials-retail	N	Y	Y	Y	Y	Y
3. General merchandise-retail	N	N	N	Y	Y	Y
4. Food retail	N	N	N	Y	Y	Y
5. Automotive	N	Y	Y	Y	Y	Y
6. Apparel and accessories-retail	N	N	N	Y	Y	Y
7. Eating and drinking places	N	N	N	Y	Y	Y
8. Furniture, home furnishing-retail	N	N	N	Y	Y	Y
9. Other retail trade	N	N	N	Y	Y	Y
E. PERSONAL AND BUSINESS SERVICES[8]						
1. Finance, insurance and real estate	N	Y	Y	Y	Y	Y
2. Personal services	N	Y	Y	Y	Y	Y
3. Business services	N	Y	Y	Y	Y	Y
4. Repair services	N	Y	Y	Y	Y	Y
5. Contract construction services	N	Y	Y	Y	Y	Y
6. Indoor recreation services	N	Y	Y	Y	Y	Y
7. Other services	N	Y	Y	Y	Y	Y

Source: *Reedley Municipal Airport Land Use Compatibility Plan,* November 2007

Figure A5 (continued)
BASELINE CONDITION SAFETY CRITERIA
(Reedley Municipal Airport)

Table 3 (Continued – Page 3)
AIRPORT LAND USE SAFETY COMPATIBILIITY CRITERIA[1,2]

Land Use Category	Safety Zone 1[3]	2	3	4	5	6
F. PUBLIC AND QUASI-PUBLIC SERVICES[8]						
1. Government services	N	N	N	Y	N	Y
2. Education services	N	N	N	N	N	Y
3. Cultural activities including churches	N	N	N	N	N	Y
4. Medical and other health services	N	N	N	Y	N	Y
5. Cemeteries	N	Y	Y	Y	Y	Y
6. Non-profit organizations	N	N	N	Y	N	Y
7. Other public and quasi-public services	N	N	N	Y	N	Y
G. OUTDOOR RECREATION[8]						
1. Playgrounds, neighborhood parks	N	N	N	Y	Y	Y
2. Community and regional parks	N	N	N	Y	Y	Y
3. Nature exhibits	N	Y	Y	Y	Y	Y
4. Spectator sports including arenas	N	N	N	N	N	Y
5. Golf courses, riding stables	N	Y	Y	Y	Y	Y
6. Water-based recreational areas	N	N	N	Y	Y	Y
7. Resort and group camps	N	N	N	Y	Y	Y
8. Auditoriums, concert halls	N	N	N	N	N	Y
9. Outdoor amphitheaters, music halls	N	N	N	N	N	Y
10. Other outdoor recreation	N	Y	Y	Y	Y	Y

Source: *Reedley Municipal Airport Land Use Compatibility Plan,* November 2007

Figure A5 (continued)
BASELINE CONDITION SAFETY CRITERIA
(Reedley Municipal Airport)

Table 3 (Continued – Page 4)
AIRPORT LAND USE SAFETY COMPATIBILIITY CRITERIA[1,2]

Land Use Category	Safety Zone					
	1[3]	2	3	4	5	6
H. RESOURCE PRODUCTION, EXTRACTION, AND OPEN SPACE[8]						
1. Agriculture (except livestock)	Y[9]	Y[9]	Y[9]	Y[9]	Y[9]	Y[9]
2. Livestock farming, animal breeding	N	Y	Y	Y	Y	Y
3. Forestry activities	N	Y	Y	Y	Y	Y
4. Fishing activities and related services	N	Y	Y	Y	Y	Y
5. Mining activities	N	Y	Y	Y	Y	Y
6. Permanent open space	Y	Y	Y	Y	Y	Y
7. Water areas	Y[9]	Y[9]	Y[9]	Y[9]	Y[9]	Y[9]

Notes:

1. Y = Use is acceptable in safety zone indicated
2. N = Use is not acceptable in safety zone indicated
3. No structures of any kind are allowed in Safety Zone 1
4. No new residential lots shall be created in Safety Zones 1, 2, 3 and 5
5. Single family residential is a compatible land use only if the population density is less than 1 single family dwelling unit per 20 acres.
6. New residential lots created in Safety Zone 4 shall have a minimum lot size of 20 acres.
7. New residential land use density in Safety Zone 6 shall be regulated by the underlying general or specific plan.
8. Maximum allowable intensity of use for nonresidential land uses is expressed in total people per gross acre. The following maximum land use intensities for nonresidential uses are intended to represent the maximum number of people permitted at any one time under normal circumstances. Exceptions should be considered only for infrequent special events.

Safety Zone					
1	2	3	4	5	6
0[a]	10	60	60	80	150

   a. Exceptions can be permitted for agricultural activities, roads, and vehicular parking provided that FAA criteria are satisfied. Also see Note 9 with regard to agricultural activities.

9. Allowable if it can be shown that the use is not a wildlife attractant as defined by the most current edition of FAA Advisory Circular 150/5200-33A, *Hazardous Wildlife Attractants on or Near Airports*, or FAA Advisory Circular 150/5200-34, *Construction or Establishment of Landfills Near Public Airports*.

Source: *Reedley Municipal Airport Land Use Compatibility Plan,* November 2007

Figure A5 (continued)
BASELINE CONDITION SAFETY CRITERIA
(Reedley Municipal Airport)

The Traffic Pattern Zone for the Proposed ALUCP is based on the outer boundary of the 14 CFR Part 77 Conical Surface.

The Proposed ALUCP 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.) and include the following:

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 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.

For comparison, the following exhibits depict the Baseline Condition safety zones and the Proposed ALUCP zones.

- Coalinga Municipal Airport (C80) – **Figure A6**
- Firebaugh Airport (F34) – **Figure A7**
- Fresno-Chandler Executive Airport (FCH) – **Figure A8**
- Fresno Yosemite International Airport (FAT) – **Figure A9**
- Harris Ranch Airport (3O8) – **Figure A10**
- Reedley Municipal Airport (O32) – **Figure A11**
- Selma Airport (0Q4) – **Figure A12**
- Sierra Sky Park Airport (E79) – **Figure A13**
- William Robert Johnston Municipal Airport (M90) – **Figure A14**

As previously discussed, the displacement analysis focuses on portions of undeveloped parcels located in both the Baseline Condition safety zones and the Proposed ALUCP Update zones and subject to a density or intensity limitation one or both plans. Portions of parcels that are planned or zoned for compatible land uses based on the safety zone in which they are located are excluded from this analysis. For example, an undeveloped parcel planned for residential use located in the Horizontal Zone the Sierra Sky Park in the Baseline Condition is not included in the analysis because this use is characterized as "Acceptable" as outlined in **Figure A2**.

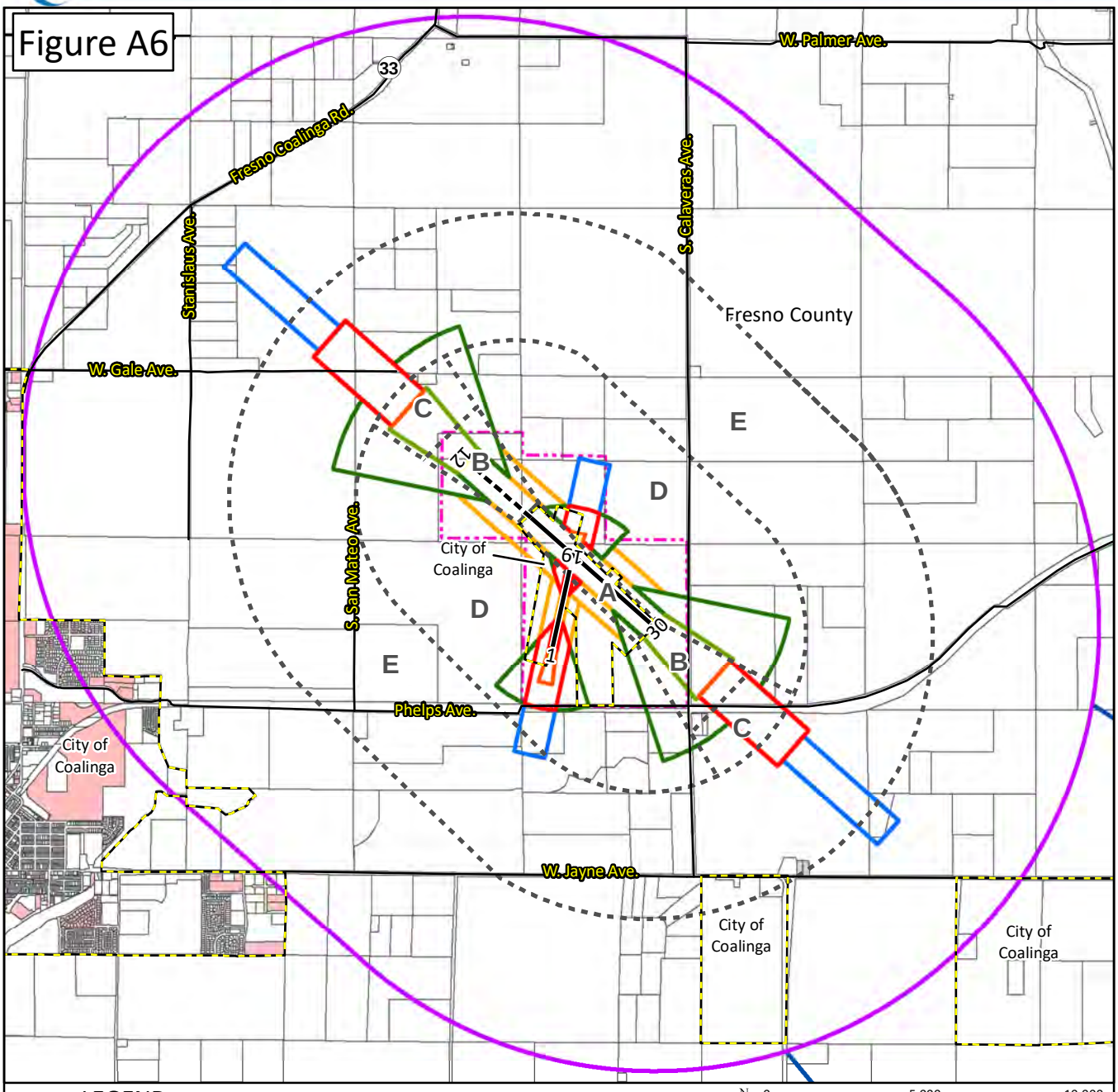
Additionally, in contrast to the Baseline Condition, the Proposed ALUCP includes two policies which may influence the density or intensity for a specific site. The policies relate to construction of a single-family residence and infill. Per Section 2.4.4 of the Proposed ALUCP, construction of a single-family residence, including a second dwelling unit, is allowed on a single legal lot of record if the property not located in Zone 1, the project is permitted by the local agency and the project is reviewed by the ALUC for consistency. Additionally, per Section 3.2.3, where development is not in conformance with the criteria set forth in the Proposed ALUCP, additional infill development of similar land uses may be allowed if specific criteria are met. Using this approach may increase the allowable density in the areas planned for residential development.

The following sections discuss the displacement analysis based on both the general plan and zoning designations for undeveloped parcels.

GENERAL PLAN

Table A1 summarizes the acreage of undeveloped land subject to density or intensity limitations under the Baseline Condition plans and the Proposed ALUCP for each of the airports. The acreages are based on the general plan information presented in the respective airport appendices included in the Proposed ALUCP. The table also summarizes the additional acreage of undeveloped parcels subject to the policies of the Proposed ALUCP.

Figure A6



LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Undeveloped Parcels[2]
- Baseline Condition Safety Zones[3]
  - A. Transitional Surface
  - B. Approach Zone
  - C. Primary Review Area
  - D. Primary Surface
  - E. Conical Zone
- Proposed ALUCP 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

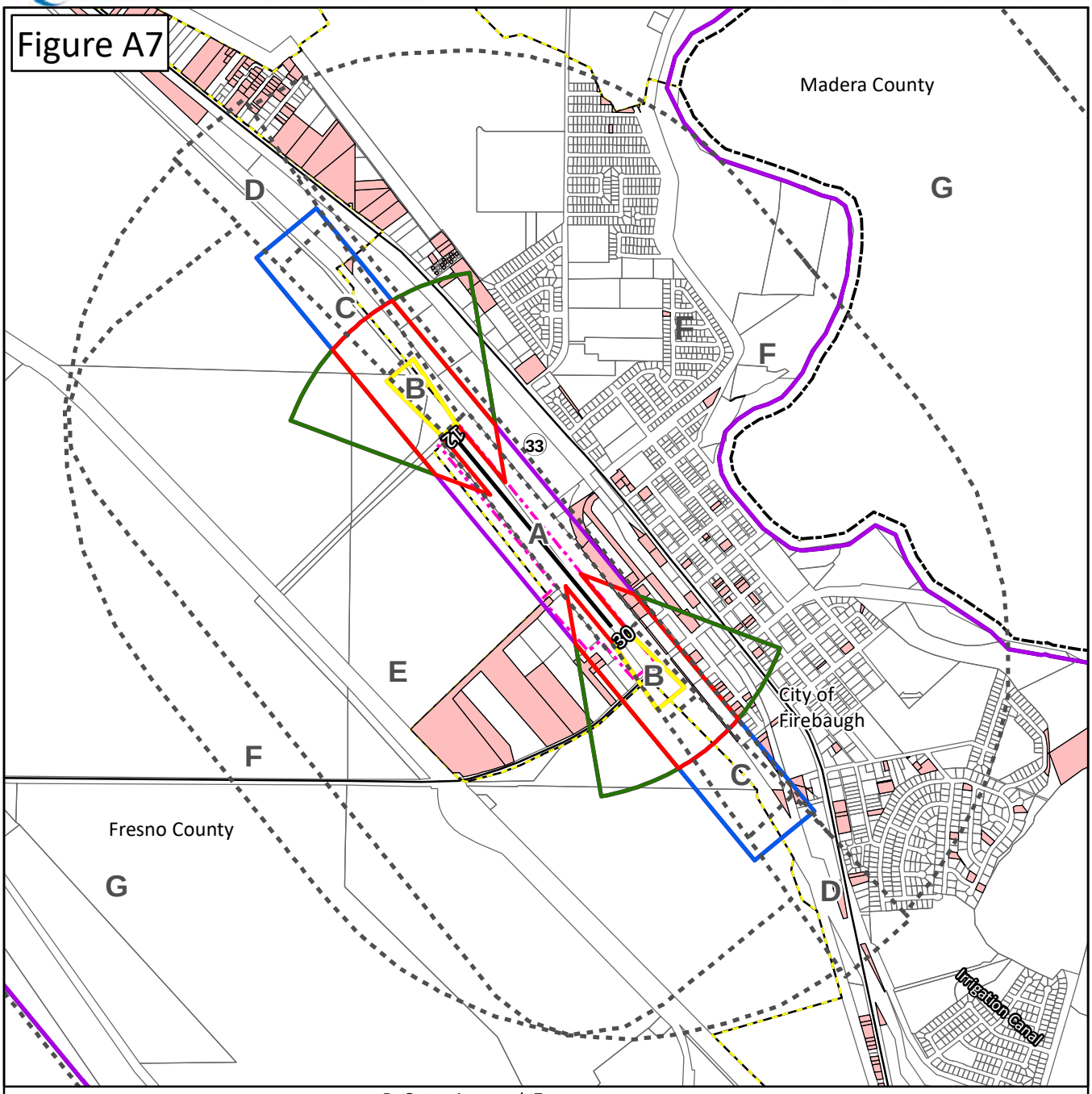
N 0 5,000 10,000

1" = 5,000'

[1]Coalinga Airport Layout Plan (2007).
[2]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.
[3]Fresno Council of Governments
[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).

Figure A6
COALINGA MUNICIPAL - SAFETY ZONE COMPARISON

Figure A7



LEGEND

- Runway[1]
- Airport Boundary[1]
- Parcel Boundary
- Municipal Boundary
- County Boundary
- Streets
- Undeveloped Parcels[2]
- Baseline Condition Safety Zones[3]
  - A. Runway Zone Primary Surface
  - B. Clear Zone
  - C. Inner Approach Zone
  - D. Outer Approach Zone
  - E. Traffic Pattern Zone
  - F. Horizontal Zone
  - G. Conical Zone
- Proposed ALUCP 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

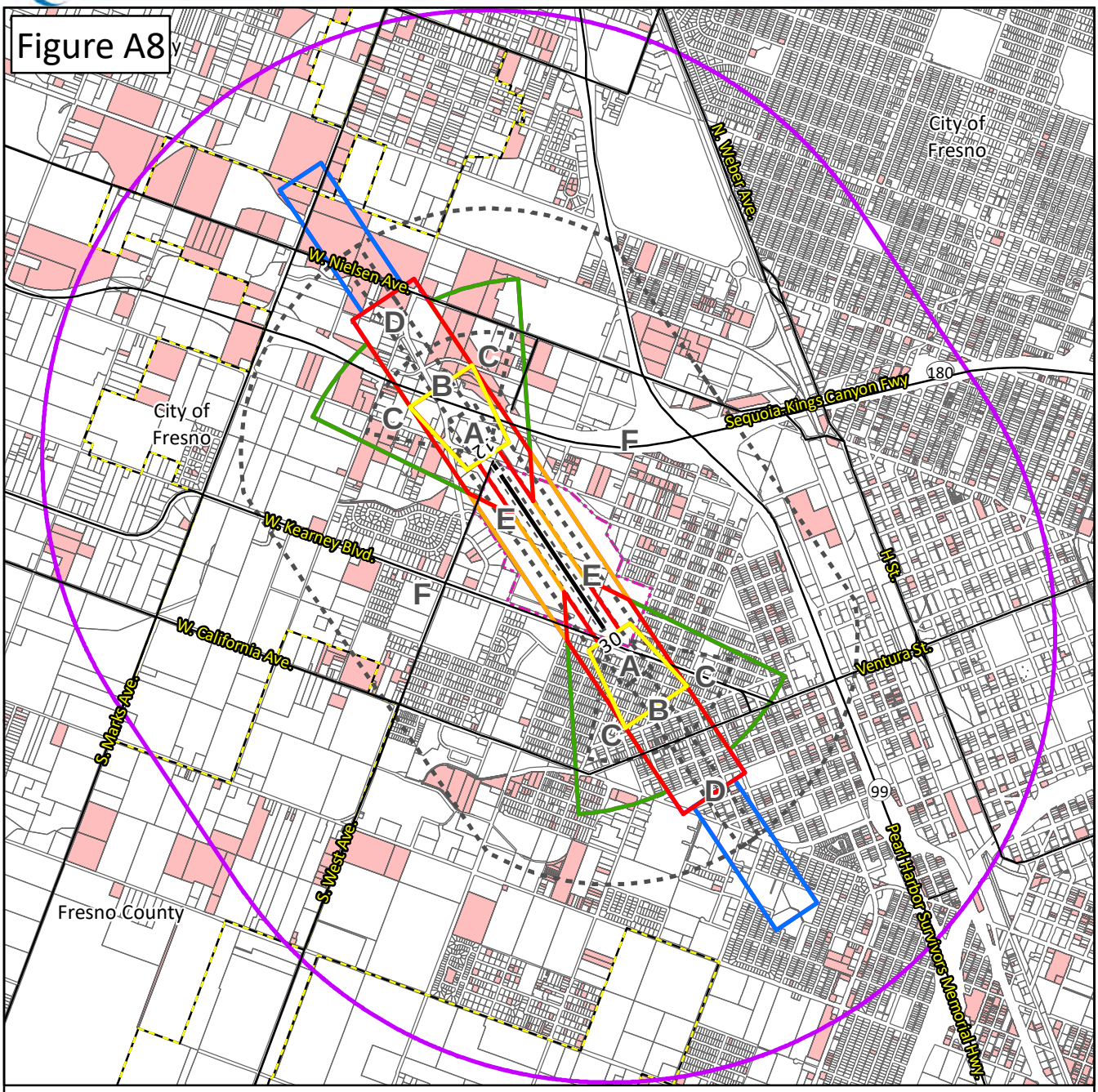
N 0 2,000 4,000

1" = 2,000'

[1]Firebaugh Airport Layout Plan (2013).
[2]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.
[3]Fresno Council Of Governments.
[4]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets.

Figure A7
FIREBAUGH - SAFETY ZONE COMPARISON

Figure A8



LEGEND

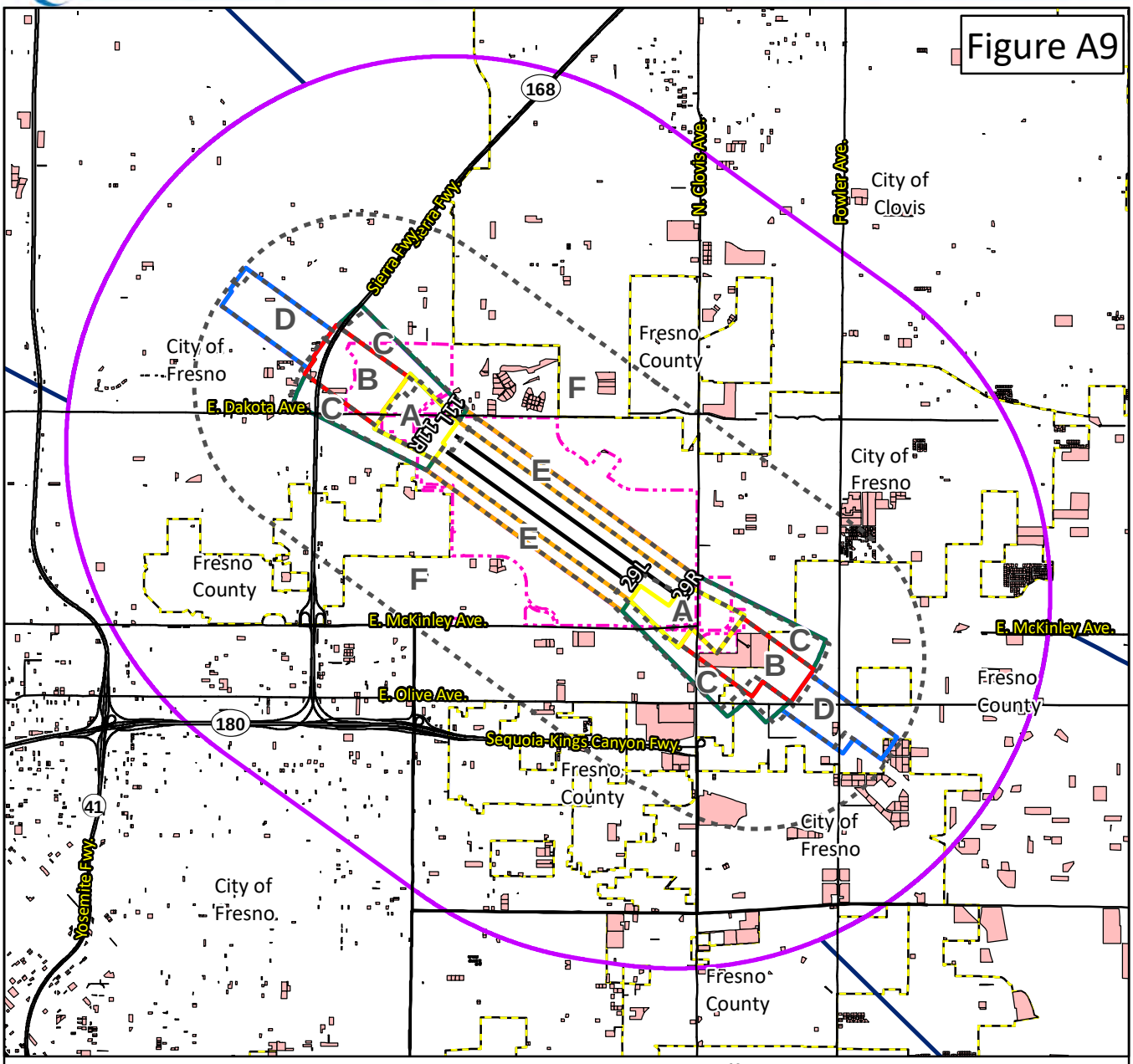
- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Undeveloped Parcels[2]
- Baseline Condition Safety Zones[3]
  - A. Runway Protection Zone
  - B. Inner Approach Zone
  - C. Inner Turning Zone
  - D. Outer Approach Zone
  - E. Sideline Zone
  - F. Traffic Pattern Zone
- Proposed ALUCP 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]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.
[3]Fresno County Council Of Governments.
[4]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets.

Figure A8
FRESNO-CHANDLER EXECUTIVE - SAFETY ZONE COMPARISON



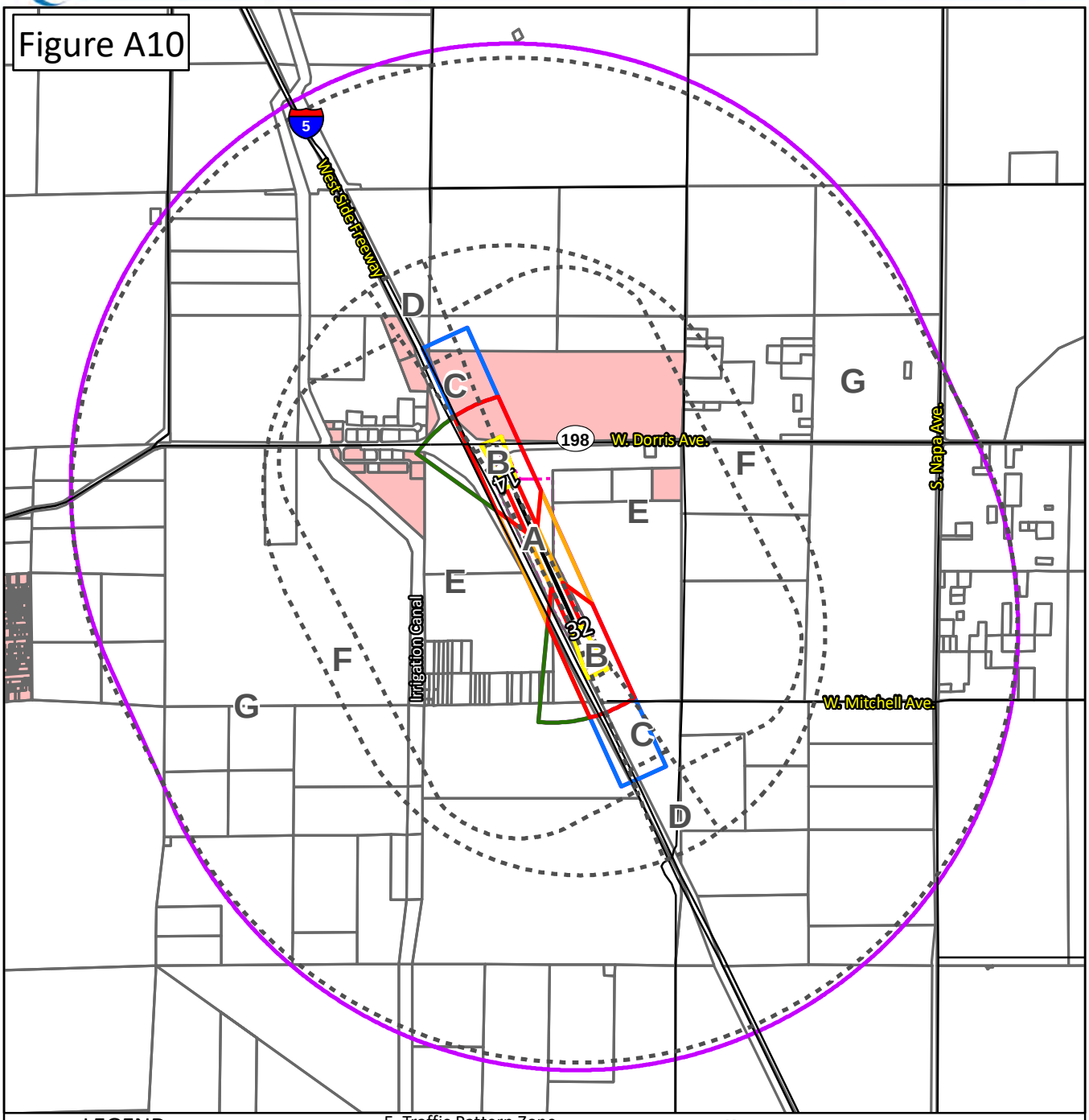
LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Undeveloped Parcels[2]
- Baseline Condition Safety Zones[3]
  - A. Runway Protection Zone
  - B. Inner Approach Zone
  - C. Inner Turning Zone
  - D. Outer Approach Zone
  - E. Sideline Zone
  - F. Traffic Pattern Zone
- Proposed ALUCP 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

[1]FresnoYosemite Intl. Airport Layout Plan (2013)
[2]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.
[3]Fresno County Council Of Governments.
[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).

Figure A9
FRESNO YOSEMITE INTL. - SAFETY ZONE COMPARISON

Figure A10



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Streets
- Undeveloped Parcels[3]
- Baseline Condition Safety Zones[4]
  - A. Runway Zone/Primary Surface
  - B. Clear Zone
  - C. Inner Approach Zone
  - D. Outer Approach Zone
  - E. Traffic Pattern Zone
  - F. Horizontal Zone
  - G. Conical Zone
- Proposed ALUCP 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

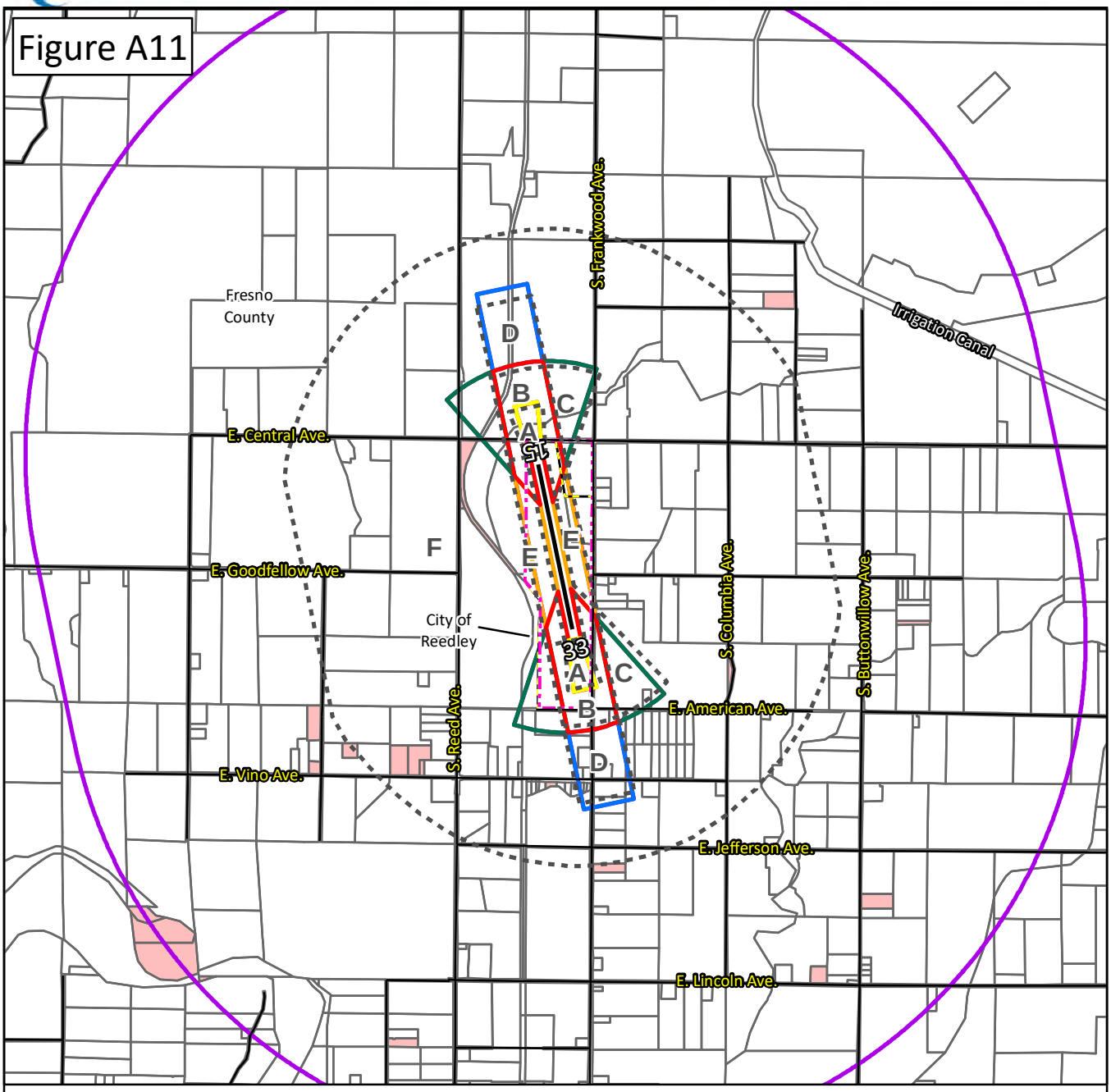
0 3,000 6,000

1" = 3,000'

[1]Runway centerline placed from ESRI Imagery (2016)
[2]APN: 06506072S, APN: 06506081S.
[3]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.
[4]Fresno County Council of Governments.
[5]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County, ESRI Streets, ESRI Basemap.

Figure A10
HARRIS RANCH - SAFETY ZONE COMPARISON

Figure A11

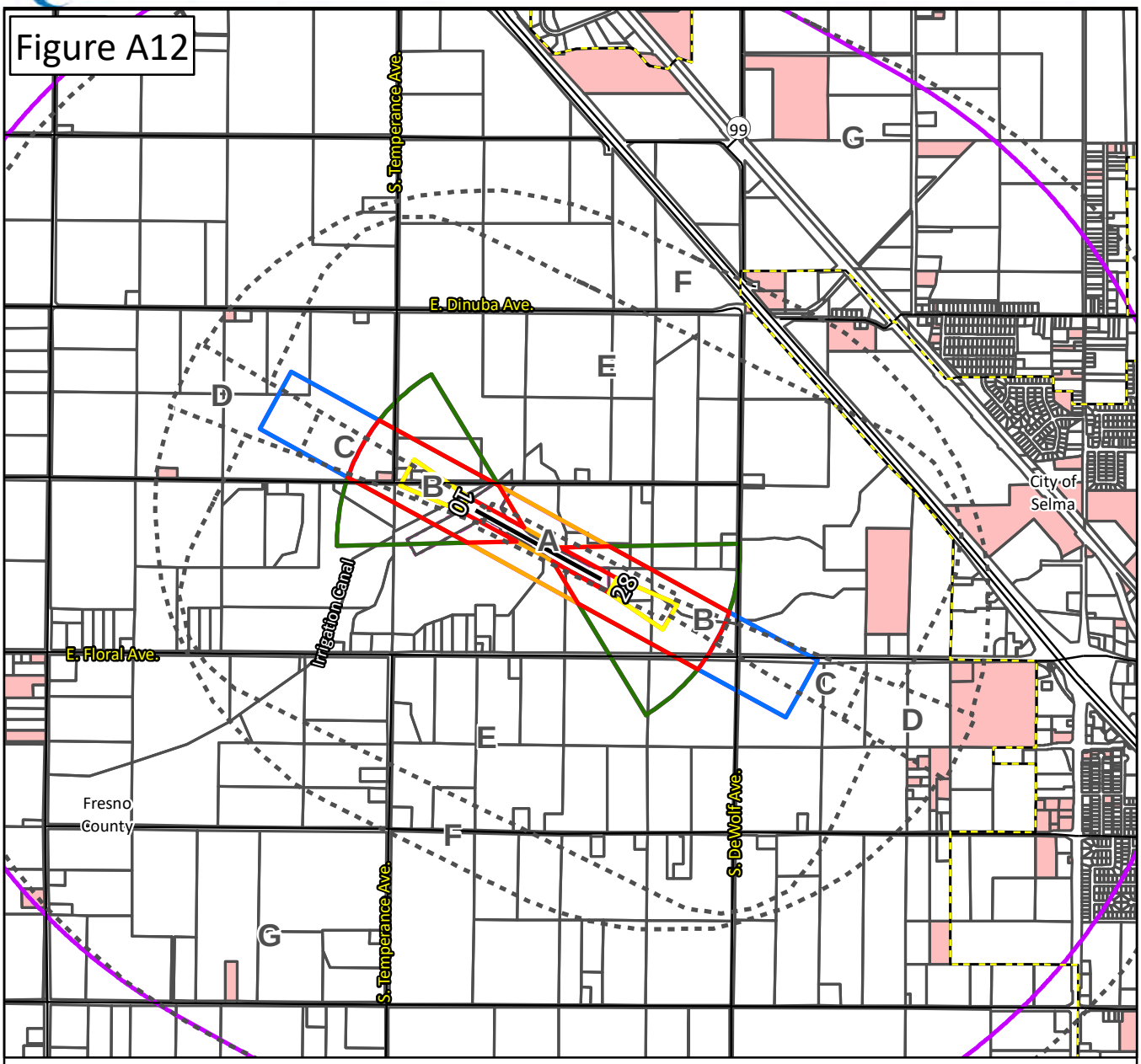


LEGEND

- Runway[1]
- Airport Property[1]
- Parcel Boundary
- Municipal Boundary
- Streets
- Undeveloped Parcels[2]
- Baseline Condition Safety Zones[3]
  - A. Runway Protection Zone
  - B. Inner Approach/Departure Zone
  - C. Inner Turning Zone
  - D. Outer Approach/Departure Zone
  - E. Sideline Zone
  - F. Traffic Pattern Zone
- Proposed ALUCP 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

[1]Reedley Municipal Airport Layout Plan (2013).
[2]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.
[3]Fresno County Council of Governments.
[4]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets.

Figure A12



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- Streets
- Undeveloped Parcels[3]
- Baseline Condition Safety Zones[4]
  - A. Runway Zone/Primary Surface
  - B. Clear Zone
  - C. Inner Approach Zone
  - D. Outer Approach Zone
  - E. Traffic Pattern Zone
  - F. Horizontal Zone
  - G. Conical Zone
- Proposed ALUCP 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

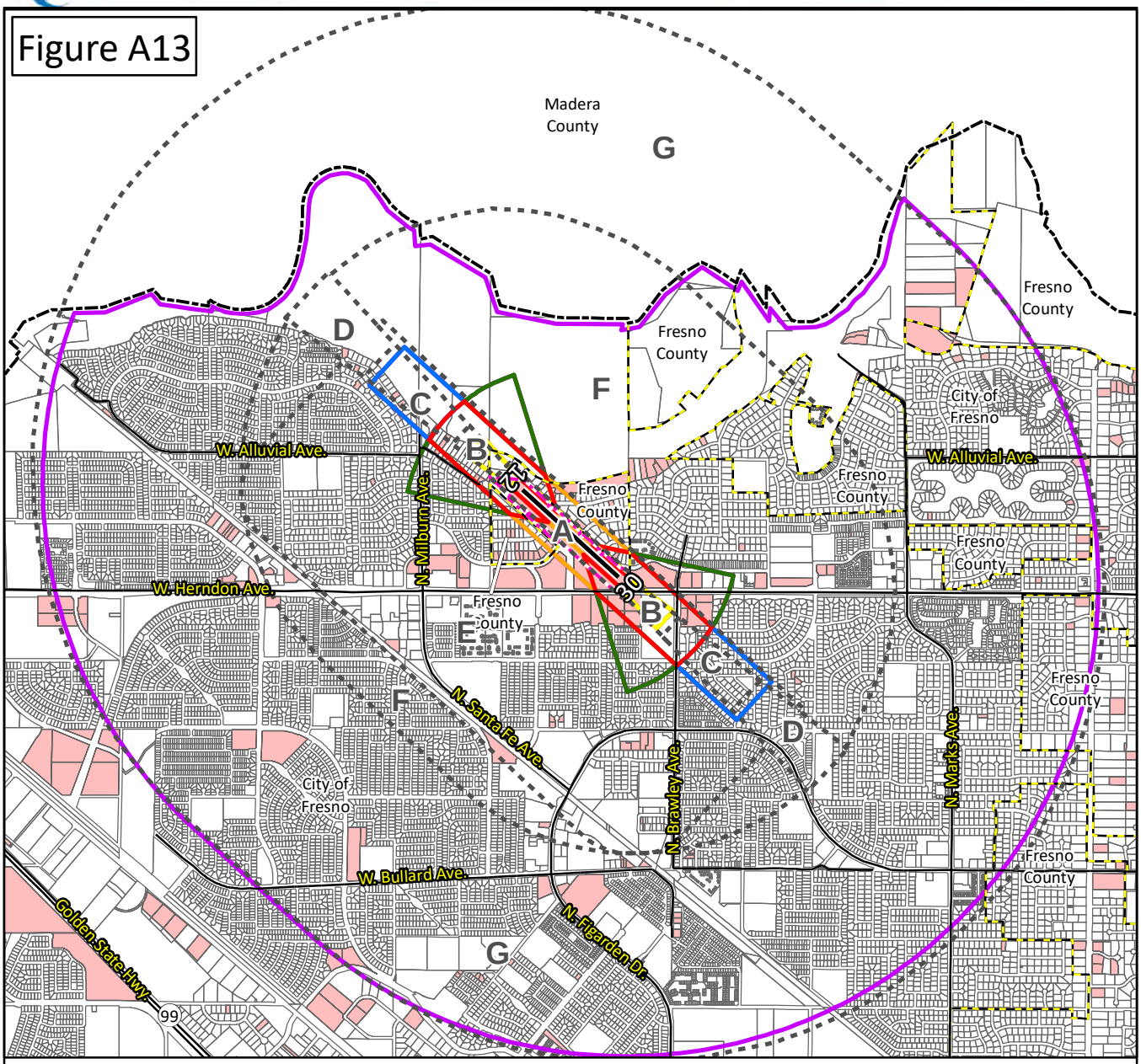
0 2,500 5,000

1" = 2,500'

[1]Runway digitized from ESRI Basemap Imagery (2016).
[2]APN: 34818043
[3]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.
[4]Fresno County Council of Governments.
[5]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets.

Figure A12
SELMA - SAFETY ZONE COMPARISON

Figure A13



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- County Boundary
- Streets
- Undeveloped Parcels[3]
- Baseline Condition Safety Zones[4]
  - A. Runway Zone Primary Surface
  - B. Clear Zone
  - C. Inner Approach Zone
  - D. Outer Approach Zone
  - E. Traffic Pattern Zone
  - F. Horizontal Zone
  - G. Conical Zone
- Proposed ALUCP 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]FAA 5010 Master Record

[2]APN's: 50103102, 50103402, 50104202, 50105001, 50104702.

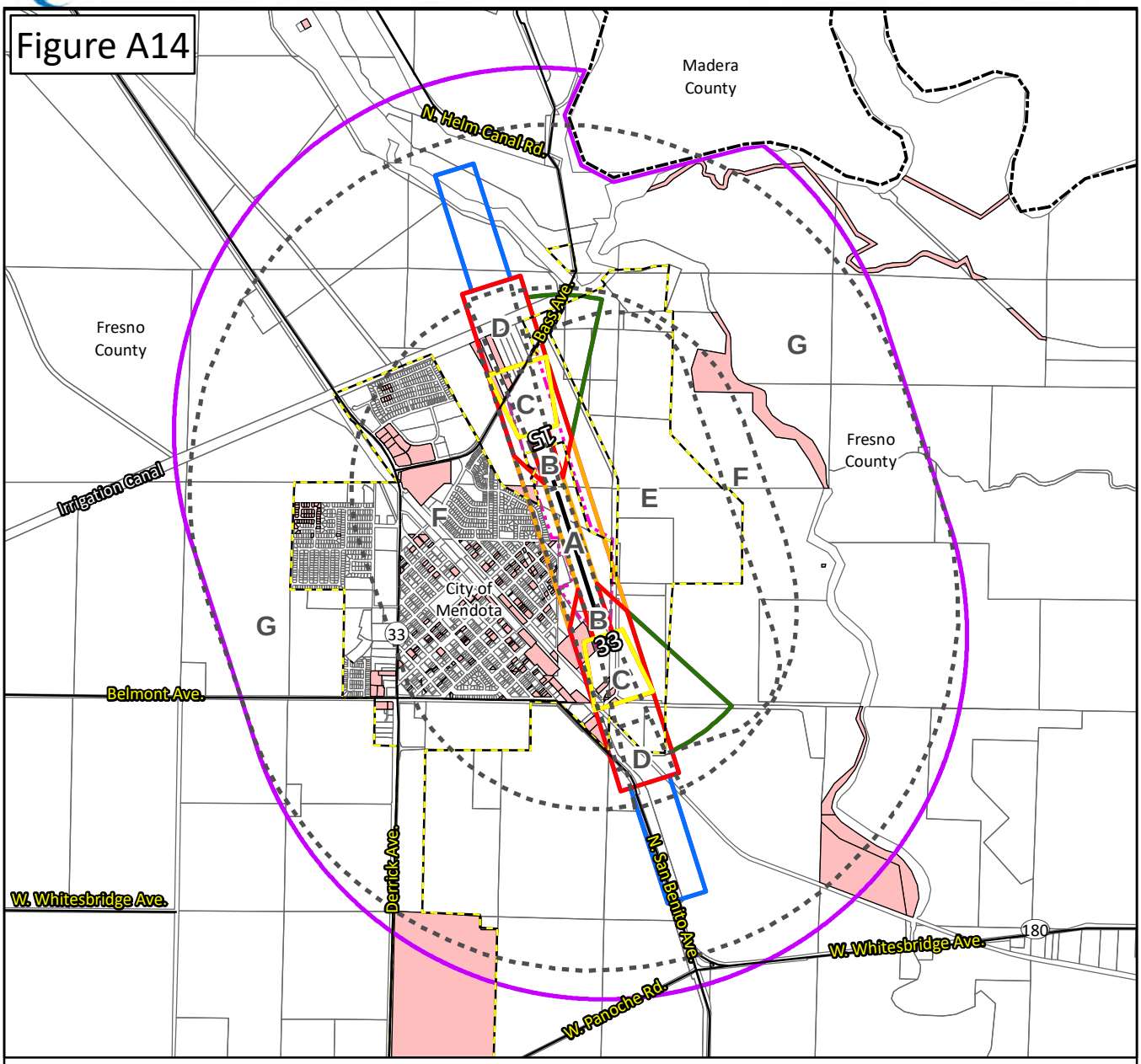
[3]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.

[4]Fresno Council of Governments.

[5]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.

Sources: Fresno County Parcels, Fresno County Streets.

Figure A14



LEGEND

- Existing Runway[1]
- Ultimate Runway[2]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- County Boundary
- Streets
- Undeveloped Parcels[3]
- Baseline Condition Safety Zones[4]
  - A. Runway Zone Primary Surface
  - B. Clear Zone
  - C. Inner Approach Zone
  - D. Outer Approach Zone
  - E. Traffic Pattern Zone
  - F. Horizontal Zone
  - G. Conical Zone
- Proposed ALUCP 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 4,000 8,000

1" = 4,000'

[1]FAA 5010 Master Record.
[2]William Robert Johnston Airport Layout Plan.
[3]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.
[4]Fresno Council of Governments
[5]Figure 3A, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets.

Figure A14
WILLIAM ROBERT JOHNSTON MUNICIPAL - SAFETY ZONE COMPARISON

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As indicated in the table, the displacement analysis indicates that there are no undeveloped parcels planned for land uses subject to density or intensity limitations under the Baseline Condition or the Proposed ALUCP at Coalinga Municipal Airport, Harris Ranch Airport and Reedley Municipal Airport. Much of the area surrounding these airports is planned for agricultural uses and are therefore not included because they do not meet the undeveloped criterion for this analysis.

Of the remaining airports, the amount of undeveloped acreage increases between the Baseline Condition and the Proposed ALUCP. These differences are due to changes in the shapes of the zones which are generally larger for the Proposed ALUCP when compared to the Baseline Condition. Additionally, the zones for the two airports with the largest increases – Fresno-Chandler Executive Airport and William Robert Johnston Municipal Airport include proposed runway extensions shown on their FAA-approved airport layout plans. The runway extensions are not included in the Baseline Condition safety zones for these airports. As noted in Chapter One, the ALUCP assumptions should be based on up-to-date ALPs per Pub. Util. Code §21675(a) therefore these planned improvements are included in the Proposed ALUCP. Calculations based on the acreages summarized in the table and the maximum allowable density and intensity are discussed in the following sections.

Table A1
Fresno County ALUCP Update
General Plan and Safety Zone Undeveloped Acreage Comparison

Airport	Undeveloped Acreage Subject to Restrictions Under Baseline Condition and Proposed ALUCP[1]	Undeveloped Area Not Previously Subject to ALUCP Density or Intensity Limitations [1,2]	Total
Coalinga Municipal Airport (C80)	0	0	0
Firebaugh Airport (F34)	1.0	13.9	14.9
Fresno-Chandler Executive Airport (FCH)	12.5	108.5	121
Fresno Yosemite International Airport (FAT)	1.9	15.4	17.3
Harris Ranch Airport (3O8)	0	0	0
Reedley Municipal Airport (O32)	0	0	0
Selma Airport (0Q4)	0.7	0	0.7
Sierra Sky Park Airport (E79)	6.1	28.1	34.2
William Robert Johnston Municipal Airport (M90)	7.3	2.2	9.5

[1] Undeveloped parcels are defined as vacant parcels that are planned or zoned for residential, commercial, institutional, or industrial land uses.

[2] Note 2: For the purposes of this analysis, only portions of those parcels within Zone 1 (Runway Protection Zone or RPZ), Zone 2 (Inner Approach/Departure Zone or IADZ), Zone 3 (Inner Turning Zone or ITZ), Zone 4 (Outer Approach/Departure Zone or OADZ), and Zone 5 (Sideline Zone or SZ) are included. Undeveloped parcels within Zone 6 are not included in the analysis due to the absence of maximum residential densities within these zones as specified in Table 3A of the ALUCP Update; therefore, displacement would not occur in these areas. Additionally, regarding non-residential displacement, the only type of land use which is prohibited within the AIA is outdoor stadiums or other high intensity uses with more than 300 people per acre. Based on a review of local land use plans, there are no potential sites within the AIA that are planned to be developed as an outdoor stadium or other high intensity use.
Source: Coffman Associates analysis.

Source: Coffman Associates analysis

FIREBAUGH AIRPORT

Areas Subject to Baseline Condition and Proposed ALUCP Restrictions

Table A2 summarizes the general plan and safety zone displacement analysis for Firebaugh Airport. As indicated in the table, a total of one undeveloped acre is subject to airport compatibility restrictions within the Baseline Condition and the Proposed ALUCP. Of this acreage, there are no areas planned for residential development. As noted in the table, the maximum occupancy for this area would increase from 7.4 to 132.7 people.

Areas Not Previously Subject to ALUCP Density or Intensity Limitations

Under the Proposed ALUCP, an additional 13.9 acres would be subject to. Of this acreage, one acre is planned for residential land use and the remaining 12.9 acres are planned for non-residential land uses. It is important to note that the acreages only represent the portions of parcels located within safety zones subject to density or intensity limitations under the Proposed ALUCP. These portions may be part of larger parcels upon which there are no density or intensity limitations and development could be shifted from the portion of the parcel with restrictions to an area where no restrictions apply.

Under the adopted general plans, there are no specific guidelines for density or intensity for comparison to the Proposed ALUCP policies to determine if displacement would occur. The intensity limitations as specified in Table 3A of the Proposed ALUCP are 60 people per acre for the Inner Approach/Departure Zone, 100 people per acre for the Inner Turning Zone and Sideline Zone, and 150 people per acre for the Outer Approach/Departure Zone. Based on this information, the types of land uses planned for these could be developed in a manner consistent with the goals of the ALUCP. Therefore, no displacement would occur.

Regarding single family residential development, as previously discussed, per Section 2.4.4 of the Proposed ALUCP, construction of a single-family residence, including a second dwelling unit, is allowed on a single legal lot of record if the property not located in Zone 1, the project is permitted by the local agency, and the project is reviewed by the ALUC for consistency. The identified areas would likely meet these conditions; therefore, displacement will not occur.

The 0.1-acre area planned for multi-family residential development within the Inner Turning Zone is part of a 1.7-acre parcel which is primarily located in the Traffic Pattern Zone for which there is no restriction for the number of dwelling units per acre. Development on this parcel could be shifted area where no restrictions apply and therefore displacement would not occur.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development within the AIA for Firebaugh Airport.

TABLE A2
Firebaugh Airport (F34)
General Plan and Safety Zone Displacement Analysis

Baseline Condition Zone	Zoning Designation	Acres of Undeveloped Land[1]	Maximum People Per Acre (Non-Residential)	Maximum Dwelling Units (Residential)
Runway Protection Zone	Office	0.1	0	-
Inner Approach Zone	Office	0.9	7.4	-
Total		**1.0**	**7.4**	**-**
Proposed ALUCP Zone	**Zoning Designation**	**Acres of Undeveloped Land [1,2]**	**Maximum People Per Acre (Non-Residential)**	**Maximum Dwelling Units (Residential)**
Inner Approach/Departure Zone	Office	0.2	13.0	-
Outer Approach/Departure Zone	Office	0.8	119.7	-
Total		**1.0**	**132.7**	**-**
Difference (Proposed ALUCP – Baseline Condition)		**0.0**	**125.5**	**-**

Note 1: Undeveloped parcels are defined as vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses

Note 2: For the purposes of this analysis, only portions of those parcels within Zone 1 (Runway Protection Zone or RPZ), Zone 2 (Inner Approach/Departure Zone or IADZ), Zone 3 (Inner Turning Zone or ITZ), Zone 4 (Outer Approach/Departure Zone or OADZ), and Zone 5 (Sideline Zone or SZ) are included. Undeveloped parcels within Zone 6 are not included in the analysis due to the absence of maximum residential densities within these zones as specified in Table 3A of the ALUCP Update; therefore, displacement would not occur in these areas. Additionally, regarding non-residential displacement, the only type of land use which is prohibited within the AIA is outdoor stadiums or other high intensity uses with more than 300 people per acre. Based on a review of local land use plans, there are no potential sites within the AIA that are planned to be developed as an outdoor stadium or other high intensity use.

Source: Coffman Associates analysis.

FRESNO-CHANDLER EXECUTIVE AIRPORT

Areas Subject to Baseline Condition and Proposed ALUCP Restrictions

Table A3 summarizes the general plan and safety zone displacement analysis for Fresno-Chandler Executive Airport. As shown in the table, 12.5 undeveloped acres are subject to airport compatibility restrictions within the Baseline Condition and the Proposed ALUCP and the maximum occupancy for this area would increase from 57.6 to 2,853 people. For residential development, the number of allowable dwelling units decreases from 26.8 to 2.6. This is related to the decrease in allowable density in the 4.2-acre area planned for single-family residential land use that is located within the Inner Turning Zone. The density limitation is five units per acre and in the Baseline Condition and one dwelling unit per two acres in the Proposed ALUCP. Based on the initial calculations, the Proposed ALUCP, is more restrictive than the Baseline Condition, however, the Proposed ALUCP has additional policies which may result in an increase in density above what it shown in the table. These policies relate to single-family residence development by right and infill. Per Section 2.4.4 of the Proposed ALUCP, construction of a single-family residence, including a second dwelling unit, is allowed on a single legal lot of record if the property not located in Zone 1, the project is permitted by the local agency, and the project is reviewed by the ALUC for consistency. Therefore, the dwelling units total for single-family residential land would be greater than the calculation results presented in the table. Additionally, per Section 3.2.3, where development

is not in conformance with the criteria set forth in the Proposed ALUCP, additional infill development of similar land uses may be allowed if specific criteria are met. Using this approach would increase the allowable density in the areas planned for residential development and no displacement would occur.

Areas Not Previously Subject to ALUCP Density or Intensity Limitations

Under the Proposed ALUCP, an additional 108.5 acres would be subject to limitations under the Proposed ALUCP. Of this acreage, 16.9 acres are planned for residential land use and the remaining 91.5 acres are planned for non-residential land uses. It is important to note that the acreages only represent the portions of parcels located within safety zones subject to density or intensity limitations under the Proposed ALUCP. These portions may be part of larger parcels upon which there are no density or intensity limitations.

Under the adopted general plans, there are no specific guidelines for density or intensity for comparison to the Proposed ALUCP policies to determine if displacement would occur. The intensity limitations as specified in Table 3A of the Proposed ALUCP are 60 people per acre for the Inner Approach/Departure Zone, 100 people per acre for the Inner Turning Zone and Sideline Zone, and 150 people per acre for the Outer Approach/Departure Zone. Based on this information, the types of land uses planned for these could be developed in a manner consistent with the goals of the ALUCP. Therefore, no displacement would occur.

Regarding areas planned for single family residential development, the 0.6-acre area within the Inner Approach/Departure Zone consists of portions of several parcels that would be subject to the previously discussed Proposed ALUCP policies related to single family residence development by right (Section 2.4.4) and infill (Section 3.2.3); therefore, displacement is unlikely to occur. Based on a review of land use mapping collected for the project,16.3 acres of land planned for single family residential would be located within the Proposed ALUCP Inner Turning Zone which has a density restriction of one dwelling unit per two acres. It should be noted that this area was classified as Traffic Pattern Zone in the *Fresno-Chandler Downtown Airport Land Use Policy Plan*, Revised October 2014. As previously noted, the *Fresno-Chandler Downtown Airport Land Use Policy Plan* does not reflect the runway extension shown on the Fresno-Chandler Executive Airport ALP dated 2011. Adoption of the Proposed ALUCP will decrease the number of dwelling units allowed in Inner Turning Zone. The 16.3 acres includes 9.5 acres of the land planned for single family residential development within the Inner Turning Zone is part of a 140-acre parcel. Development on this land could be configured to position dwelling units outside of the areas with the greatest density restriction. The remaining 6.8 acres planned for single family residential development within the Proposed ALUCP Inner Turning Zone could be developed with residences under the single-family residence development by right (Section 2.4.4) and infill (Section 3.2.3) polices.

A total of 2.3 acres are planned for mixed use development within the Inner Turning Zone and 0.9 acres are planned for mixed use development within the Outer Approach Departure Zone. As noted, the calculations are based on 50 percent of this land being developed with residential land uses and 50 percent of the land being developed with non-residential land uses. Given the flexibility of mixed use development which can accommodate varying uses, it is unlikely that displacement would occur on these parcels given the policies within the Proposed ALUCP.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development within the AIA for Fresno-Chandler Executive Airport.

TABLE A3
Fresno-Chandler-Executive Airport (FCH)
General Plan and Safety Zone Displacement Analysis

Baseline Condition Zone	General Plan Designation	Acres of Undeveloped Land[1]	Maximum People Per Acre (Non-Residential)	Maximum Dwelling Units (Residential)
Runway Protection Zone	Single Family Residential	0.2	-	0
Inner Approach/Departure Zone	Commercial	0.5	5.3	
Inner Approach/Departure Zone	Industrial	5.2	52.4	
Outer Approach/Departure Zone	Mixed Use[3]	2.3	-	5.8
Outer Approach/Departure Zone	Single Family Residential	4.2	-	4[4]
Total		**12.5**	**57.6**	**9.8**
Proposed ALUCP Zone	**General Plan Designation**	**Acres of Undeveloped Land [1,2]**	**Maximum People Per Acre (Non-Residential)**	**Maximum Dwelling Units (Residential)**
Runway Protection Zone	Industrial	3.6	0.0	-
Runway Protection Zone	Single Family Residential	0.2		0.0
Inner Approach/Departure Zone	Commercial	0.5	31.6	-
Inner Approach/Departure Zone	Industrial	1.7	100.5	-
Inner Approach/Departure Zone	Mixed Use[3]	0.5	13.9	0.0
Inner Turning Zone	Single Family Residential	4.2		4[4]
Outer Approach/Departure Zone	Mixed Use[3]	1.9	139.3	0.5
Total		**12.5**	**285.3**	**4.5**
Difference (Proposed ALUCP – Baseline Condition)		**0.0**	**227.7**	**-5.3[5]**

Note 1: Undeveloped parcels are defined as vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses

Note 2: For the purposes of this analysis, only portions of those parcels within Zone 1 (Runway Protection Zone or RPZ), Zone 2 (Inner Approach/Departure Zone or IADZ), Zone 3 (Inner Turning Zone or ITZ), Zone 4 (Outer Approach/Departure Zone or OADZ), and Zone 5 (Sideline Zone or SZ) are included. Undeveloped parcels within Zone 6 are not included in the analysis due to the absence of maximum residential densities within these zones as specified in Table 3A of the ALUCP Update; therefore, displacement would not occur in these areas. Additionally, regarding non-residential displacement, the only type of land use which is prohibited within the AIA is outdoor stadiums or other high intensity uses with more than 300 people per acre. Based on a review of local land use plans, there are no potential sites within the AIA that are planned to be developed as an outdoor stadium or other high intensity use.

Note 3: Calculation assumes 50% of mixed use property is devoted to residential

Note 4: Acreage includes the area of four separate parcels planned for single-family residential development. It is assumed that subdivision would not occur and each parcel would be developed with one residence.

Note 5: Based on the initial calculations, the Proposed ALUCP is more restrictive than the Baseline Condition; however, the Proposed ALUCP has additional policies which may result in an increase in density above what it shown in the table. Per Section 2.4.4 of the Proposed ALUCP, construction of a single-family residence is allowable with conditions. Therefore, the dwelling units total for single-family residential land would be greater than the calculation results presented in the table. Additionally, per Section 3.2.3, where development is not in conformance with the criteria set forth in the Proposed ALUCP, additional infill development of similar land uses may be allowed if specific criteria are met. Using this approach would increase the allowable density in the areas planned for residential development and no displacement would occur.

Source: Coffman Associates analysis.

FRESNO YOSEMITE INTERNATIONAL AIRPORT

Areas Subject to Baseline Condition and Proposed ALUCP Restrictions

Table A4 summarizes the general plan and safety zone displacement analysis for Fresno Yosemite Airport. As noted in the table, 1.9 undeveloped acres are subject to airport compatibility restrictions within the Baseline Condition and the Proposed ALUCP. As shown in the table, the maximum number of people for this area would increase from 17.0 to 154.1.

Areas Not Previously Subject to ALUCP Density or Intensity Limitations

Under the Proposed ALUCP, an additional undeveloped 15.4 acres, all of which is planned for non-residential development, would be subject to limitations under the Proposed ALUCP. Under the general plan, there are no specific guidelines for density or intensity for comparison to the Proposed ALUCP policies to determine if displacement would occur. The intensity limitations as specified in Table 3A of the Proposed ALUCP are 60 people per acre for the Inner Approach/Departure Zone, 100 people per acre for the Inner Turning Zone and Sideline Zone, and 150 people per acre for the Outer Approach/Departure Zone. Based on this information, the types of land uses planned for these could be developed in a manner consistent with the goals of the ALUCP. Therefore, no displacement would occur.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development within the AIA for Fresno Yosemite International Airport.

TABLE A4
Fresno Yosemite International Airport (FAT)
General Plan and Safety Zone Displacement Analysis

Baseline Condition Zone	General Plan Designation	Acres of Undeveloped Land[1]	Maximum People Per Acre (Non-Residential)	Maximum Dwelling Units (Residential)
Inner Approach Zone	Industrial	1.9	17.0	-
Total[2]		**1.9**	**17.0**	**-**
Proposed ALUCP Zone	**General Plan Designation**	**Acres of Undeveloped Land [1,2]**	**Maximum People Per Acre (Non-Residential)**	**Maximum Dwelling Units (Residential)**
Inner Approach/Departure Zone	Industrial	1.5	90.0	-
Outer Approach/Departure Zone	Industrial	0.4	64.1	-
Total		**1.9**	**154.1**	**0.0**
Difference (Proposed ALUCP – Baseline Condition)		0.0	135.1	

Note 1: Undeveloped parcels are defined as vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses

Note 2: For the purposes of this analysis, only portions of those parcels within Zone 1 (Runway Protection Zone or RPZ), Zone 2 (Inner Approach/Departure Zone or IADZ), Zone 3 (Inner Turning Zone or ITZ), Zone 4 (Outer Approach/Departure Zone or OADZ), and Zone 5 (Sideline Zone or SZ) are included. Undeveloped parcels within Zone 6 are not included in the analysis due to the absence of maximum residential densities within these zones as specified in Table 3A of the ALUCP Update; therefore, displacement would not occur in these areas. Additionally, regarding non-residential displacement, the only type of land use which is prohibited within the AIA is outdoor stadiums or other high intensity uses with more than 300 people per acre. Based on a review of local land use plans, there are no potential sites within the AIA that are planned to be developed as an outdoor stadium or other high intensity use.

Source: Coffman Associates analysis.

SELMA AIRPORT

Areas Subject to Baseline Condition and Proposed ALUCP Restrictions

Table A5 summarizes the general plan and safety zone displacement analysis for Selma Airport. As noted in the table, 0.7 undeveloped acres are subject to airport compatibility restrictions within the Baseline Condition and the Proposed ALUCP. The maximum occupancy for this area would increase from 5.8 to 42.0. No portion of this area is planned for residential development.

Areas Not Previously Subject to ALUCP Density or Intensity Limitations

Under the Proposed ALUCP, there are no additional undeveloped areas previously subject to ALUCP density or intensity requirements.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development within the AIA for Selma Airport.

TABLE A5
Selma Airport (0Q4)
General Plan and Safety Zone Displacement Analysis

Baseline Condition Zone	General Plan Designation	Acres of Undeveloped Land[1]	Maximum People Per Acre (Non-Residential)	Maximum Dwelling Units (Residential)
Inner Approach	Industrial	0.7	5.8	-
Total[2]		**0.7**	**5.8**	**-**
Proposed ALUCP Zone	**General Plan Designation**	**Acres of Undeveloped Land [1,2]**	**Maximum People Per Acre (Non-Residential)**	**Maximum Dwelling Units (Residential)**
Inner Approach/Departure Zone	Industrial	0.7	42.0	-
Total		**0.7**	**42.0**	**-**
Difference (Proposed ALUCP – Baseline Condition)		0.0	+36.2	-

Note 1: Undeveloped parcels are defined as vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses

Note 2: For the purposes of this analysis, only portions of those parcels within Zone 1 (Runway Protection Zone or RPZ), Zone 2 (Inner Approach/Departure Zone or IADZ), Zone 3 (Inner Turning Zone or ITZ), Zone 4 (Outer Approach/Departure Zone or OADZ), and Zone 5 (Sideline Zone or SZ) are included. Undeveloped parcels within Zone 6 are not included in the analysis due to the absence of maximum residential densities within these zones as specified in Table 3A of the ALUCP Update; therefore, displacement would not occur in these areas. Additionally, regarding non-residential displacement, the only type of land use which is prohibited within the AIA is outdoor stadiums or other high intensity uses with more than 300 people per acre. Based on a review of local land use plans, there are no potential sites within the AIA that are planned to be developed as an outdoor stadium or other high intensity use.

Source: Coffman Associates analysis.

SIERRA SKY PARK AIRPORT

Areas Subject to Baseline Condition and Proposed ALUCP Restrictions

Table A6 summarizes the general plan and safety zone displacement analysis for Sierra Sky Park Airport. As noted in the table, 6.1 undeveloped acres are subject to airport compatibility restrictions within the Baseline Condition and the Proposed ALUCP and the maximum occupancy for this area would increase from 3.9 to 72.3 people. For residential development, the number of dwelling units would remain the same. As previously discussed, the zones size increases for this airport. Based on a review of aerial photography, the undeveloped parcels in this area have been platted for single family residential development consistent with the existing land uses of the area. The previously discussed Proposed ALUCP policies related to single family residence development by right (Section 2.4.4) and infill (Section 3.2.3) could be applied in this area.

Areas Not Previously Subject to ALUCP Density or Intensity Limitations

Under the Proposed ALUCP an additional undeveloped 28.1 acres would be subject to. Of this area, 0.2 acres is planned for residential development and the remaining acreage is planned for non-residential development. Under the general plan, there are no specific guidelines for density or intensity for comparison to the Proposed ALUCP policies to determine if displacement would occur. The intensity limitations as specified in Table 3A of the Proposed ALUCP are 60 people per acre for the Inner Approach/Departure Zone, 100 people per acre for the Inner Turning Zone and Sideline Zone, and 150 people per acre for the Outer Approach/Departure Zone. Based on this information, the types of land uses planned for these could be developed in a manner consistent with the goals of the ALUCP. Therefore, no displacement would occur.

There is a 0.2-acre area planned for single family residential development within the Inner Turning Zone. Based on a review of available mapping, this area is part of a larger 0.4-acre parcel that is also located in the Proposed ALUCP Traffic Pattern Zone. In addition to position the larger parcel size, the previously discussed Proposed ALUCP policies related to single family residence development by right (Section 2.4.4) and infill (Section 3.2.3) could be applied to this parcel; therefore, displacement is unlikely to occur.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development within the AIA for Sierra Sky Park Airport.

TABLE A6
Sierra Sky Park Airport (E79)
General Plan and Safety Zone Displacement Analysis

Baseline Condition Zone	General Plan Designation	Acres of Undeveloped Land[1]	Maximum People Per Acre (Non-Residential)	Maximum Dwelling Units (Residential)
Runway Protection Zone	Commercial	0.4	0.0	
Clear Zone	Office	0.4	0.0	
Clear Zone	Single Family Residential	0.2		0.0
Inner Approach Zone	Commercial	0.4	3.9	
Inner Approach Zone	Single Family Residential	0.8		2.0
Traffic Pattern Zone	Single Family Residential	5.7		5.0
Total[2]		**6.1**	**3.9**	**7.0**
Proposed ALUCP Zone	**General Plan Designation**	**Acres of Undeveloped Land [1,2]**	**Maximum People Per Acre (Non-Residential)**	**Maximum Dwelling Units (Residential)**
Runway Protection Zone	Single Family Residential	0.1		0.0
Inner Approach/Departure Zone	Commercial	0.8	46.6	
Inner Approach/Departure Zone	Office	0.4	25.7	
Inner Approach/Departure Zone	Single Family Residential	3.1		3.0
Inner Turning Zone	Single Family Residential	0.5		1.0
Outer Approach/Departure Zone	Single Family Residential	0.7		2.0
Sideline Zone	Single Family Residential	0.5		0.1
Total		**6.1**	**72.3**	**7.0**
Difference (Proposed ALUCP – Baseline Condition)		0.0	68.5	0.0

Note 1: Undeveloped parcels are defined as vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses

Note 2: For the purposes of this analysis, only portions of those parcels within Zone 1 (Runway Protection Zone or RPZ), Zone 2 (Inner Approach/Departure Zone or IADZ), Zone 3 (Inner Turning Zone or ITZ), Zone 4 (Outer Approach/Departure Zone or OADZ), and Zone 5 (Sideline Zone or SZ) are included. Undeveloped parcels within Zone 6 are not included in the analysis due to the absence of maximum residential densities within these zones as specified in Table 3A of the ALUCP Update; therefore, displacement would not occur in these areas. Additionally, regarding non-residential displacement, the only type of land use which is prohibited within the AIA is outdoor stadiums or other high intensity uses with more than 300 people per acre. Based on a review of local land use plans, there are no potential sites within the AIA that are planned to be developed as an outdoor stadium or other high intensity use.

Source: Coffman Associates analysis.

WILLIAM ROBERT JOHNSTON MUNICIPAL AIRPORT

Areas Subject to Baseline Condition and Proposed ALUCP Restrictions

Table A7 summarizes the general plan and safety zone displacement analysis for William Robert Johnston Municipal Airport. As previously discussed, the runway extension shown on the ALP approved by

FAA in 2005 is not reflected in the 1983 Baseline Condition safety zones adopted in for this airport. As noted in Chapter One, the ALUCP assumptions should be based on up-to-date ALPs per Pub. Util. Code §21675(a) therefore these planned improvements are included in the Proposed ALUCP. As a result, some of the undeveloped areas in the Baseline Condition would now be located in more restrictive areas under the Proposed ALUCP.

As noted in the table, 7.3 undeveloped acres are subject to airport compatibility restrictions within the Baseline Condition and the Proposed ALUCP and the maximum occupancy for this area would decrease from 14.3 to 3.5 people. This is the result of areas that were not previously within the RPZ as depicted in the Baseline Condition plan, but within the RPZ as indicated on the ALP. Although the adoption of the Proposed ALUCP would limit development on undeveloped parcels within Zone 1/RPZ, FAA coordination requirements and guidance, which discourage the construction of residences, schools, churches, hospitals, or other medical facilities or commercial/industrial, also apply to these areas. See FAA Interim Guidance on Land Uses Within a Runway Protection Zone dated September 27, 2012. Therefore, adoption of the ALUCP would not displace planned development within Zone 1.

Regarding single family residential development under the Baseline Condition, the 5.9-acre area consists of portions of three parcels planned for single family residential development. It is assumed that one residence would be built on each parcel. Under the Proposed ALUCP, a portion of one of these parcels is located within the RPZ. The subject parcel is also located within the Inner Approach/Departure Zone and Traffic Pattern Zone. It is assumed that the dwelling would be constructed outside of the Runway Protection Zone.

Areas Not Previously Subject to ALUCP Density or Intensity Limitations

Under the Proposed ALUCP an additional undeveloped 2.2 acres would be subject to limitations under the Proposed ALUCP. Of this area, 0.1 acres are within the Sideline Zone and planned for residential development. Single family residential development is also planned for 0.5 acres within Inner Approach/Departure Zone. Based on a review of the available mapping, these areas would be subject to the single-family residence development by right policy (Section 2.4.4) and no displacement would occur.

Within the Inner Approach/Departure Zone there is also a 0.4-acre area planned for office development. Under the adopted general plans, there are no specific guidelines for density or intensity for comparison to the Proposed ALUCP policies to determine if displacement would occur. The intensity limitations as specified in Table 3A of the Proposed ALUCP are 60 people per acre for the Inner Approach/Departure Zone, 100 people per acre for the Inner Turning Zone and Sideline Zone, and 150 people per acre for the Outer Approach/Departure Zone. Based on this information, the types of land uses planned for these could be developed in a manner consistent with the goals of the ALUCP. Therefore, no displacement would occur.

The remaining 1.2 acres are within planned for industrial development within the Runway Protection Zone.

Although the adoption of the Proposed ALUCP would limit development on undeveloped parcels within Zone 1/RPZ, FAA coordination requirements and guidance, which discourage the construction of residences, schools, churches, hospitals, or other medical facilities or commercial/industrial, also apply to these areas. See FAA Interim Guidance on Land Uses Within a Runway Protection Zone dated September 27, 2012. Therefore, adoption of the ALUCP would not displace planned development within Zone 1.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development within the AIA for William Robert Johnston Municipal Airport.

TABLE A7
William Robert Johnston Municipal Airport (M90)
General Plan and Safety Zone Displacement Analysis

Baseline Condition Zone	General Plan Designation	Acres of Undeveloped Land[1]	Maximum People Per Acre (Non-Residential)	Maximum Dwelling Units (Residential)
Inner Approach	Industrial	0.9	9	-
Inner Approach	Office	0.5	5	-
Traffic Pattern Zone	Single Family Residential	5.9[3]	-	3
Total		**7.3**	**14**	**3**
Proposed ALUCP Zone	**General Plan Designation**	**Acres of Undeveloped Land [1,2]**	**Maximum People Per Acre (Non-Residential)**	**Maximum Dwelling Units (Residential)**
Runway Protection Zone	Industrial	0.9	0.0	
Runway Protection Zone	Office	0.5	0.0	
Runway Protection Zone	Single Family Residential	1.73	-	0.0[4]
Inner Approach/Departure Zone	Office	0.1	3.5	
Inner Approach/Departure Zone	Single Family Residential	1.6[3]		1[4]
Sideline Zone	Single Family Residential	2.6[3]		2
Total		**7.3**	**3.5[5]**	**3**
Difference (Proposed ALUCP – Baseline Condition)		**0.0**	**-10.5[5]**	**0.0**

Note 1: Undeveloped parcels are defined as vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses

Note 2: For the purposes of this analysis, only portions of those parcels within Zone 1 (Runway Protection Zone or RPZ), Zone 2 (Inner Approach/Departure Zone or IADZ), Zone 3 (Inner Turning Zone or ITZ), Zone 4 (Outer Approach/Departure Zone or OADZ), and Zone 5 (Sideline Zone or SZ) are included. Undeveloped parcels within Zone 6 are not included in the analysis due to the absence of maximum residential densities within these zones as specified in Table 3A of the ALUCP Update; therefore, displacement would not occur in these areas. Additionally, regarding non-residential displacement, the only type of land use which is prohibited within the AIA is outdoor stadiums or other high intensity uses with more than 300 people per acre. Based on a review of local land use plans, there are no potential sites within the AIA that are planned to be developed as an outdoor stadium or other high intensity use.

Note 3: Acreage total includes portions of three parcels planned for single family residential development. It is assumed that one residence would be built on each parcel.

Note 4: Acreage is part of a large parcel that is also located within the Inner Approach/Departure Zone and Traffic Pattern Zone. It is assumed that the dwelling would be constructed outside of the Runway Protection Zone.

Note 5: Although the adoption of the Proposed ALUCP would limit development on undeveloped parcels within Zone 1/RPZ, FAA coordination requirements and guidance, which discourage the construction of residences, schools, churches, hospitals, or other medical facilities or commercial/industrial, also apply to these areas. See FAA Interim Guidance on Land Uses Within a Runway Protection Zone dated September 27, 2012. Therefore, adoption of the ALUCP would not displace planned development within Zone 1.

Source: Coffman Associates analysis.

ZONING

Table A8 summarizes the acreage of undeveloped land subject to density or intensity limitations under the Baseline Condition plans and the Proposed ALUCP based on zoning information included in the respective airport appendices of the Proposed ALUCP. The table also summarizes the additional acreage of undeveloped parcels subject to the policies of the Proposed ALUCP. It is important to note that this information may differ from the previously discussed general plan information due to available mapping and land use classifications for these two datasets. For example, a parcel in the general plan data, designated as industrial, may meet the definition of undeveloped for this analysis, while the zoning designation, agricultural, does not. Therefore, the parcel would be included in the general plan displacement analysis, but not in the zoning displacement analysis.

Table A8
Fresno County ALUCP Update
Zoning and Safety Zone Undeveloped Acreage Comparison

Airport	Undeveloped Acreage Subject to Restrictions Under Baseline Condition and Proposed ALUCP[1]	Undeveloped Areas Not Previously Subject to ALUCP Density or Intensity Limitations[1,2]	Total
Coalinga Municipal Airport (C80)	0	0	0
Firebaugh Airport (F34)	1.0	14.0	15
Fresno-Chandler Executive Airport (FCH)	12.8	101.7	114.5
Fresno Yosemite International Airport (FAT)	1.9	13.2	15.1
Harris Ranch Airport (3O8)	0	0	0
Reedley Municipal Airport (O32)	0	0	0
Selma Airport (0Q4)	0.7	0	0.7
Sierra Sky Park Airport (E79)	5.9	28.3	34.2
William Robert Johnston unicipal Airport (M90)	1.7	2.8	4.5

[1] Undeveloped parcels are defined as vacant parcels that are planned or zoned for residential, commercial, institutional, or industrial land uses.
[2] Note 2: For the purposes of this analysis, only portions of those parcels within Zone 1 (Runway Protection Zone or RPZ), Zone 2 (Inner Approach/Departure Zone or IADZ), Zone 3 (Inner Turning Zone or ITZ), Zone 4 (Outer Approach/Departure Zone or OADZ), and Zone 5 (Sideline Zone or SZ) are included. Undeveloped parcels within Zone 6 are not included in the analysis due to the absence of maximum residential densities within these zones as specified in Table 3A of the ALUCP Update; therefore, displacement would not occur in these areas. Additionally, regarding non-residential displacement, the only type of land use which is prohibited within the AIA is outdoor stadiums or other high intensity uses with more than 300 people per acre. Based on a review of local land use plans, there are no potential sites within the AIA that are planned to be developed as an outdoor stadium or other high intensity use.
Source: Coffman Associates analysis.

Source: Coffman Associates analysis

As indicated in the table, the displacement analysis indicates that there are no undeveloped parcels planned for land uses subject to density or intensity limitations under the Baseline Condition or the Proposed ALUCP at Coalinga Municipal Airport, Harris Ranch Airport and Reedley Municipal Airport. Much of the area surrounding these airports is zoned for agricultural uses and are therefore not included because they do not meet the undeveloped criterion for this analysis.

As previously discussed, of the remaining airports, the amount of undeveloped acreage increases between the Baseline Condition and the Proposed ALUCP. These differences are due to changes in the shapes of the zones which are generally larger for the Proposed ALUCP when compared to the Baseline Condition. Additionally, the zones for the two airports with the largest increases – Fresno-Chandler Executive Airport and William Robert Johnston Municipal Airport include proposed runway extensions shown on their FAA-approved airport layout plans. The runway extensions are not shown accounted for in the Baseline Condition safety zones for these airports. As noted in Chapter One, the ALUCP assumptions should be based on up-to-date ALPs per Pub. Util. Code §21675(a) therefore these planned improvements are included in the Proposed ALUCP. Calculations based on the acreages summarized in the table and the maximum allowable density and intensity are discussed in the following sections.

FIREBAUGH AIRPORT

Areas Subject to Baseline Condition and Proposed ALUCP Restrictions

Table A9 summarizes the zoning and safety zone displacement analysis for Firebaugh Airport. As indicated in the table, a total of one undeveloped acre is subject to airport compatibility restrictions within the Baseline Condition and the Proposed ALUCP. Of this acreage, there are no areas planned for residential development. As noted in the table, the maximum occupancy for this area would increase from 9.2 to 133.0 people.

Areas Not Previously Subject to ALUCP Density or Intensity Limitations

Under the Proposed ALUCP, an additional 14.0 acres would be subject to limitations under the Proposed ALUCP. Of this acreage, one acre is zoned for residential land uses (mobile home park and multi-family residential) and the remaining 13 acres are zoned for non-residential land uses.

Under the City of Firebaugh zoning ordinance, there are no specific guidelines for intensity for comparison to the Proposed ALUCP policies to determine if displacement of non-residential would occur. The intensity limitations as specified in Table 3A of the Proposed ALUCP are 60 people per acre for the Inner Approach/Departure Zone, 100 people per acre for the Inner Turning Zone and Sideline Zone, and 150 people per acre for the Outer Approach/Departure Zone. Based on this information, the types of land uses planned for these could be developed in a manner consistent with the goals of the ALUCP. Therefore, no displacement would occur.

As indicated in the table, under the Proposed ALUCP there is an 0.9-acre area zoned for multi-family residential development within the Inner Turning Zone. Using the density limitation from Table 3A of the Proposed ALUCP, which indicates that one dwelling unit is allowed per two acres in this zone, the allowed number of dwelling units for this parcel would be 0.5. In comparison, the City of Firebaugh zoning ordinance allows up to one dwelling unit per 3,250 square feet of lot area. Using that information, a total of 12 dwelling units could be built on this portion of the site. However, it is important to note that the acreages represent the portions of parcels located within safety zones subject to density limitations under the Proposed ALUCP. The remaining parcel is located in the Proposed ALUCP Traffic Pattern

Zone which has no density limitation. Therefore, a multi-family development could be designed in a manner that would avoid the Inner Turning Zone and allow residences to be built at a greater density.

Similarly, the 0.1-acre area within the Inner Turning Zone is part of a larger parcel. Using the development standards outlined in the City of Firebaugh zoning ordinance, this site could be designed to meet the Proposed ALUCP density requirements while not reducing the number of mobile homes on the site.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development within the AIA for Firebaugh Airport.

TABLE A9
Firebaugh Airport (F34)
Zoning and Safety Zone Displacement Analysis

Baseline Condition Zone	Zoning Designation	Acres of Undeveloped Land[1]	Maximum People Per Acre (Non-Residential)	Maximum Dwelling Units (Residential)
Runway Protection Zone	Industrial	0.1	0	-
Inner Approach Zone	Industrial	0.9	9.2	-
Total[2]		1.0	9.2	-
Proposed ALUCP Zone	**Zoning Designation**	**Acres of Undeveloped Land [1,2]**	**Maximum People Per Acre (Non-Residential)**	**Maximum Dwelling Units (Residential)**
Inner Approach/Departure Zone	Industrial	0.2	13.0	-
Outer Approach/Departure Zone	Industrial	0.8	120.0	-
Total		**1.0**	**133.0**	**-**
Difference (Proposed ALUCP – Baseline Condition)		0.0	+123.8	-

Note 1: Undeveloped parcels are defined as vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses

Note 2: For the purposes of this analysis, only portions of those parcels within Zone 1 (Runway Protection Zone or RPZ), Zone 2 (Inner Approach/Departure Zone or IADZ), Zone 3 (Inner Turning Zone or ITZ), Zone 4 (Outer Approach/Departure Zone or OADZ), and Zone 5 (Sideline Zone or SZ) are included. Undeveloped parcels within Zone 6 are not included in the analysis due to the absence of maximum residential densities within these zones as specified in Table 3A of the ALUCP Update; therefore, displacement would not occur in these areas. Additionally, regarding non-residential displacement, the only type of land use which is prohibited within the AIA is outdoor stadiums or other high intensity uses with more than 300 people per acre. Based on a review of local land use plans, there are no potential sites within the AIA that are planned to be developed as an outdoor stadium or other high intensity use.

Source: Coffman Associates analysis.

FRESNO-CHANDLER EXECUTIVE AIRPORT

Areas Subject to Baseline Condition and Proposed ALUCP Restrictions

Table A10 summarizes the zoning and safety zone displacement analysis for Fresno-Chandler Executive Airport. As indicated in the table, a total of 12.8 undeveloped acres are subject to airport compatibility restrictions within the Baseline Condition and the Proposed ALUCP. As noted in the table, the maximum occupancy for this area would increase from 61 to 292.3 people. For residential development, the number of allowable dwelling units decreases from 26.8 to 2.6. This is related to the decrease in allowable density in the 4.2-acre area planned for single-family residential land use that is located within the Inner Turning Zone. The density limitation is five units per acre and in the Baseline Condition and one dwelling unit per two acres in the Proposed ALUCP. Based on the initial calculations, the Proposed ALUCP, is more

restrictive than the Baseline Condition, however, the Proposed ALUCP has additional policies which may result in an increase in density above what it shown in the table. These policies relate to single-family residence development by right and infill. Per Section 2.4.4 of the Proposed ALUCP, construction of a single-family residence, including a second dwelling unit, is allowed on a single legal lot of record if the property not located in Zone 1, the project is permitted by the local agency, and the project is reviewed by the ALUC for consistency. Therefore, the dwelling units total for single-family residential land would be greater than the calculation results presented in the table. Additionally, per Section 3.2.3, where development is not in conformance with the criteria set forth in the Proposed ALUCP, additional infill development of similar land uses may be allowed if specific criteria are met. Using this approach would increase the allowable density in the areas planned for residential development and no displacement would occur.

Areas Not Previously Subject to ALUCP Density or Intensity Limitations

Under the Proposed ALUCP, an additional 101.7 acres would be subject to limitations under the Proposed ALUCP. Of this acreage, 0.6 acres is zoned for single-family residential development and the remaining 101.1 acres are zoned for non-residential or mixed-use land uses. For the purposes of this analysis, it was assumed that 50 percent of the mixed-use parcels would be developed as residential development and 50 percent would be developed as non-residential development. Given the flexibility of mixed use development which can accommodate varying uses, it is unlikely that displacement would occur on these parcels given the policies within the Proposed ALUCP.

Under the zoning ordinance, there are no specific guidelines for intensity for comparison to the Proposed ALUCP policies to determine if displacement of non-residential land uses would occur. The intensity limitations as specified in Table 3A of the Proposed ALUCP are 60 people per acre for the Inner Approach/Departure Zone, 100 people per acre for the Inner Turning Zone and Sideline Zone, and 150 people per acre for the Outer Approach/Departure Zone. Based on this information, the types of land uses planned for these could be developed in a manner consistent with the goals of the ALUCP. Therefore, no displacement would occur.

As previously stated, there is an 0.6-acre area zoned for single-family residential development within the Inner Approach/Departure Zone. Using the density limitation from Table 3A of the Proposed ALUCP, which indicates that one dwelling unit is allowed per ten acres in this zone, the allowed number of dwelling units for this parcel would be 0.1. However, as previously discussed, Section 2.4.4 of the Proposed ALUCP, states that construction of a single-family residence, including a second dwelling unit, is allowed on a single legal lot of record if the property not located in Zone 1, the project is permitted by the local agency and the project is reviewed by the ALUC for consistency. Therefore, one single family residence could be constructed on this parcel and therefore not result in displacement.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development within the AIA for Fresno-Chandler Executive Airport.

TABLE A10
Fresno-Chandler-Executive Airport (FCH)
Zoning and Safety Zone Displacement Analysis

Baseline Condition Zone	Zoning Designation	Acres of Undeveloped Land[1]	Maximum People Per Acre (Non-Residential)	Maximum Dwelling Units (Residential)
Runway Protection Zone	Single Family Residential	0.2	-	0.0
Inner Approach/Departure Zone	Commercial	0.6	6.4	-
Inner Approach/Departure Zone	Industrial	5.5	54.6	-
Outer Approach/Departure Zone	Mixed Use	2.3	-	5.8
Outer Approach/Departure Zone	Single Family Residential	4.2	-	4
Total		**12.8**	**61.0**	**9.8**
Proposed ALUCP Zone	**Zoning Designation**	**Acres of Undeveloped Land [1,2]**	**Maximum People Per Acre (Non-Residential)**	**Maximum Dwelling Units (Residential)**
Runway Protection Zone	Industrial	3.8	0.0	-
Runway Protection Zone	Single Family Residential	0.2		0.0
Inner Approach/Departure Zone	Commercial	0.6	38.5	-
Inner Approach/Departure Zone	Industrial	1.7	100.5	-
Inner Approach/Departure Zone	Mixed Use	0.5	13.9	0.0
Inner Turning Zone	Single Family Residential	4.2	-	4
Outer Approach/Departure Zone	Mixed Use[3]	1.9	139.3	0.5
Total		**12.8**	**292.3**	**4.5**
Difference (Proposed ALUCP – Baseline Condition)		0.0	231.3	

Note 1: Undeveloped parcels are defined as vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses

Note 2: For the purposes of this analysis, only portions of those parcels within Zone 1 (Runway Protection Zone or RPZ), Zone 2 (Inner Approach/Departure Zone or IADZ), Zone 3 (Inner Turning Zone or ITZ), Zone 4 (Outer Approach/Departure Zone or OADZ), and Zone 5 (Sideline Zone or SZ) are included. Undeveloped parcels within Zone 6 are not included in the analysis due to the absence of maximum residential densities within these zones as specified in Table 3A of the ALUCP Update; therefore, displacement would not occur in these areas. Additionally, regarding non-residential displacement, the only type of land use which is prohibited within the AIA is outdoor stadiums or other high intensity uses with more than 300 people per acre. Based on a review of local land use plans, there are no potential sites within the AIA that are planned to be developed as an outdoor stadium or other high intensity use.

Note 3: Calculation assumes 50% of mixed use property is devoted to residential

Note 4: Acreage includes the area of four separate parcels planned for single-family residential development. It is assumed that subdivision would not occur and each parcel would be developed with one residence.

Note 5: Based on the initial calculations, the Proposed ALUCP, is more restrictive than the Baseline Condition, however, the Proposed ALUCP has additional policies which may result in an increase in density above what it shown in the table. Per Section 2.4.4 of the Proposed ALUCP, construction of a single-family residence is allowable with conditions. Therefore, the dwelling units total for single-family residential land would be greater than the calculation results presented in the table. Additionally, per Section 3.2.3, where development is not in conformance with the criteria set forth in the Proposed ALUCP, additional infill development of similar land uses may be allowed if specific criteria are met. Using this approach would increase the allowable density in the areas planned for residential development and no displacement would occur.

Source: Coffman Associates analysis.

FRESNO YOSEMITE INTERNATIONAL AIRPORT

Areas Subject to Baseline Condition and Proposed ALUCP Restrictions

Table A11 summarizes the zoning and safety zone displacement analysis for Fresno Yosemite International Airport. As indicated in the table, a total of 1.9 undeveloped acres are subject to airport compatibility restrictions within the Baseline Condition and the Proposed ALUCP. As noted in the table, the maximum occupancy for this area would increase from 17.0 to 154.1.

Areas Not Previously Subject to ALUCP Density or Intensity Limitations

Under the Proposed ALUCP, an additional 13.2 undeveloped acres, all of which is zoned for industrial or commercial development, would be subject to intensity limitations.

Under the zoning ordinance, there are no specific guidelines for intensity for comparison to the Proposed ALUCP policies to determine if displacement would occur. The intensity limitations as specified in Table 3A of the Proposed ALUCP are 60 people per acre for the Inner Approach/Departure Zone, 100 people per acre for the Inner Turning Zone and Sideline Zone, and 150 people per acre for the Outer Approach/Departure Zone. Based on this information, the types of land uses planned for these could be developed in a manner consistent with the goals of the ALUCP. Therefore, no displacement would occur.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development within the AIA for Fresno Yosemite Airport.

TABLE A11
Fresno Yosemite International Airport (FAT)
Zoning and Safety Zone Displacement Analysis

Baseline Condition Zone	Zoning Designation	Acres of Undeveloped Land[1]	Maximum People Per Acre (Non-Residential)	Maximum Dwelling Units (Residential)
Inner Approach Zone	Industrial	1.9	17.0	-
Total[2]		**1.9**	**17.0**	**-**
Proposed ALUCP Zone	**Zoning Designation**	**Acres of Undeveloped Land [1,2]**	**Maximum People Per Acre (Non-Residential)**	**Maximum Dwelling Units (Residential)**
Inner Approach/Departure Zone	Industrial	1.5	90.0	-
Outer Approach/Departure Zone	Industrial	0.4	64.1	-
Total		**1.9**	**154.1**	**0.0**
Difference (Proposed ALUCP – Baseline Condition)		0.0	135.1	

Note 1: Undeveloped parcels are defined as vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses

Note 2: For the purposes of this analysis, only portions of those parcels within Zone 1 (Runway Protection Zone or RPZ), Zone 2 (Inner Approach/Departure Zone or IADZ), Zone 3 (Inner Turning Zone or ITZ), Zone 4 (Outer Approach/Departure Zone or OADZ), and Zone 5 (Sideline Zone or SZ) are included. Undeveloped parcels within Zone 6 are not included in the analysis due to the absence of maximum residential densities within these zones as specified in Table 3A of the ALUCP Update; therefore, displacement would not occur in these areas. Additionally, regarding non-residential displacement, the only type of land use which is prohibited within the AIA is outdoor stadiums or other high intensity uses with more than 300 people per acre. Based on a review of local land use plans, there are no potential sites within the AIA that are planned to be developed as an outdoor stadium or other high intensity use.

Source: Coffman Associates analysis.

SELMA AIRPORT

Areas Subject to Baseline Condition and Proposed ALUCP Restrictions

Table A12 summarizes the zoning and safety zone displacement analysis for Selma Airport. As noted in the table, 0.7 undeveloped acres are subject to airport compatibility restrictions within the Baseline Condition and the Proposed ALUCP. The maximum number of people for this area would increase from 5.8 to 42.0. No portion of this area is planned for residential development.

Areas Not Previously Subject to ALUCP Density or Intensity Limitations

Under the Proposed ALUCP, there are no additional undeveloped areas not previously subject to ALUCP density or intensity requirements.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development within the AIA for Selma Airport.

TABLE A12
Selma Airport (0Q4)
Zoning and Safety Zone Displacement Analysis

Baseline Condition Zone	Zoning Designation	Acres of Undeveloped Land[1]	Maximum People Per Acre (Non-Residential)	Maximum Dwelling Units (Residential)
Inner Approach	Industrial	0.7	5.8	-
Total		**0.7**	**5.8**	**-**
Proposed ALUCP Zone	**Zoning Designation**	**Acres of Undeveloped Land [1,2]**	**Maximum People Per Acre (Non-Residential)**	**Maximum Dwelling Units (Residential)**
Inner Approach/Departure Zone	Industrial	0.7	42.0	-
Total		**0.7**	**42.0**	**-**
Difference (Proposed ALUCP – Baseline Condition)		0.0	+36.2	-

Note 1: Undeveloped parcels are defined as vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses

Note 2: For the purposes of this analysis, only portions of those parcels within Zone 1 (Runway Protection Zone or RPZ), Zone 2 (Inner Approach/Departure Zone or IADZ), Zone 3 (Inner Turning Zone or ITZ), Zone 4 (Outer Approach/Departure Zone or OADZ), and Zone 5 (Sideline Zone or SZ) are included. Undeveloped parcels within Zone 6 are not included in the analysis due to the absence of maximum residential densities within these zones as specified in Table 3A of the ALUCP Update; therefore, displacement would not occur in these areas. Additionally, regarding non-residential displacement, the only type of land use which is prohibited within the AIA is outdoor stadiums or other high intensity uses with more than 300 people per acre. Based on a review of local land use plans, there are no potential sites within the AIA that are planned to be developed as an outdoor stadium or other high intensity use.

Source: Coffman Associates analysis.

SIERRA SKY PARK AIRPORT

Areas Subject to Baseline Condition and Proposed ALUCP Restrictions

Table A13 summarizes the general plan and safety zone displacement analysis for Sierra Sky Park Airport. As noted in the table, 5.9 undeveloped acres are subject to airport compatibility restrictions within the Baseline Condition and the Proposed ALUCP and the maximum occupancy for this area would increase from 3.9 to 60.5 people. For residential development, the number of dwelling units would remain the same. As previously discussed, the zones size increases for this airport. Based on a review of aerial photography, the undeveloped parcels in this area have been platted for single family residential development consistent with the existing land uses of the area. The previously discussed Proposed ALUCP policies related to single family residence development by right (Section 2.4.4) and infill (Section 3.2.3) could be applied in this area.

Areas Not Previously Subject to ALUCP Density or Intensity Limitations

The Proposed ALUCP would subject an additional undeveloped 28.3 acres to limitations. Of this area, 0.2 acres is zoned for residential development and the remaining acreage is zoned for non-residential development. Based on a review of available mapping, this area is part of a larger 0.4-acre parcel that is also located in the Proposed ALUCP Traffic Pattern Zone. In addition to position the larger parcel size, the previously discussed Proposed ALUCP policies related to single family residence development by right (Section 2.4.4) and infill (Section 3.2.3) could be applied to this parcel; therefore, displacement is unlikely to occur.

Under the zoning ordinance, there are no specific guidelines for intensity for comparison to the Proposed ALUCP policies to determine if displacement of non-residential land uses would occur. The intensity limitations as specified in Table 3A of the Proposed ALUCP are 60 people per acre for the Inner Approach/Departure Zone, 100 people per acre for the Inner Turning Zone and Sideline Zone, and 150 people per acre for the Outer Approach/Departure Zone. Based on this information, the types of land uses planned for these could be developed in a manner consistent with the goals of the ALUCP. Therefore, no displacement would occur.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development within the AIA for Sierra Sky Park Airport.

TABLE A13
Sierra Sky Park Airport (E79)
Zoning and Safety Zone Displacement Analysis

Baseline Condition Zone	Zoning Designation	Acres of Undeveloped Land[1]	Maximum People Per Acre (Non-Residential)	Maximum Dwelling Units (Residential)
Clear Zone	Office	0.2	0.0	
Clear Zone	Single Family Residential	0.2		0.0
Runway Protection Zone	Commercial	0.5	0.0	
Runway Protection Zone	Single Family Residential	0.1		0.0
Inner Approach Zone	Commercial	0.4	3.9	
Inner Approach Zone	Single Family Residential	0.6		2.0
Traffic Pattern Zone	Single Family Residential	5.7		5.0
Total		**5.9**	**3.9**	**7.0**
Proposed ALUCP Zone	**Zoning Designation**	**Acres of Undeveloped Land [1,2]**	**Maximum People Per Acre (Non-Residential)**	**Maximum Dwelling Units (Residential)**
Runway Protection Zone	Commercial	0.1	0.0	
Runway Protection Zone	Single Family Residential	0.1		0.0
Inner Approach/Departure Zone	Commercial	0.8	46.6	
Inner Approach/Departure Zone	Office	0.2	13.9	
Inner Approach/Departure Zone	Single Family Residential	3.1		3.0
Inner Turning Zone	Single Family Residential	0.5		1.0
Outer Approach/Departure Zone	Single Family Residential	0.7		2.0
Sideline Zone	Single Family Residential	0.5		1.0
Total		**5.9**	**60.5**	**7.0**
Difference (Proposed ALUCP – Baseline Condition)		0.0	56.7	0

Note 1: Undeveloped parcels are defined as vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses

Note 2: For the purposes of this analysis, only portions of those parcels within Zone 1 (Runway Protection Zone or RPZ), Zone 2 (Inner Approach/Departure Zone or IADZ), Zone 3 (Inner Turning Zone or ITZ), Zone 4 (Outer Approach/Departure Zone or OADZ), and Zone 5 (Sideline Zone or SZ) are included. Undeveloped parcels within Zone 6 are not included in the analysis due to the absence of maximum residential densities within these zones as specified in Table 3A of the ALUCP Update; therefore, displacement would not occur in these areas. Additionally, regarding non-residential displacement, the only type of land use which is prohibited within the AIA is outdoor stadiums or other high intensity uses with more than 300 people per acre. Based on a review of local land use plans, there are no potential sites within the AIA that are planned to be developed as an outdoor stadium or other high intensity use.

Source: Coffman Associates analysis.

WILLIAM ROBERT JOHNSTON MUNICIPAL AIRPORT

Areas Subject to Baseline Condition and Proposed ALUCP Restrictions

Table A14 summarizes the zoning and safety zone displacement analysis for William Robert Johnston Municipal Airport. As previously discussed, the runway extension shown on the ALP approved by FAA in 2005 is not reflected in the 1983 Baseline Condition safety zones adopted in for this airport. As noted in Chapter One, the ALUCP assumptions should be based on up-to-date ALPs per Pub. Util. Code §21675(a) therefore these planned improvements are included in the Proposed ALUCP. As a result, some of the undeveloped areas in the Baseline Condition would now be located in more restrictive areas under the Proposed ALUCP.

As noted in the table, 1.7 undeveloped acres are subject to airport compatibility restrictions within the Baseline Condition and the Proposed ALUCP and the maximum occupancy for this area would decrease from 13.9 to 6 people. This is the result of areas that were not previously within the RPZ as depicted in the Baseline Condition plan, but within the RPZ as indicated on the ALP.

Although the adoption of the Proposed ALUCP would limit development on undeveloped parcels within Zone 1/RPZ), FAA coordination requirements and guidance, which discourage the construction of residences, schools, churches, hospitals, or other medical facilities or commercial/industrial, also apply to these areas. See FAA Interim Guidance on Land Uses Within a Runway Protection Zone dated September 27, 2012. Therefore, adoption of the ALUCP would not displace planned development within Zone 1.

Regarding single family residential development under the Baseline Condition, the 0.3-acre area is a portion of one parcel planned for single family residential development. It is assumed that one residence would be built on the parcel.

Areas Not Previously Subject to ALUCP Density or Intensity Limitations

Under the Proposed ALUCP an additional undeveloped 2.8 acres would be subject to limitations under the Proposed ALUCP. Of this area, 0.1 acres are within the Sideline Zone is zoned for residential development. Based on a review of the available mapping, these areas would be subject to the single-family residence development by right policy (Section 2.4.4) and no displacement would occur.

Within the Inner Approach/Departure Zone there is also a 1.5-acre area zoned for industrial development. Under the adopted general plans, there are no specific guidelines for density or intensity for comparison to the Proposed ALUCP policies to determine if displacement would occur. The intensity limitations as specified in Table 3A of the Proposed ALUCP are 60 people per acre for the Inner Approach/Departure Zone, 100 people per acre for the Inner Turning Zone and Sideline Zone, and 150 people per acre for the Outer Approach/Departure Zone. Based on this information, the types of land uses planned for these could be developed in a manner consistent with the goals of the ALUCP. Therefore, no displacement would occur.

The remaining 1.2 acres are zoned for industrial development within the Runway Protection Zone.

Although the adoption of the Proposed ALUCP would limit development on undeveloped parcels within Zone 1/RPZ, FAA coordination requirements and guidance, which discourage the construction of residences, schools, churches, hospitals, or other medical facilities or commercial/industrial, also apply to these areas. See FAA Interim Guidance on Land Uses Within a Runway Protection Zone dated September 27, 2012. Therefore, adoption of the ALUCP would not displace planned development within Zone 1.

TABLE A14
William Robert Johnston Municipal Airport (M90)
Zoning and Safety Zone Displacement Analysis

Baseline Condition Zone	Zoning Designation	Acres of Undeveloped Land[1]	Maximum People Per Acre (Non-Residential)	Maximum Dwelling Units (Residential)
Inner Approach Zone	Industrial	1.4	13.9	-
Traffic Pattern Zone	Single Family Residential	0.3		1
Total		**1.7**	**13.9**	**1**
Proposed ALUCP Zone	**Zoning Designation**	**Acres of Undeveloped Land [1,2]**	**Maximum People Per Acre (Non-Residential)**	**Maximum Dwelling Units (Residential)**
Runway Protection Zone	Industrial	1.3	0.0	-
Inner Approach/Departure Zone	Industrial	0.1	6	-
Sideline Zone	Single Family Residential	0.3	-	1
Total		**1.7**	**6**	**1**
Difference (Proposed ALUCP – Baseline Condition)		0.0	-7.8[4]	0

Note 1: Undeveloped parcels are defined as vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses

Note 2: For the purposes of this analysis, only portions of those parcels within Zone 1 (Runway Protection Zone or RPZ), Zone 2 (Inner Approach/Departure Zone or IADZ), Zone 3 (Inner Turning Zone or ITZ), Zone 4 (Outer Approach/Departure Zone or OADZ), and Zone 5 (Sideline Zone or SZ) are included. Undeveloped parcels within Zone 6 are not included in the analysis due to the absence of maximum residential densities within these zones as specified in Table 3A of the ALUCP Update; therefore, displacement would not occur in these areas. Additionally, regarding non-residential displacement, the only type of land use which is prohibited within the AIA is outdoor stadiums or other high intensity uses with more than 300 people per acre. Based on a review of local land use plans, there are no potential sites within the AIA that are planned to be developed as an outdoor stadium or other high intensity use.

Note 4: Although the adoption of the Proposed ALUCP would limit development on undeveloped parcels within Zone 1/RPZ, FAA coordination requirements and guidance, which discourage the construction of residences, schools, churches, hospitals, or other medical facilities or commercial/industrial, also apply to these areas. See FAA Interim Guidance on Land Uses Within a Runway Protection Zone dated September 27, 2012. Therefore, adoption of the ALUCP would not displace planned development within Zone 1.

Source: Coffman Associates analysis.

NOISE DISCUSSION

The Baseline Condition plans include noise compatibility criteria and corresponding noise contours intended to promote land use compatibility within the Airport Influence Areas of each of the airport. The Baseline Condition noise compatibility criteria the airports in this plan are shown on the following figures:

- Firebaugh Airport, Harris Ranch Airport, William Robert Johnston Municipal Airport, Sierra Sky Park and Selma Airport – **Figure A15**
- Fresno-Chandler Executive Airport and Fresno Yosemite International Airport – **Figure A16**
- Reedley Municipal Airport – **Figure A17**

As indicated in the figures, the noise contour criteria, based on the community noise equivalent level (CNEL) contours, are used to identify acceptability for land uses within the noise contours with the following terms: Clearly Acceptable, Normally Acceptable, Marginal, Normally Unacceptable, and Clearly Unacceptable. Land uses such as residences, schools, libraries, and places of worship are considered noise-sensitive and are therefore restricted to areas of lower noise exposure. In comparison, noise tolerant land uses such as manufacturing, utilities, and extractive industry are classified as acceptable within higher noise exposure contours.

The Proposed ALUCP noise compatibility matrix is shown on Table 3B. As the noise exposure level increases, there are fewer compatible land uses and additional restrictions, such as avigation easements, and sound insulation requirements are applied. As noted in the table, all residential and most public/institutional facility and recreational land uses are classified as conditionally, compatible with the 60-64 CNEL range and require an avigation easement be granted to the airport operator. Additionally, residential buildings in these areas must be sound insulated to achieve an indoor noise level or 45 CNEL or less from exterior noise sources. Commercial, industrial, and agricultural land uses are considered compatible up to 70 CNEL. Within the 65-69 CNEL contour range, residential, recreational, and most public/institutional facilities are not compatible.

Industrial land uses, as listed in the table, are compatible for the purposes of the Proposed ALUCP noise policies without restrictions. Accessory dwellings associated with agricultural land uses within the 65-69 CNEL range must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources. Within the 70-74 CNEL noise contour range, accessory dwellings associated with agricultural land uses are not compatible.

For comparison, the following exhibits depict the Baseline Condition noise contours and the Proposed ALUCP noise contours.

- Coalinga Municipal Airport (C80) – **Figure A18**
- Firebaugh Airport (F34) – **Figure A19**
- Fresno-Chandler Executive Airport (FCH) – **Figure A20**
- Fresno Yosemite International Airport (FAT) – **Figure A21**
- Harris Ranch Airport (3O8) – **Figure A22**
- Reedley Municipal Airport (O32) – **Figure A23**
- Selma Airport (0Q4) – **Figure A24**
- Sierra Sky Park Airport (E79) – **Figure A25**
- William Robert Johnston Municipal Airport (M90) – **Figure A26**

The tables in the following sections compare the acreages for undeveloped land within the Baseline Condition versus the Proposed ALUCP. In contrast to the safety discussion above, a positive number in

this comparison would indicate potential displacement, and a negative number represents a reduction in the amount of undeveloped land within the noise exposure contours.

GENERAL PLAN

COALINGA MUNICIPAL AIRPORT

During the inventory phase for preparation of the Proposed ALUCP, it was determined that no noise contours have been prepared for Coalinga Municipal Airport prior to the noise contours prepared as part of the Proposed ALUCP. Based on a review of the previously discussed land use information, there are no undeveloped parcels planned for uses classified as Conditionally Compatible or Not Compatible within the Proposed ALUCP noise contours for Coalinga Municipal Airport.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for Coalinga Municipal Airport.

FIREBAUGH AIRPORT

Table A15 summarizes the acreages for undeveloped parcels that are planned for land uses that are classified as Conditionally Compatible or Not Compatible when compared to the Baseline Condition or Proposed ALUCP noise criteria for Firebaugh Airport. As indicated in the table, under the Baseline Condition, a total of 10.5 acres are planned for land uses that are classified as Conditionally Compatible and 44.8 acres are planned for land uses that are classified as Not Compatible.

In comparison, based on the noise contours prepared for the Proposed ALUCP, there are no parcels planned with land uses classified as Conditionally Compatible or Not Compatible.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for Firebaugh Airport.

TABLE 1

AIRPORT/LAND USE NOISE COMPATIBILITY CRITERIA

LAND USE CATEGORY[2]	CNEL OR LdN, (DbA)[1] 50-55	55-60	60-65	65-70	70-75
Residential					
Single-family detached and duplexes	+	0	-	--	--
Multi-family and transient lodging	++	+	0	-	--
Mobile homes	+	-	-	--	--
Public					
Schools, libraries, hospitals, nursing homes	+	0	-	-	--
Churches, auditoriums, concert halls	+	0	0	-	--
Transportation, parking, cemeteries	++	++	++	+	0
Commercial and Industrial					
Offices, retail trade	++	+	0	0	-
Service commercial, wholesale trade, warehousing, light industrial	++	++	+	0	0
General manufacturing, utilities, extractive industry	++	++	++	+	+
Agricultural and Recreational					
Cropland	++	++	++	++	+
Livestock breeding	++	+	0	0	-
Parks, playgrounds, zoos	++	+	+	0	-
Golf courses, riding stables, water recreation	++	++	+	0	0
Outdoor spectator sports	++	+	+	0	-
Amphitheaters	+	0	-	-	--

Notes: [1]. See Policy Plan Map for the location of the noise contours.
[2]. See explanation of land use acceptability symbols on following page.

Source: *Fresno County Airports Land Use Policy Plan* (Firebaugh, William Robert Johnston Municipal, Reedley Municipal, and Selma), January 1983; *Harris Ranch Airport Land Use Policy Plan,* October 1995,

TABLE 1

AIRPORT/LAND USE NOISE COMPATIBILITY CRITERIA

LAND USE CATEGORY[2]	CNEL OR LdN, (DbA)[1] 50-55	55-60	60-65	65-70	70-75
Residential					
Single-family detached and duplexes	+	0	-	--	--
Multi-family and transient lodging	++	+	0	-	--
Mobile homes	+	-	-	--	--
Public					
Schools, libraries, hospitals, nursing homes	+	0	-	-	--
Churches, auditoriums, concert halls	+	0	0	-	--
Transportation, parking, cemeteries	++	++	++	+	0
Commercial and Industrial					
Offices, retail trade	++	+	0	0	-
Service commercial, wholesale trade, warehousing, light industrial	++	++	+	0	0
General manufacturing, utilities, extractive industry	++	++	++	+	+
Agricultural and Recreational					
Cropland	++	++	++	++	+
Livestock breeding	++	+	0	0	-
Parks, playgrounds, zoos	++	+	+	0	-
Golf courses, riding stables, water recreation	++	++	+	0	0
Outdoor spectator sports	++	+	+	0	-
Amphitheaters	+	0	-	-	--

Notes: [1]. See Policy Plan Map for the location of the noise contours.
[2]. See explanation of land use acceptability symbols on following page.

Source: *Fresno County Airports Land Use Policy Plan* (Firebaugh, William Robert Johnston Municipal, Reedley Municipal, and Selma), January 1983; *Harris Ranch Airport Land Use Policy Plan,* October 1995,

TABLE 1
AIRPORT LAND USE NOISE COMPATIBILITY CRITERIA

LAND USE CATEGORY	Exterior Noise Exposure (CNEL)		
	60-65	65-70	70-75
Residential, Lodging, and Care			
*Residential (including single-family, multi-family)	0	_	_
Retirement homes, residential support facilities, hospitals, nursing homes, large child day care centers, adult day care facilities	0	0	_
*Hotels, motels, other transient lodging	0	0	_
*Mobile Homes	0	_	_
Public and Institutional			
* Schools, libraries	0	0	_
*Places of worship, auditoriums, concert halls, theaters, indoor arenas	0	0	_
Cemeteries, Parking	+	+	0
Commercial and Industrial			
Offices, service commercial, retail, shopping centers, restaurants	+	0	_
Wholesale, warehousing, research and development, light industrial	+	+	0
Extractive industry, industrial, manufacturing, utilities	+	+	0
Agricultural, and Recreational			
Cropland	+	+	+
Nature preserves, Livestock breeding, Zoos	0	0	_
Regional parks, athletic fields, golf courses, outdoor spectator sports, water recreational facilities, horse stables	+	0	0
Amphitheaters	0	_	_

Source: *Fresno Chandler Downtown Airport Land Use Policy Plan,* Revised October 2014;
Fresno Yosemite International Airport Compatibility Land Use Plan, Revised June 2012

TABLE 1 (cont.)
AIRPORT LAND USE NOISE COMPATIBILITY CRITERIA

LEGEND

Symbol	Land Use Acceptability	Interpretation/Conditions
+	**Compatible**	The activities associated with the specific land use may be carried out with essentially no interference from aircraft noise.
0	**Conditional**	The indicated noise exposure will cause interference with the activities. Building structure must be capable of attenuating noise to the indoor acceptable CNEL, standard construction methods will normally suffice. Indoor Uses: Noise exposure may cause moderate interference with indoor activities, extensive construction features required to make the indoor environment acceptable. Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur, caution should be exercised with regards to noise-sensitive uses.
_	**Incompatible**	Unacceptable noise interference upon these activities will occur indoor and outdoor. Adequate structural noise insulation is not practical under most circumstances. Severe noise interference makes outdoor activities unacceptable
*	**Acoustical Analysis Required**	An acoustical analysis shall be performed by an individual or firm experienced in Acoustical Engineering

Source: *Fresno Chandler Downtown Airport Land Use Policy Plan*, Revised October 2014;
Fresno Yosemite International Airport Compatibility Land Use Plan, Revised June 2012

Table 1
AIRPORT LAND USE NOISE COMPATIBILITY CRITERIA

LAND USE CATEGORY	CNEL[1,2]		
	50-55	55-60	60-65
Residential			
Single Family detached and duplexes	+	+	0
Multi family and transient lodging	++	+	0
Mobile Homes	+	+	-
Public			
Schools, Libraries, Hospitals, Nursing Homes	+	0	-
Churches, Auditoriums, Concert Halls	+	0	0
Transportation, Parking, Cemeteries	++	++	++
Commercial and Industrial			
Offices, retail trade	++	+	0
Service Commercial, Wholesale trade, Ware-Housing, Light Industrial	++	++	+
General Manufacturing, Utilities, Extractive Industry	++	++	++
Agricultural and Recreational			
Cropland	++	++	++
Livestock breeding	++	+	0
Parks, Playgrounds, Zoos	++	+	+
Golf courses, Riding stables, Water recreation	++	++	+
Outdoor spectator sports	++	+	+
Amphitheaters	+	0	-

Source: Fresno County Airport Land Use Commission
Notes: 1. See Figure 1 for aircraft noise contour locations
2. See explanation of land use acceptability symbols on following page.

Source: *Reedley Municipal Airport Land Use Compatibility Plan,* November 2007

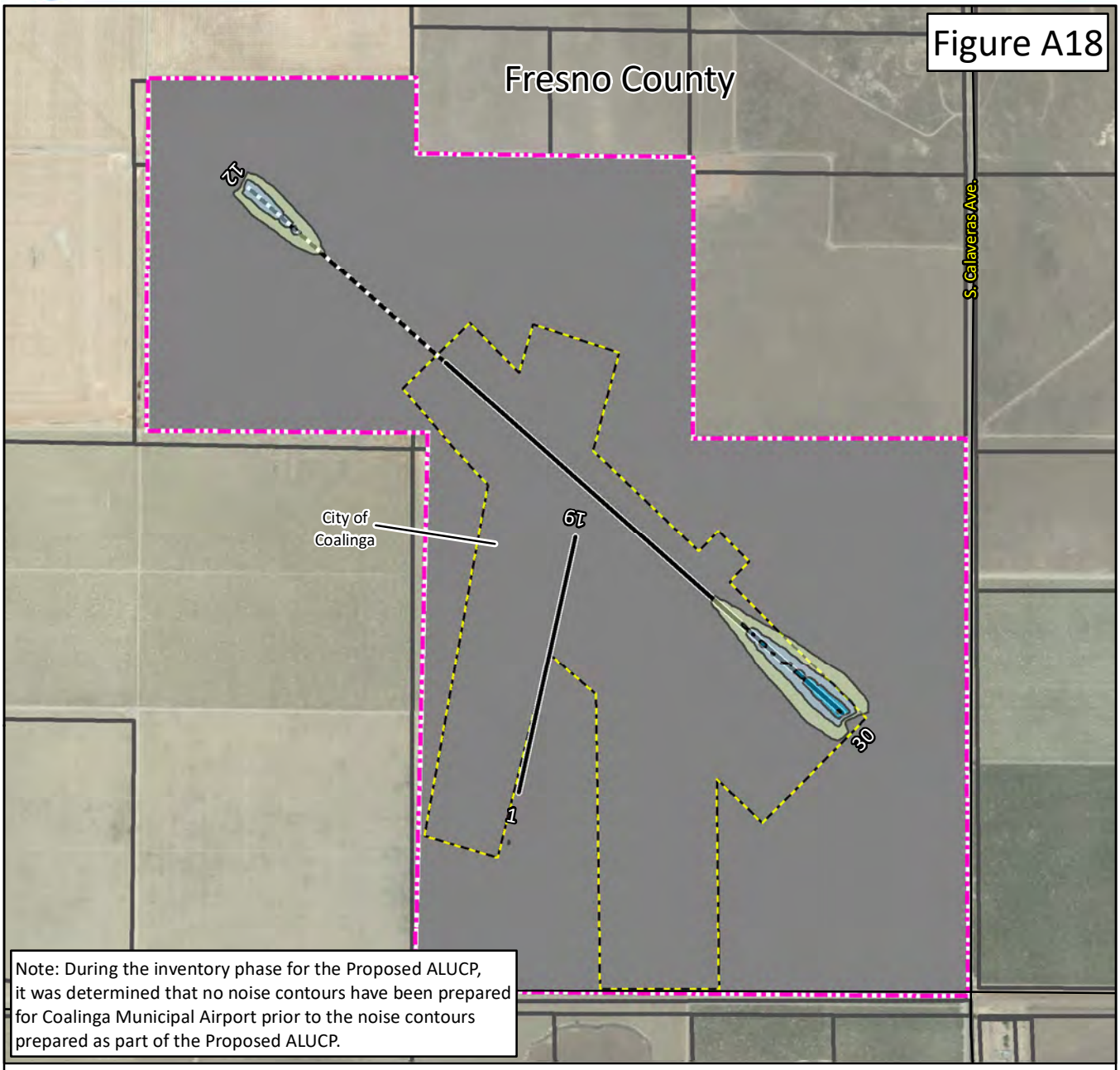
Table 1 (Continued)
AIRPORT LAND USE NOISE COMPATIBILITY CRITERIA

Symbol	Land Use Acceptability	Interpretation/Conditions
++	Clearly Acceptable	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+	Normally Acceptable	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
0	Marginal	**Acceptable only by ALUC determination** The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. Uses that fall within this category must be reviewed on a case by case basis by the Fresno County ALUC. The ALUC may determine the land use to be acceptable under conditions where outdoor activities are minimal and normal construction features provide sufficient noise attenuation (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
-	Normally Unacceptable	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
--	Clearly Unacceptable	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

Source: *Reedley Municipal Airport Land Use Compatibility Plan,* November 2007

Figure A17 (continued)
BASELINE CONDITION NOISE CRITERIA
(Reedley Municipal Airport)

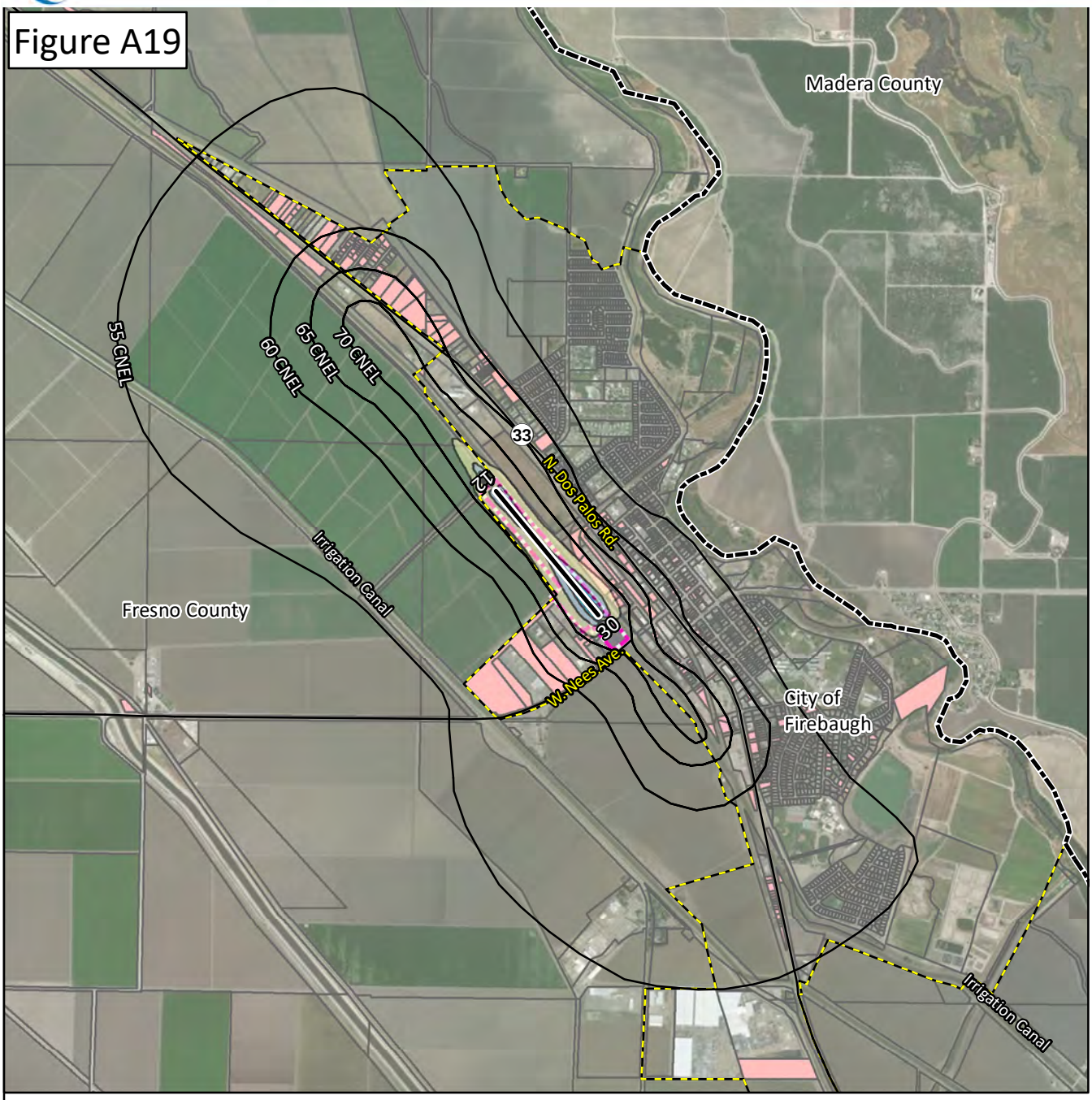
Figure A18



[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).

Figure A18
COALINGA MUNICIPAL - NOISE CONTOURS

Figure A19



LEGEND

- Runway Centerline[1]
- Airport Property[1]
- Parcel Boundaries
- Municipal Boundary
- County Boundary
- Undeveloped Parcels[2]
- Baseline Condition Noise Contours[3]
- Proposed ALUCP Noise Contours[4]
  - 60 CNEL
  - 65 CNEL
  - 70 CNEL

N

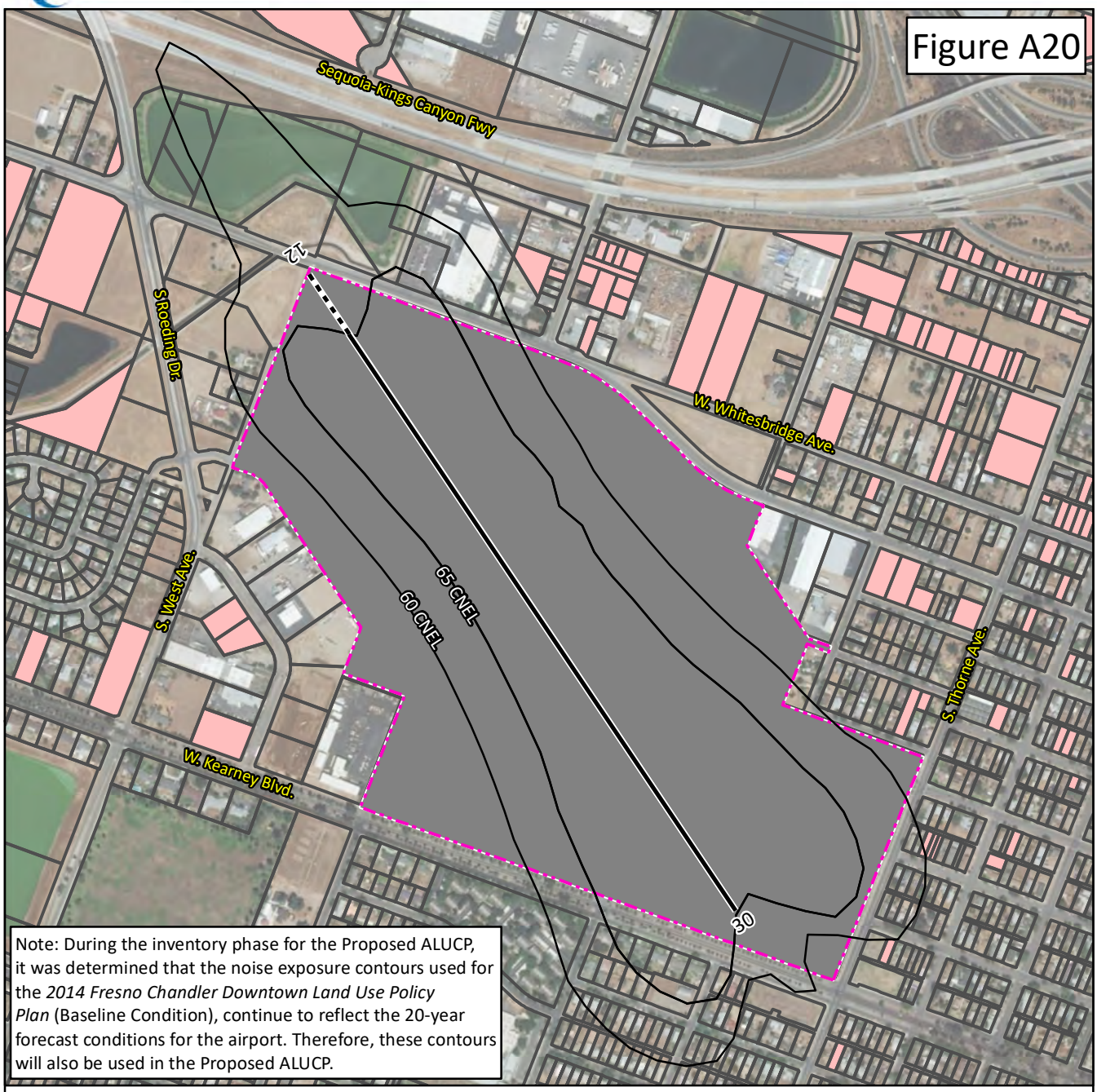
0 2,000 4,000

1" = 2,000'

[1]Firebaugh Airport Layout Plan (2013).
[2]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.
[3]Community Noise Equivalent Level - Fresno Council of Governments.
[4]Community Noise Equivalent Level - Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Figure A19
FIREBAUGH - NOISE CONTOUR COMPARISON

Figure A20



Note: During the inventory phase for the Proposed ALUCP, it was determined that the noise exposure contours used for the *2014 Fresno Chandler Downtown Land Use Policy Plan* (Baseline Condition), continue to reflect the 20-year forecast conditions for the airport. Therefore, these contours will also be used in the Proposed ALUCP.

LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Parcel Boundary
- Undeveloped Parcels[2]
- Baseline Condition Noise Contours[3]

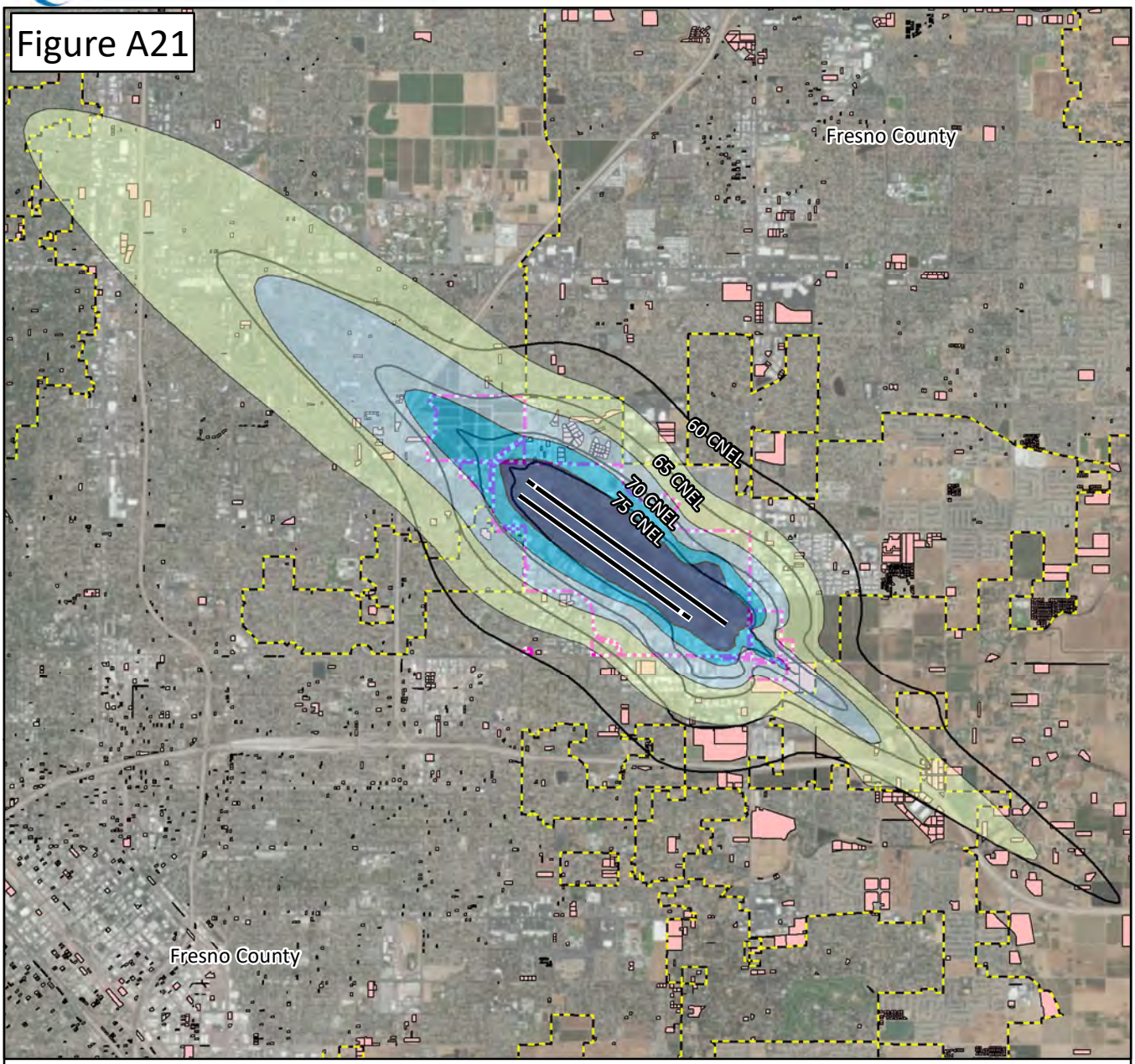
N

0 800 1,600

1" = 800'

[1]Fresno Chandler Airport Layout Plan (2010).
[2]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.
[3]Fresno Chandler Executive ALUCP, 2014.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Figure A21



LEGEND

- Existing Runway[1]
- Ultimate Runway[1]
- Airport Property[1]
- Municipal Boundary
- Undeveloped Parcels[2]
- Baseline Condition Noise Contours[3]
- Proposed ALUCP Noise Contours[4]
  - 60 CNEL
  - 65 CNEL
  - 70 CNEL
  - 75 CNEL

N

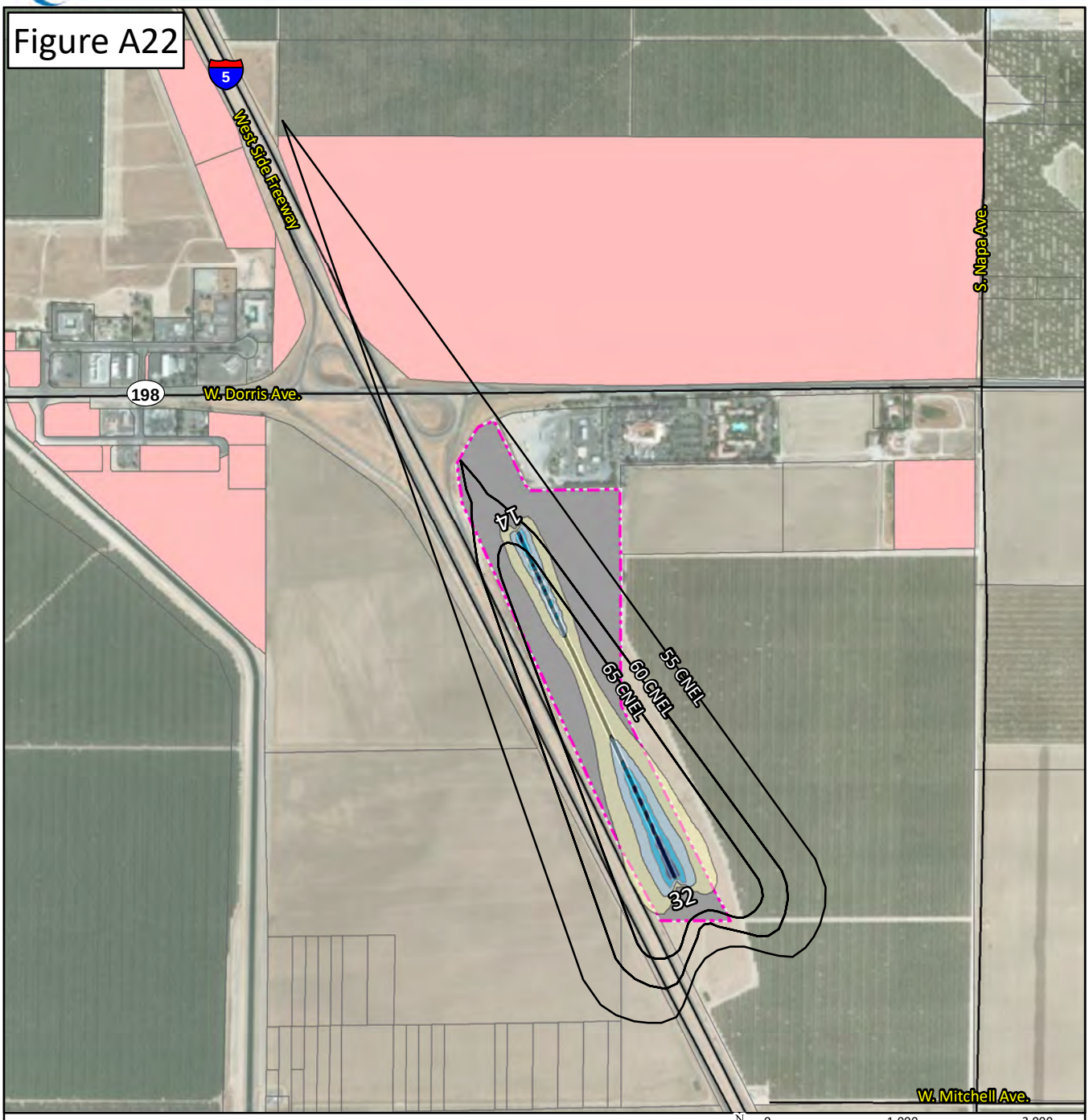
0 6,500 13,000

1" = 6,500'

[1]FresnoYosemite Intl. Airport Layout Plan (2013)
[2]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.
[3]Community Noise Equivalent Level - Fresno Council of Governments.
[4]Community Noise Equivalent Level - Fresno Yosemite Noise Exposure Map.
Sources: Fresno County Parcels, ESRI Basemap Imagery (2016).

Figure A21
FRESNO YOSEMITE INTL. - NOISE CONTOUR COMPARISON

Figure A22



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Streets
- Undeveloped Parcels[3]
- Baseline Condition Noise Contours[4]

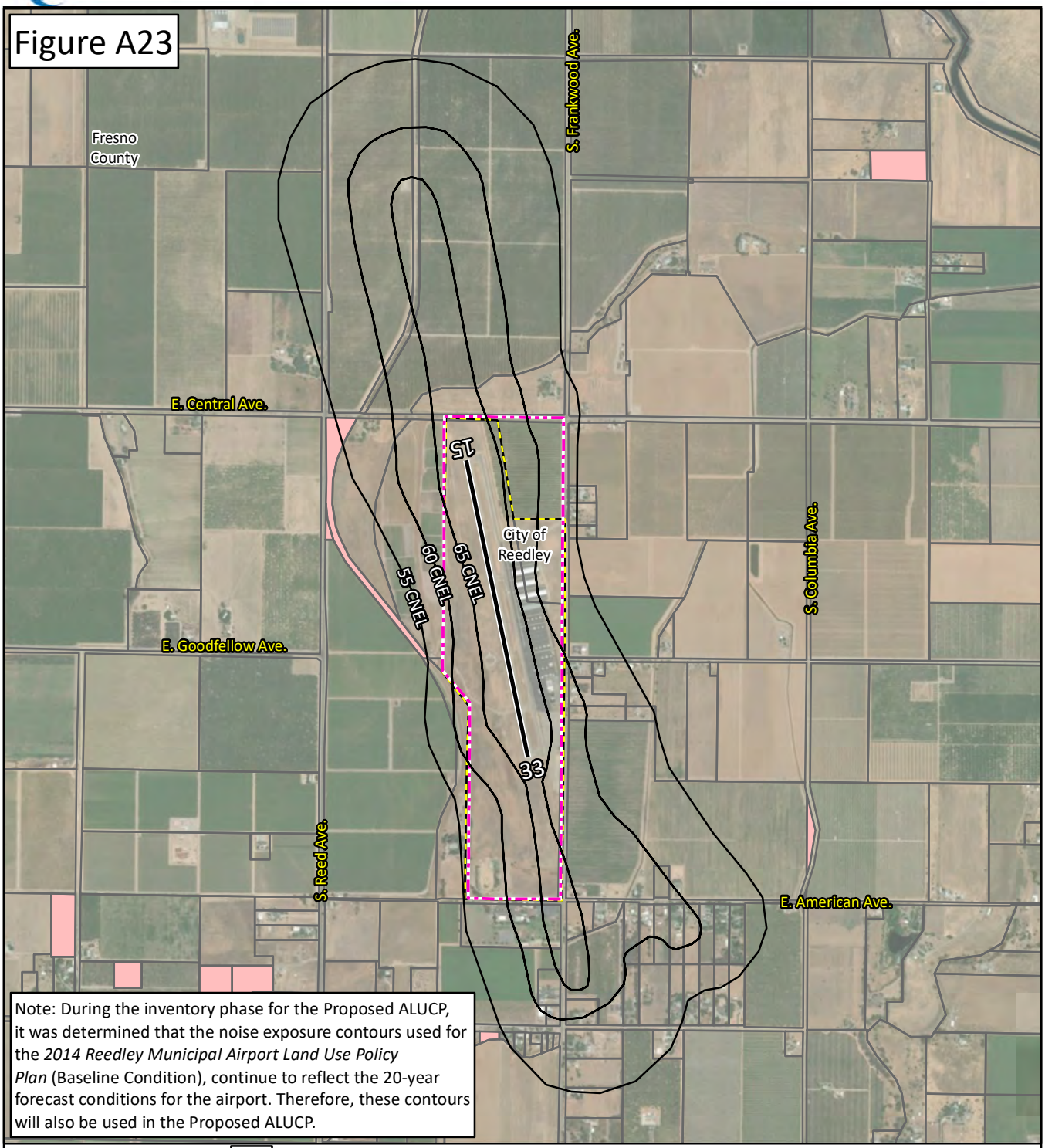
Future Noise Contours[5]

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

[1]Runway centerline placed from ESRI Imagery (2016).
[2]APN: 06506072S, APN: 06506081S.
[3]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.
[4]Community Noise Equivalent Level - Fresno Council of Governments.
[5]Community Noise Equivalent Level - Coffman Associates Analysis.
Sources: Fresno County, ESRI Streets, ESRI Basemap Imagery (2016).

Figure A22
HARRIS RANCH - NOISE CONTOUR COMPARISON

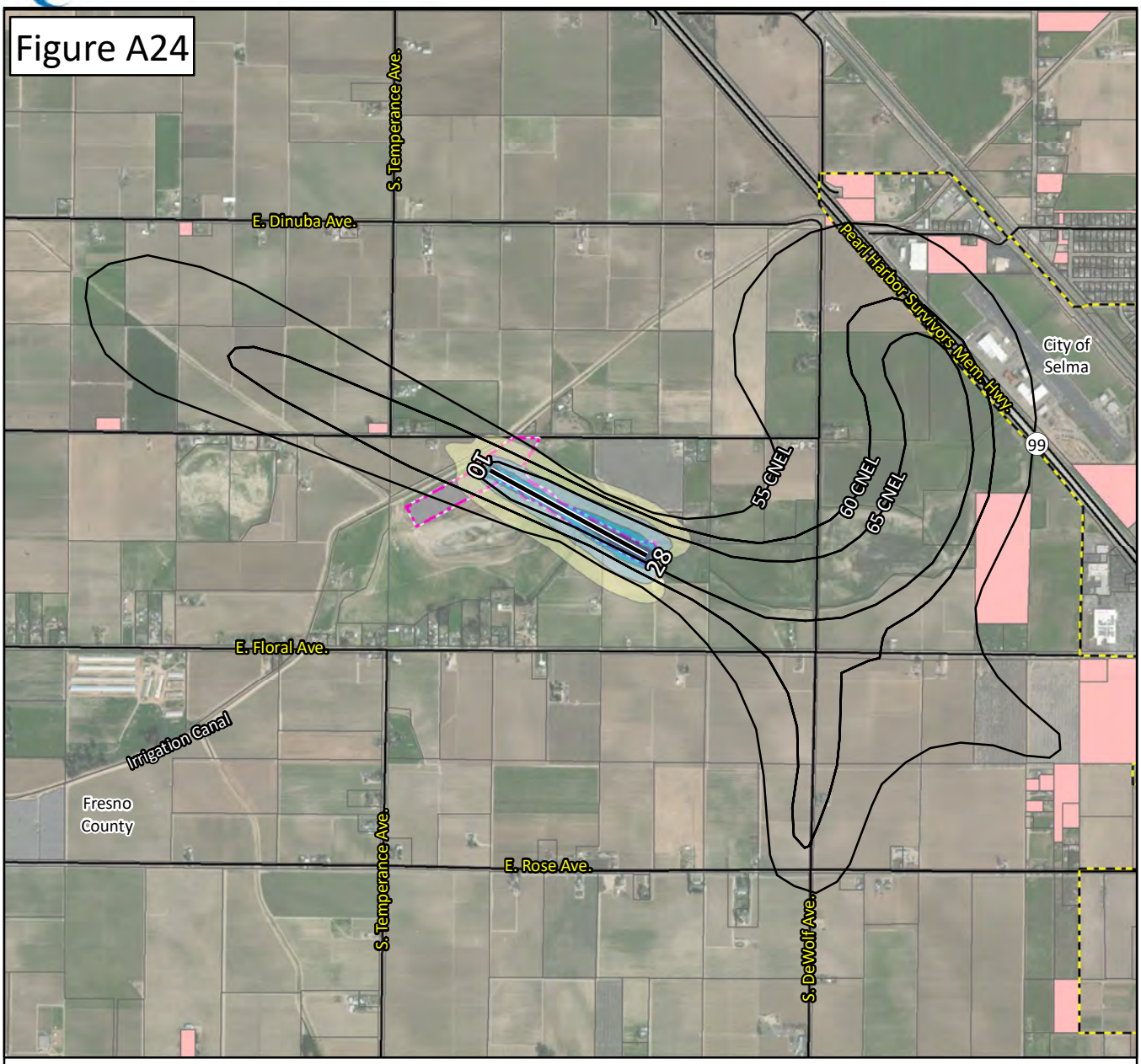
Figure A23



[1]Reedley Municipal Airport Layout Plan (2013).
[2]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.
[3]Community Noise Equivalent Level - Fresno Council of Governments.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Figure A23
REEDLEY MUNICIPAL - NOISE CONTOURS

Figure A24



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- Streets
- Undeveloped Parcels[3]
- Baseline Condition Noise Contours[4]
- Proposed ALUCP Noise Contours[5]
  - 60 CNEL
  - 65 CNEL
  - 70 CNEL
  - 75 CNEL

N

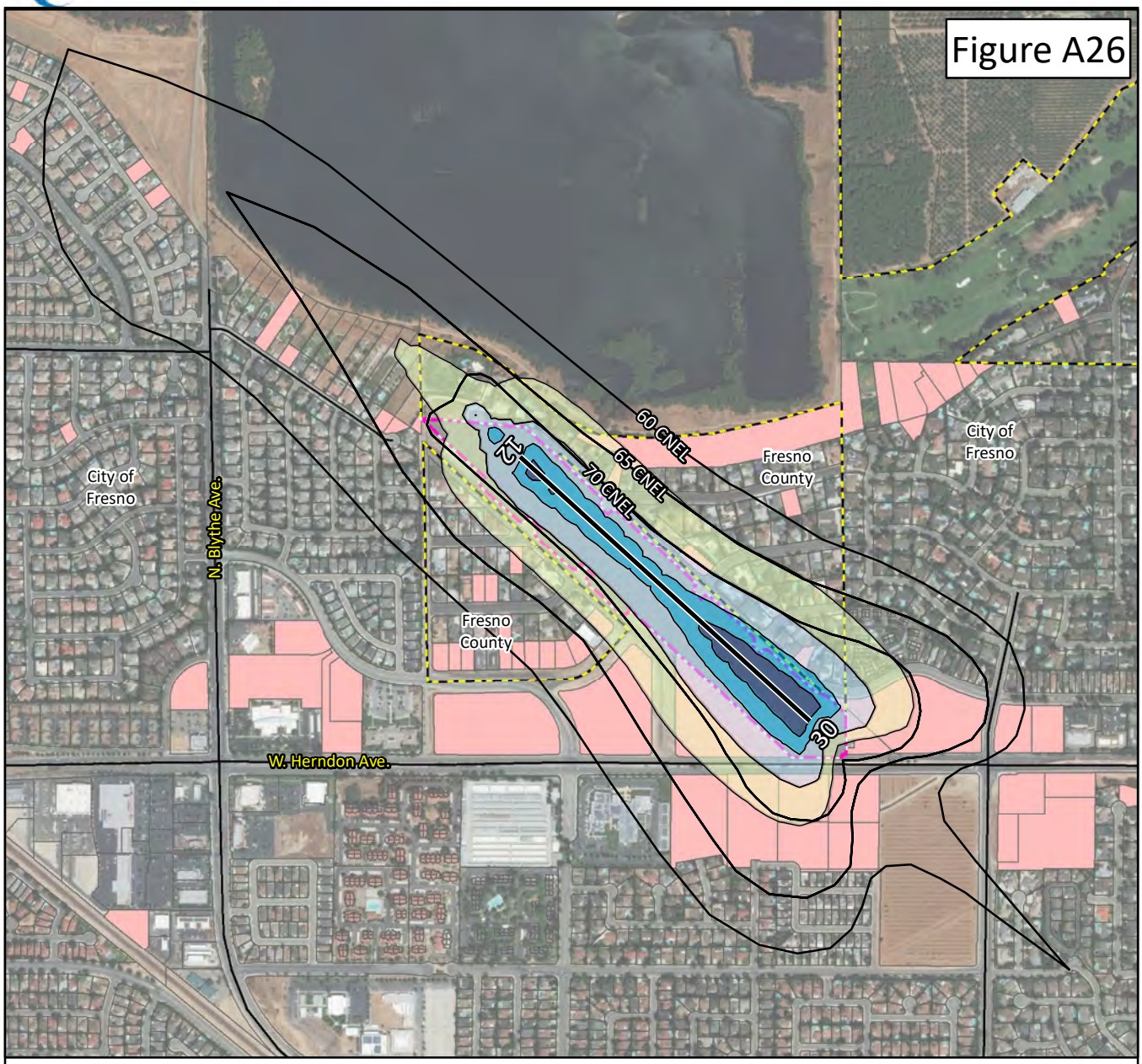
0 2,000 4,000

1" = 2,000'

[1]Runway digitized from ESRI Basemap Imagery (2016).
[2]APN: 34818043
[3]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.
[4]Community Noise Equivalent Level - Fresno Council of Governments.
[5]Community Noise Equivalent Level - Coffman Associates Analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Figure A24
SELMA - NOISE CONTOUR COMPARISON

Figure A26



LEGEND

- Runway[1]
- Airport Property[2]
- Parcel Boundary
- Municipal Boundary
- County Boundary
- Streets
- Undeveloped Parcels[3]
- Baseline Condition Noise Contours[4]
- Proposed ALUCP Noise Contours[5]
  - 60 CNEL
  - 65 CNEL
  - 70 CNEL
  - 75 CNEL

N

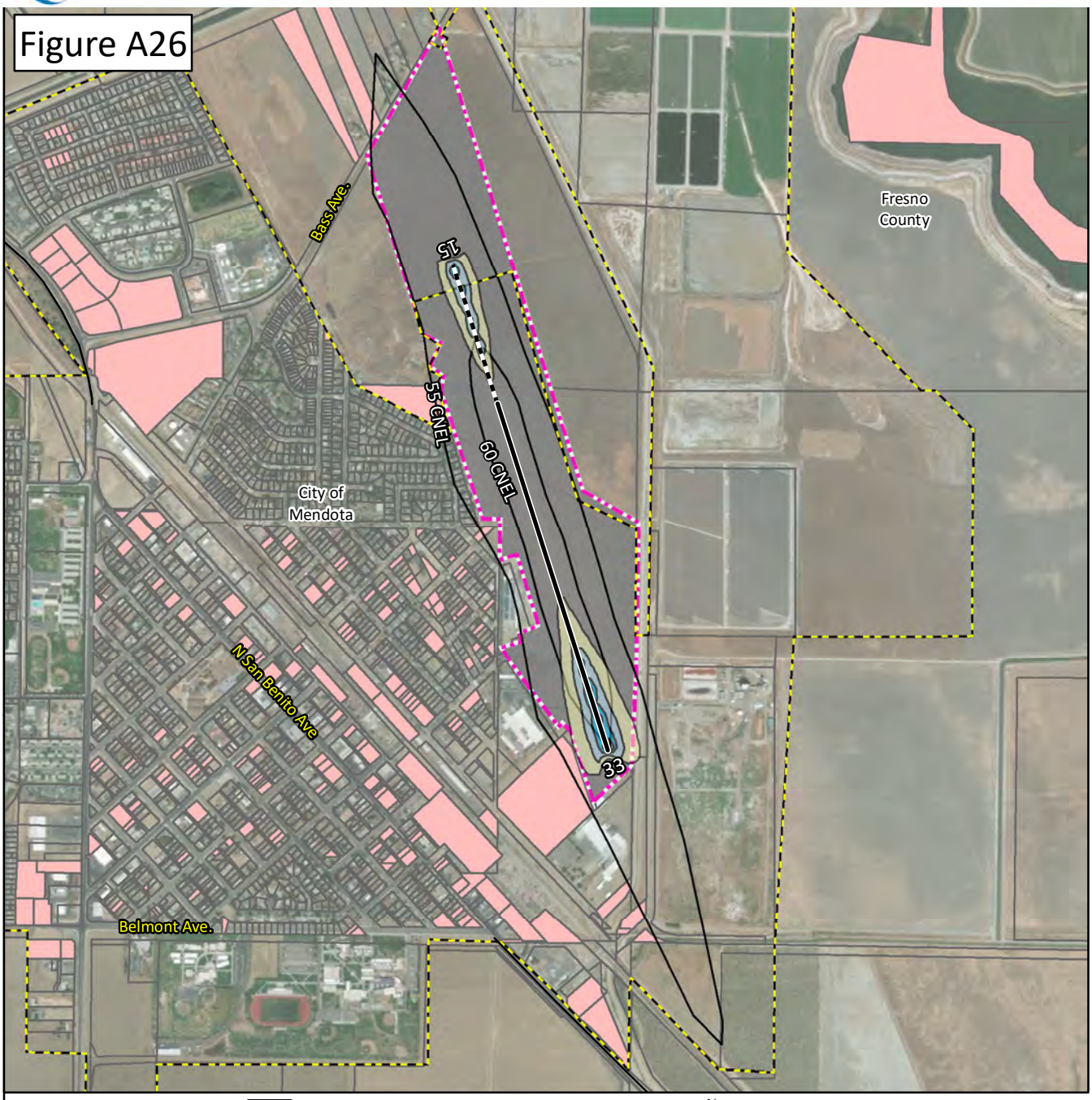
0 1,000 2,000

1" = 1,000'

[1]FAA 5010 Master Record.
[2]APN's: 50103102, 50103402, 50104202, 50105001, 50104702.
[3]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.
[4]Community Noise Equivalent Level - Fresno Council of Governments.
[5]Community Noise Equivalent Level - Coffman Associates analysis.
Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Figure A25
SIERRA SKY PARK - NOISE CONTOUR COMPARISON

Figure A26



LEGEND

- Existing Runway[1]
- Ultimate Runway[2]
- Airport Property[2]
- Parcel Boundaries
- Municipal Boundary
- County Boundary
- Undeveloped Parcels[3]
- Baseline Condition Noise Contours[4]
- Proposed ALUCP Noise Contours[5]
  - 60 CNEL
  - 65 CNEL
  - 70 CNEL

N

0 1,500 3,000

1" = 1,500'

[1]FAA 5010 Mastor Record.
[2]Robert Johnston Airport Layout Plan.
[3]For the purposes of this analysis, undeveloped parcels are vacant parcels that are planned or zoned for residential, commercial, office, mixed use, or industrial land uses.
[4]Community Noise Equivalent Level - Fresno Council of Governments.
[5]Community Noise Equivalent Level - Coffman Associates Analysis

Sources: Fresno County Parcels, Fresno County Streets, ESRI Basemap Imagery (2016).

Figure A26
WILLIAM ROBERT JONSTON MUNICIPAL - NOISE CONTOUR COMPARISON

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TABLE A15
Firebaugh Airport (F34)
General Plan and Noise Contour Displacement Analysis

Baseline Condition Contour	General Plan Designation	Acres		
		Conditionally Compatible[1]	Not Compatible[2]	Total Undeveloped Land
60-65 CNEL	Multi-Family Residential	1.4	0	1.4
60-65 CNEL	Single Family Residential		20.4	20.4
65-70 CNEL	Office	9.1		9.1
65-70 CNEL	Single Family Residential		16.1	16.1
70+ CNEL	Office		8.3	8.3
Total		10.5	44.8	55.4
Proposed ALUCP Contour	**General Plan Designation**	**Acres**		
		Conditionally Compatible[1]	**Not Compatible[2]**	**Total Undeveloped Land**
No undeveloped land within the 60 CNEL or greater noise contour.				
Difference (Proposed ALUCP Contour Acreage vs Baseline Condition Contour Acreage)[3]		-10.5	-44.8	-55.4

Numbers may not add due to rounding.
[1] Includes uses identified as "Marginal" in the Baseline Condition
[2] Includes uses identified as "Normally Unacceptable" and "Clearly Unacceptable" in the Baseline Condition
[3] A positive number in this comparison would indicate potential displacement. A negative number represents a reduction in the amount of undeveloped land within the noise exposure contours.
Source: Coffman Associates analysis

FRESNO-CHANDLER EXECUTIVE AIRPORT

During the inventory phase for the Proposed ALUCP, it was determined that the noise exposure contours used for the 2014 *Fresno-Chandler Downtown Airport Land Use Policy Plan* (Baseline Condition), continue to reflect the 20-year forecast conditions for the airport. Therefore, these contours will also be used in the Proposed ALUCP.

Finding: As there will be no changes in the noise contours for this airport, and the noise compatibility criteria are similar for the two plans, the Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for Fresno-Chandler Executive Airport.

FRESNO YOSEMITE INTERNATIONAL AIRPORT

Table A16 summarizes the acreages for undeveloped parcels that are planned for land uses that are classified as Conditionally Compatible or Not Compatible when compared to the Baseline Condition or Proposed ALUCP noise criteria for Fresno Yosemite International Airport. As indicated in the table, under the Baseline Condition, a total of 40.8 acres are planned for land uses that are classified as Conditionally Compatible and 6.9 acres are planned for land uses that are classified as Not Compatible.

In comparison, based on the updated noise contours for Fresno Yosemite International Airport, a total of 15.8 acres are planned for land uses that are classified as Conditionally Compatible and 4.3 acres are

planned for land uses that are classified as Not Compatible. As indicated in the table the acreage for land uses classified as Conditionally Compatible and Not Compatible decrease.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for Fresno Yosemite International Airport.

TABLE A16
Fresno Yosemite International Airport (FAT)
General Plan and Noise Contour Displacement Analysis

Baseline Condition Contour	General Plan Designation	Acres		
		Conditionally Compatible[1]	Not Compatible[2]	Total Undeveloped Land
60-65 CNEL	Single Family Residential	7.8	-	7.8
65-70 CNEL	Commercial	5.5	-	5.5
65-70 CNEL	Office	0.6	-	0.6
65-70 CNEL	Single Family Residential	-	1.7	1.7
70-75 CNEL	Industrial	26.2	-	26.2
70-75 CNEL	Office	-	3.0	3.0
70-75 CNEL	Single Family Residential	-	2.2	2.2
75+ CNEL	Industrial	0.7	-	0.7
Total		40.8	6.9	47.7
Proposed ALUCP Contour	**General Plan Designation**	**Acres**		
		Conditionally Compatible[1]	**Not Compatible[2]**	**Total Undeveloped Land**
60-65 CNEL	Single Family Residential	13.9	-	13.9
65-70 CNEL	Single Family Residential	-	2.1	2.1
70-75 CNEL	Office	1.9		1.9
70-75 CNEL	Single Family Residential	-	2.2	2.2
Total		15.8	4.3	20.1
Difference (Proposed ALUCP Contour Acreage vs Baseline Condition Contour Acreage)[3]		-25.0	-2.6	-27.6

Numbers may not add due to rounding.
[1] Includes uses identified as "Marginal" in the Baseline Condition
[2] Includes uses identified as "Normally Unacceptable" and "Clearly Unacceptable" in the Baseline Condition
[3] A positive number in this comparison would indicate potential displacement. A negative number represents a reduction in the amount of undeveloped land within the noise exposure contours.
Source: Coffman Associates analysis

HARRIS RANCH AIRPORT

Based on a review of the previously discussed land use information, there are no undeveloped parcels within the Baseline Condition or Proposed ALUCP noise contours for Harris Ranch Airport.

Finding: The Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for Harris Ranch Airport.

REEDLEY MUNICIPAL AIRPORT

During the inventory phase for the Proposed ALUCP, it was determined that the noise exposure contours used for the 2007 *Reedley Municipal Airport Land Use Compatibility Plan (Baseline Condition)* continue to reflect the 20-year forecast conditions for the airport. Therefore, these contours will also be used in the Proposed ALUCP. Based on a review of the previously discussed land use information, there are no undeveloped parcels within the noise contours for Reedley Municipal Airport.

Finding: The Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for Reedley Municipal Airport.

SELMA AIRPORT

Based on a review of the previously discussed land use information, there are no undeveloped parcels within the Baseline Condition or Proposed ALUCP noise contours for Selma Airport.

Finding: The Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for Selma Airport.

SIERRA SKY PARK AIRPORT

Table A17 summarizes the acreages for undeveloped parcels that are planned for land uses that are classified as Conditionally Compatible or Not Compatible when compared to the Baseline Condition or Proposed ALUCP noise criteria for Sierra Sky Park Airport. As indicated in the table, under the Baseline Condition, a total of 22.7 acres are planned for land uses that are classified as Conditionally Compatible and 13.9 acres are planned for land uses that are classified as Not Compatible. In comparison, under the Proposed ALUCP, a total of 0.7 acres are planned for land uses that are classified as Conditionally Compatible and 0.5 acres are planned for land uses that are classified as Not Compatible.

Finding: Based on the information provided above which shows a reduction in acreage within the noise contours, the Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for Sierra Sky Park Airport.

TABLE A17
Sierra Sky Park Airport (E79)
General Plan and Noise Contour Displacement Analysis

Baseline Condition Contour	General Plan Designation	Acres		
		Conditionally Compatible[1]	Not Compatible[2]	Total Undeveloped Land
60-65 CNEL	Office	6.8	0	6.8
60-65 CNEL	Single Family Residential		3.4	3.4
65-70 CNEL	Commercial	6.1		6.1
65-70 CNEL	Office	9.8		9.8
65-70 CNEL	Single Family Residential		3.2	3.2
70+ CNEL	Commercial		3.7	3.7
70+ CNEL	Office		3.1	3.1
70+ CNEL	Single Family Residential		0.5	0.5
60-65 CNEL	Office	6.8	0	6.8
60-65 CNEL	Single Family Residential		3.4	3.4
Total		22.7	13.9	36.6
Proposed ALUCP Contour	**General Plan Designation**	**Acres**		
		Conditionally Compatible[1]	**Not Compatible[2]**	**Total Undeveloped Land**
60-65 CNEL	Single Family Residential	0.7		0.7
65-70 CNEL	Single Family Residential		0.5	0.5
Total		0.7	0.5	1.2
Difference (Proposed ALUCP Contour Acreage vs Baseline Condition Contour Acreage)[3]		-22.0	-13.4	-35.4

Numbers may not add due to rounding.
[1] Includes uses identified as "Marginal" in the Baseline Condition
[2] Includes uses identified as "Normally Unacceptable" and "Clearly Unacceptable" in the Baseline Condition
[3] A positive number in this comparison would indicate potential displacement. A negative number represents a reduction in the amount of undeveloped land within the noise exposure contours.
Source: Coffman Associates analysis

WILLIAM ROBERT JOHNSTON MUNICIPAL AIRPORT

Based on a review of the previously discussed land use information, there are no undeveloped parcels within the Baseline Condition or Proposed ALUCP noise contours for William Robert Johnston Municipal Airport.

Finding: The Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for William Robert Johnston Municipal Airport.

ZONING

COALINGA MUNICIPAL AIRPORT

As previously discussed, during the inventory phase for preparation of the Proposed ALUCP, it was determined that no noise contours have been prepared for Coalinga Municipal Airport prior to the noise contours prepared as part of the Proposed ALUCP.

Based on a review of the previously discussed land use information, there are no undeveloped parcels zoned for uses classified as Conditionally Compatible or Not Compatible within the Proposed ALUCP noise contours for Coalinga Municipal Airport.

Finding: The Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for Coalinga Municipal Airport.

FIREBAUGH AIRPORT

Table A18 summarizes the acreages for undeveloped parcels that are zoned for land uses that are classified as Conditionally Compatible or Not Compatible when compared to the Baseline Condition or Proposed ALUCP noise criteria for Firebaugh Airport. As indicated in the table, under the Baseline Condition, a total of 34.6 acres are planned for land uses that are classified as Conditionally Compatible and 10.9 acres are zoned for land uses that are classified as Not Compatible.

In comparison, based on the noise contours prepared for the Proposed ALUCP, there are no parcels zoned with land uses classified as Conditionally Compatible or Not Compatible.

Finding: The Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for Firebaugh Airport.

TABLE A18
Firebaugh Airport (F34)
Zoning and Noise Contour Displacement Analysis

Baseline Condition Contour	Zoning Designation	Acres		
		Conditionally Compatible[1]	Not Compatible[2]	Total Undeveloped Land
60-65 CNEL	Mobile Home Park		1.5	1.5
60-65 CNEL	Multi-Family Residential		9.4	9.4
65-70 CNEL	Commercial	17.2		17.2
65-70 CNEL	Industrial	9.1		9.1
70+ CNEL	Industrial	8.3		8.3
Total		34.6	10.9	45.4
Proposed ALUCP Contour	**Zoning Designation**	**Acres**		
		Conditionally Compatible[1]	**Not Compatible[2]**	**Total Undeveloped Land**
No undeveloped land within the 60 CNEL or greater noise contour				
Difference (Proposed ALUCP Contour Acreage vs Baseline Condition Contour Acreage)[3]		-34.6	-10.9	-45.4

Numbers may not add due to rounding.
[1] Includes uses identified as "Marginal" in the Baseline Condition
[2] Includes uses identified as "Normally Unacceptable" and "Clearly Unacceptable" in the Baseline Condition
[3] A positive number in this comparison would indicate potential displacement. A negative number represents a reduction in the amount of undeveloped land within the noise exposure contours.
Source: Coffman Associates analysis

FRESNO-CHANDLER EXECUTIVE AIRPORT

As previously discussed, during the inventory phase for the Proposed ALUCP, it was determined that the noise exposure contours used for the 2014 *Fresno-Chandler Downtown Airport Land Use Policy Plan* (Baseline Condition), continue to reflect the 20-year forecast conditions for the airport. Therefore, these contours will also be used in the Proposed ALUCP.

Finding: As there will be no changes in the noise contours for this airport, and the noise compatibility criteria are similar for the two plans, the Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for Fresno-Chandler Executive Airport.

FRESNO YOSEMITE INTERNATIONAL AIRPORT

Table A19 summarizes the acreages for undeveloped parcels that are planned for land uses that are classified as Conditionally Compatible or Not Compatible when compared to the Baseline Condition or Proposed ALUCP noise criteria for Fresno Yosemite International Airport. As indicated in the table, under the Baseline Condition, a total of 44.2 acres are zoned for land uses that are classified as Conditionally Compatible and 6.9 acres are planned for land uses that are classified as Not Compatible.

In comparison, based on the updated noise contours for Fresno Yosemite International Airport, a total of 15.8 acres are zoned for land uses that are classified as Conditionally Compatible and 6.3 acres are planned for land uses that are classified as Not Compatible. As indicated in the table the acreage for land uses classified as Conditionally Compatible and Not Compatible decrease.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for Fresno Yosemite International Airport.

TABLE A19
Fresno Yosemite International Airport (FAT)
Zoning and Noise Contour Displacement Analysis

Baseline Condition Contour	General Plan Designation	Acres		
		Conditionally Compatible[1]	Not Compatible[2]	Total Undeveloped Land
60-65 CNEL	Single Family Residential	8.8	-	7.8
60-65 CNEL	Multi-Family Residential	2.4	-	7.8
65-70 CNEL	Commercial	5.5	-	5.5
65-70 CNEL	Office	0.6	-	0.6
65-70 CNEL	Single Family Residential	-	1.7	1.7
70-75 CNEL	Industrial	26.2	-	26.2
70-75 CNEL	Office	-	3.0	3.0
70-75 CNEL	Single Family Residential	-	2.2	2.2
75+ CNEL	Industrial	0.7	-	0.7
Total		44.2	6.9	47.7
Proposed ALUCP Contour	**General Plan Designation**	**Acres**		
		Conditionally Compatible[1]	**Not Compatible[2]**	**Total Undeveloped Land**
60-65 CNEL	Single Family Residential	11.2	-	11.2
60-65 CNEL	Multi-Family Residential	2.7	-	2.7
65-70 CNEL	Single Family Residential	-	1.3	2.1
65-70 CNEL	Multi-Family Residential	-	2.2	
70-75 CNEL	Office	1.9		1.9
70-75 CNEL	Single Family Residential	-	2.8	2.2
Total		15.8	6.3	22.1
Difference (Proposed ALUCP Contour Acreage vs Baseline Condition Contour Acreage)[3]		-28.4	-0.6	-33.4

Numbers may not add due to rounding.
[1] Includes uses identified as "Marginal" in the Baseline Condition
[2] Includes uses identified as "Normally Unacceptable" and "Clearly Unacceptable" in the Baseline Condition
[3] A positive number in this comparison would indicate potential displacement. A negative number represents a reduction in the amount of undeveloped land within the noise exposure contours.
Source: Coffman Associates analysis

HARRIS RANCH AIRPORT

Based on a review of the previously discussed land use information, there are no undeveloped parcels zoned for uses classified as Conditionally Compatible or Not Compatible within the Proposed ALUCP noise contours for Harris Ranch Airport.

Finding: The Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for Harris Ranch Airport.

REEDLEY MUNICIPAL AIRPORT

During the inventory phase for the Proposed ALUCP, it was determined that the noise exposure contours used for the 2007 *Reedley Municipal Airport Land Use Compatibility Plan (Baseline Condition)*, continue

to reflect the 20-year forecast conditions for the airport. Therefore, these contours will also be used in the Proposed ALUCP. Based on a review of the previously discussed land use information, there are no undeveloped parcels within the noise contours for Reedley Municipal Airport. Based on a review of the previously discussed land use information, there are no undeveloped parcels zoned for uses classified as Conditionally Compatible or Not Compatible within the Proposed ALUCP noise contours for Reedley Municipal Airport.

Finding: The Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for Reedley Municipal Airport.

SELMA AIRPORT

Based on a review of the previously discussed land use information, there are no undeveloped parcels zoned for uses classified as Conditionally Compatible or Not Compatible within the Proposed ALUCP noise contours for Selma Airport.

Finding: The Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for Selma Airport.

SIERRA SKY PARK AIRPORT

Table A20 summarizes the acreages for undeveloped parcels that are planned for land uses that are classified as Conditionally Compatible or Not Compatible when compared to the Baseline Condition or Proposed ALUCP noise criteria for Sierra Sky Park Airport. As indicated in the table, under the Baseline Condition, a total of 20.5 acres are planned for land uses that are classified as Conditionally Compatible and 14.2 acres are planned for land uses that are classified as Not Compatible. In comparison, under the Proposed ALUCP, a total of 0.7 acres are planned for land uses that are classified as Conditionally Compatible and 0.5 acres are planned for land uses that are classified as Not Compatible.

Finding: Based on the information provided above which shows a reduction in acreage within the noise contours, the Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for Sierra Sky Park Airport.

TABLE A20
Sierra Sky Park Airport (F34)
Zoning and Noise Contour Displacement Analysis

Baseline Condition Contour	Zoning Designation	Acres		
		Conditionally Compatible[1]	Not Compatible[2]	Total Undeveloped Land
60-65 CNEL	Office	4.7	0	4.7
60-65 CNEL	Single Family Residential		3.5	3.5
65-70 CNEL	Commercial	6.5		6.5
65-70 CNEL	Office	9.3		9.3
65-70 CNEL	Single Family Residential		3.2	3.2
70+ CNEL	Commercial		3.8	3.8
70+ CNEL	Office		3.1	3.1
70+ CNEL	Single Family Residential		0.6	0.6
Total		20.5	14.2	34.7
Proposed ALUCP Contour	**Zoning Designation**	**Acres**		
		Conditionally Compatible[1]	**Not Compatible[2]**	**Total Undeveloped Land**
60-65 CNEL	Single Family Residential	0.7		0.7
65-70 CNEL	Single Family Residential		0.5	0.5
Total		0.7	0.5	1.3
Difference (Proposed ALUCP Contour Acreage vs Baseline Condition Contour Acreage)[3]		-19.8	-13.7	-33.4

Numbers may not add due to rounding.
[1] Includes uses identified as "Marginal" in the Baseline Condition
[2] Includes uses identified as "Normally Unacceptable" and "Clearly Unacceptable" in the Baseline Condition
[3] A positive number in this comparison would indicate potential displacement. A negative number represents a reduction in the amount of undeveloped land within the noise exposure contours.
Source: Coffman Associates analysis

WILLIAM ROBERT JOHNSTON MUNICIPAL AIRPORT

Based on a review of the previously discussed land use information, there are no undeveloped parcels zoned for uses classified as Conditionally Compatible or Not Compatible within the Proposed ALUCP noise contours for William Robert Johnston Municipal Airport.

Finding: Based on the information provided above, the Proposed ALUCP would not result in displacement of residential or non-residential development from the noise contours for William Robert Johnston Municipal Airport.

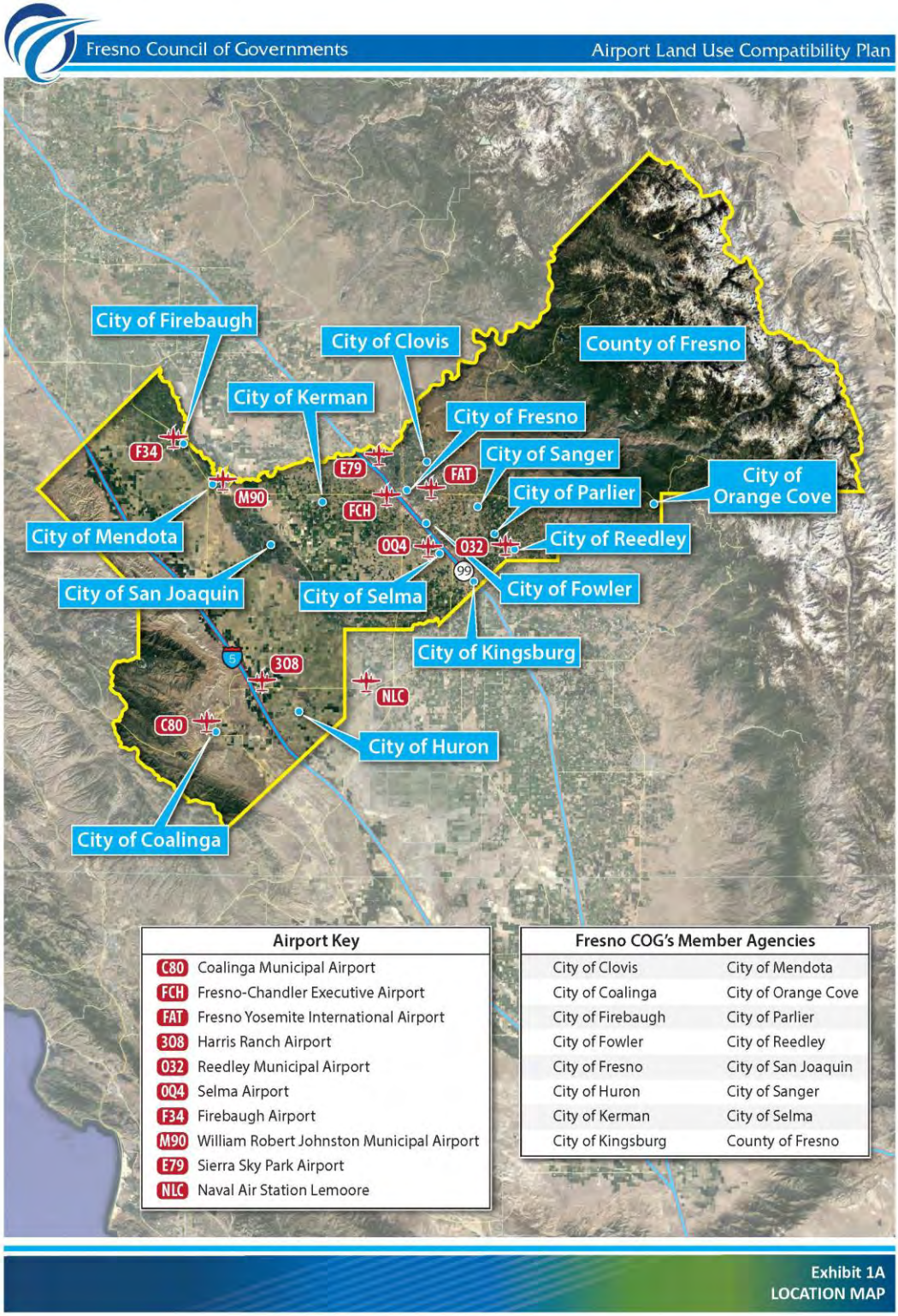
SUMMARY

Implementation of the ALUCP is not expected to result in displacement of future residential or non-residential development within the AIAs based on existing zoning designations, when combined with the ALUCP zones.

It is important to note that the proposed ALUCP is not a development plan (i.e., no specific land uses are designated for any particular parcel or parcels). Whether actual shifts in development would occur as a result of the proposed ALUCP would depend on the actual need for development; the rate, timing, location and extent of development; economic and market conditions; the nature and type of the project or projects; and project-level impacts to the environment and associated mitigation. Attempts to accurately forecast the actual effects of potential future shifts in land use development and population are subject to considerable uncertainty. If such projects do occur in the future, like other land use development, they will be subject to the appropriate project-level environmental review under CEQA. (See California Code of Regulations, Title 14, §15145.)

An important purpose of this analysis of potential development displacement is that it will inform local agencies of the potential for displaced development and associated consequences, enabling them to plan accordingly. The ultimate authority for implementation of the ALUCP rests with local governments as the zoning and land use permitting authorities. These local governments have multiple options regarding how to implement the new policies and criteria in the ALUCP. Thus, the potential displacement effects discussed in this analysis could change depending on the specific implementation actions taken by the local jurisdictions and the ALUC.

Attachment C



Attachment D – Comments Received and Response

Response to Comments Received on the Final Draft Fresno County Airport Land Use Compatibility Plan Update

City of Fresno – Development and Resource Development Department

1. Page 1-1 lists the Fresno County airport compatibility plans that would be replaced by the new Fresno County Airport Land Use Compatibility (ALUCP). My understanding is that these are county plans. The City of Fresno has its own adopted versions of the Fresno Chandler Downtown Airport Land Use Policy Plan, the Fresno Yosemite International Airport Compatibility Plan, and the Sierra Sky Park Land Use Policy Plan. Would these need to be repealed as well?

Response: The City of Fresno's Airport Land Use Policy Plans should be considered internal documents for your own reference as they do not replace the Fresno County Airport Land Use Compatibility Plan (ALUCP) adopted by the Fresno County Airport Land Use Commission (ALUC). The City of Fresno's plans were not adopted by the ALUC and are not recognized as valid documents by the ALUC or Caltrans. The ALUCP encompasses all public use airports within the Fresno County region, including all those in the City of Fresno.

2. In order to attain consistency with the new ALUCP, can the city simply update its requirements in the zoning code that where they exist, airport plans shall govern (the code says that they supersede the general plan and other specific plans)? Or will consistency need to be attained by a more explicit mechanism such as overlay districts?

Response: The method for demonstrating consistency with the ALUCP is determined by the local agencies. However, in the 2011 California Airport Land Use Planning Handbook (Handbook), Section 5.2.3, Means of Achieving Consistency outlines several strategies for achieving consistency with the Fresno County Airport Land Use Compatibility Plan, states that local plans and/or policies must:

- → Delineate the compatibility criteria to be applied to individual development actions;
- → Identify the mechanisms to be used to ensure that applicable compatibility criteria are incorporated into site-specific development projects; and
- → Indicate the procedures to be followed in review and approval of development actions affecting lands within the airport influence area, recognizing that certain types of land uses are not subject to discretionary approvals (but can be subject to appropriate ministerial development standards).

This section, attached for your reference, includes a discussion on the use of combining districts or overlay zoning, includes Table 5A: General Plan Consistency Checklist, and gives optional Land Use Compatibility Strategies. Additional information regarding this topic may be found on page 5-3 of the Handbook.

3. Page 2-5, Section 2.5.1 and Page 2-12, Section 2.8.1 state, "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). When the City of Fresno submits general plan amendments or new specific plans to the ALUC for review, zoning is also included, which contains height limits and density, but not site layout. So would new projects that are proposed within plans that have already been determined consistent with the ALUCP by the ALUC have to return to the ALUC for a consistency finding at the entitlement stage? We would hope there is a way to streamline the review process so that once a specific plan (and corresponding zoning) is approved by the ALUC, specific projects not require further review by the ALUC.

Response: The level of detail associated with City of Fresno submittals for General Plan amendments and specific plans described above (height limits and density) should be sufficient, in most cases, to demonstrate consistency. Site layout may need to be evaluated if the subject project is on a parcel that lies within multiple safety zones. A scenario could occur in which development would need to be positioned on a parcel so that development is located outside of a safety zone with more stringent safety criteria. It may be mutually beneficial for the City of Fresno to provide an example of a proposed General Plan amendment to the Fresno County ALUC staff for review to ensure that the necessary information is included to demonstrate consistency.

4. Page 2-6, Section 2.6.1 states that after ALUC adoption of the ALUCP, but prior to local agency consistency findings, local agencies must submit plans, regulations and projects for review by the ALUC. During this period, I would request that the ALUC meet monthly instead of bi-monthly to be able to accommodate project review timelines of local jurisdictions.

Response: The Fresno County ALUC will be advised of your request.

5. Page 2-19, Section 2.10.27 defines Land Use Intensity and this metric is used throughout the consistency section to measure non-residential land use intensity. It is very difficult to calculate persons per acre without a formula for doing so based on different types of land uses. For example, the persons per acre for a warehouse use will be very different from a restaurant. Is there a standard formula available to calculate this?

Response: Please refer to ALUCP Appendix L, pages L-6 through L-8, for guidance on calculating land use intensity.

6. Pages 3-4 – 3-6, Table 3A: Safety Criteria Matrix contains the criteria for land use compatibility for safety zones. In zones 2, 3, and 4 the residential density has been reduced from existing plans, and in zones 3,4, and 6 intensity limits have been added. In addition, there is a new requirement for open land. The prohibited uses have been expanded to include more uses, and height limits have been added in some cases. This, in combination with the expanded Airport Influence Areas for Chandler and FYI Airports, means that much more land will be impacted by stringent requirements. Please confirm that these types of limits are called out by the California Handbook and are in use by other similar jurisdictions in California.
Response: The residential densities and open land requirements outlined in Table 3A: Safety Criteria Matrix was developed using the guidance found on Figures 4B through 4G in the

California Airport Land Use Planning Handbook (2011). Expanded language found in the Handbook on page 4-18 explains that the recommended intensities for each zone are minimum standards that are not intended to take precedence over specific criteria in currently adopted ALUCPs.

The open land requirements do not apply to parcels less than 10 acres. As noted in footnote 3 of Table 3A, the open land requirements are intended to be applied with respect to an entire zone rather than a parcel by parcel basis. This is typically accomplished as part of a community planning process in a general plan or a specific plan, but may also apply to large (10 acres or more) development projects.

As described in the Handbook, the generic safety zones are provided as a starting place for delineating safety zones for a given airport. It should be noted that the outermost zone in the generic safety zone examples is referred to as Zone 6 or the traffic pattern zone; however, the Handbook does not provide specific direction that this zone should also be used as the AIA. As outlined in the Handbook, 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." (See page 3-10). For all airports in the Fresno County ALUCP, the largest geographic area associated with a compatibility factor (noise, safety, or airspace) is airspace. This area is defined by the Part 77 airspace surfaces.

In addition to limiting the number of people who would be exposed to the risk of an aircraft accident on the ground, the other major safety concern is related to land uses that can create hazards to flight. Airspace protection, in the form of FAA's Part 77 requirements, primarily involves limitations on the height of objects on the ground near airports. As described on FAA's Airport Airspace Analysis website, the Part 77 surfaces are used by FAA to administer the airspace in the public interest as necessary to ensure the safety of aircraft and its efficient use.

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. For airports with an existing or planned Precision Instrument Approach, the Part 77 airspace surfaces are extended to include an Outer Approach Transitional Surface and Precision Approach Surface.

Given that the Part 77 surfaces are presently used for airspace review at all airports in the county, Fresno County ALUC chose to align the AIA with the outermost boundary of the Part 77 for considering the compatibility of projects near airports. Use of the Part 77 surface as the AIA does not give the ALUC authority over airspace cases; that responsibility rests with FAA. Additionally, airports will continue to provide input on airspace cases through the 7460 process. The AIA, as currently proposed, will allow the ALUCP to supplement existing FAA airspace review processes to ensure that all projects within the Part 77 boundaries are reviewed. This is of particular importance when projects are proposed in areas that are located in areas outside of the airport sponsor's jurisdiction or sphere of influence.

The AIAs as presented in the Draft ALUCP are based on 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. This area is also referred to as Zone 6 in the plan. As outlined in Table 3A, ALUCP policies for Zone 6 include a maximum intensity of 300 people per acre. In Zone 6, there is no limit, for the purposes of the ALUCP, on the number of dwelling units per acre. Prohibited uses include hazards to flight and outdoor stadiums and other high intensity uses. Development conditions, as listed in Table 3A, include airport disclosure notices, FAA airspace review for objects greater than 100 feet tall, prohibition of new structures on existing terrain that penetrates the 14 CFR Part 77 surfaces, and airspace analysis for new structures within the 50-foot terrain penetration buffer (See Section 3.4.2 on page 3-16).

For Coalinga Municipal Airport and Fresno Yosemite International Airport, the AIA includes the Conical Surface (Zone 6), Outer Approach Transitional Surface, and the Precision Approach Surface (Zone 7). The outermost boundary for these airports is a combination of Zone 6 and Zone 7. Zone 7 has no restrictions on density (dwelling units per acre) or intensity. Additionally, there are no prohibited uses in this zone for the purposes of the ALUCP. Development conditions, as listed in Table 3A, include FAA airspace review for objects greater than 100 feet tall, prohibition of new structures on existing terrain that penetrates the 14 CFR Part 77 surfaces, and airspace analysis for new structures within the 50-foot terrain penetration buffer (See Section 3.4.2 on page 3-16).

FAA – Airport Airspace Analysis: https://www.faa.gov/airports/engineering/airspace_analysis/

7. Page 3-8, Section 3.2.3 – Infill Development sets out criteria for excepting some infill parcels from ALUC review if done comprehensively as part of the consistency process. We will need more information about how to define an infill parcel per the parameters discussed in this section.

Response: If a local agency decides to identify qualifying locations under Section 3.2.3, criteria (a)(1), (a)(2), and (a)(3) should be used to first screen potential parcels for infill development. Once it is determined which parcels are potentially eligible, the local agency should then provide a listing of the parcels identified for infill development to Fresno County ALUC.

8. Page 3-10, Section 3.2.6, Mixed Use Projects, requires converting residential density that is part of a mixed-use project to intensity and limiting the total number of residential occupants. The zoning code does not control the number of occupants living in a dwelling unit so this will be difficult to enforce or calculate capacity.

Response: When calculating capacity, Fresno County ALUC recommends using people per household figures for the community available from the U.S. Census Bureau . This guidance will also be added to Section 3.2.6.

9. Table 3B, Noise Compatibility Criteria Matrix, limits residential noise compatibility to 64 CNEL, while the City's general plan and zoning code conditionally allows residential noise from 65-70 CNEL.

Response: As outlined in Section 1.5.1, adoption of the ALUCP begins a statutory 180-day period within which affected local agencies must modify their general plans and applicable specific plans to demonstrate consistency. See response to Comment 2.

10. Airport Maps in the Appendices:

a. AIA: We note that the AIA for Chandler and FYI airports has expanded substantially and this will require more plans and projects to be reviewed at the ALUC.

Response: See response to Comment 6. It should be reiterated that the additional requirements to which the areas under the expanded AIA would be subject to are the 300 persons per acre limit and the 10 percent open space requirement within Zone 6. These areas do not have a limit on the number of dwelling units per acre and FAA airspace review is currently required in these areas. Additionally, please note that upon adoption of the ALUCP and where local agencies have amended their general and specific plans to be consistent with the ALUCP, only 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*

b. Exhibit 5/Existing Land Use Parcels: In all 3 Fresno airports, the land use categorization doesn't seem to match our existing land use layer. For example, our existing land use layer categories the airport properties as public facilities, whereas the airport plans show these as industrial.

Response: The information used in these exhibits was downloaded from City of Fresno Department of Public Works Developer Doorway on April 3, 2018 based on comments received from the City of Fresno during the preparation of the Draft ALUCP. In some cases, land uses were generalized and, therefore, may not reflect maps produced by the City of Fresno.

c. Exhibit D6 and D7 for FYI: These should match since the City's general plan and zoning have been made consistent.

Response: See response to item 10b above.

d. Some of the differences noted above may be due to county islands or land in the sphere of influence (SOI) and the use of county land use and zoning. We might want to discuss the best way to show these areas, because if land is to be annexed, it will need to be consistent with the *city's* general plan (and corresponding zoning). There could be some jurisdictional issues to clarify here.

Response: See response to Comment 2 and item e below.

e. Maps C-1 – C-8 show an incorrect municipal boundary to the south of the airport. This could also be true for other airports. The City's boundary is constantly changing, so the maps in the plan may need to be updated again.

Response: As noted on the exhibits, the information was collected in 2016 at the onset of this study. The maps are provided for informational purposes and will likely only be updated during major revisions to the Fresno County Airport Land Use Compatibility Plan.

11. **General request:** I understood from the public hearing on the ALUCP last Monday, August 6, that a special meeting in September to review comments was cancelled, and that the plan was to be adopted in October, at the next meeting of the ALUC. In addition, it was mentioned that the planning process is two months ahead of schedule. I also noted an absence of other affected jurisdictions at this public hearing. This plan is complex and has many ramifications for our planning process. I would request that plan adoption be delayed for 30-60 days and that one or a series of workshops be provided for local jurisdictions with staff and consultant so that all of our questions can be answered prior to adoption of the new ALUCP. In addition, it would be helpful to know the specifics of the process and type of analysis that will be required to present to the Airport Land Use Commission to obtain a consistency finding.

Response: Thank you for your comment. Your comment will be shared with the ALUC for consideration. In review, the special meeting originally discussed and tentatively scheduled for September was for adoption of the ALUCP. However, to provide additional time to process and respond to comments, the adoption has been postponed.

This is a brief timeline of scheduled ALUCP document review:

- *Airport operators and staff have received ongoing communications from ALUC staff and/or the Consultant beginning with the scheduling of an August 24, 2016 Airport Land Use Plan Updates Meeting with Caltrans Aeronautics. They were invited to sit on the Project Development Team, receiving regular updates and notifications.*
- *Each airport also communicated with staff and the consultant, while providing information for document appendices.*
- *An Administrative Draft of the ALUCP was released to the PDT members for review and comment on December 5, 2017. A conference call to discuss the Administrative Draft of the PDT was hosted by staff and the consultant on December 13, 2017, with comments received through December 22, 2017.*
- *The Public Draft ALUCP was released for review to the airport operators, staff, and the public on January 10, 2018 and comments were received through February 10, 2018.*
- *A PDT meeting and a public workshop open house were held during the Public Draft review period on January 24, 2018 to discuss the ALUCP process, plan overview, and policies. Many airport operators reviewed the document and provided comments, including City of Fresno staff. Those comments were addressed and the document updated.*
- *The Public Review and comment period for the Final Draft ALUCP's Initial Study/Negative Declaration was held from July 13 - August 13, 2018, at which time a public notice was published and all of the airport operators were notified via multiple emails.*

- *A project website was established in mid-2017 and continues to hold the project documents available for review. The Public Draft document was loaded to the site on January 10, 2017 and all updates to that draft have been available on the site since that time.*
- *Notifications of the ALUCP were also placed on ALUC, Fresno COG Transportation Technical Committee, Policy Advisory Committee, and Policy Board agendas.*

At this time, ALUCP adoption is scheduled for October 1, 2018. ALUC staff would welcome invitations to meet with City of Fresno staff or other local jurisdictions to discuss ALUCP plan requirements.

City of Fresno – Airports Department (Jared Garza)

12. The 2011 Caltrans Airport Land Use Plan Handbook (Handbook) defines the Caltrans safety Zones as Zone 1 through Zone 6. What safety criteria is used for the creation of an undefined Zone 7?

Response: See response to Comment 6.

13. The layout of the Caltrans Safety Zones is defined in the Handbook and lays out the dimensions for a traffic pattern zone, which is different is shape and size than the conical surface. What safety criteria is used to determine that the Conical Surface is the new definition of the Traffic Pattern Zone for this ALUCP?

Response: See response to Comment 6.

14. What safety criteria is taken into account to use the Conical Surface as well as the Outer Approach Transitional Surface, and the Precision Approach Surface as part of the AIA?

Response: See response to Comment 6.

15. The majority of flights from FAT are Large Air Carrier "Commercial" flights. What safety criteria is used to determine that for FAT the Caltrans safety zones were based on a Large General Aviation Runway as opposed to a Large Air Carrier Runway?

Response: As noted on page D-2, the Large Carrier Runway classification was used as a starting point for the safety zones at FAT. On page D-1 and on Exhibit D1, the references to "Figure 3A" will be changed to "Figure 3B."

16. Pg C-1, paragraph 3, states that a "short general aviation runway" example was used to draw FCH's safety Zones. When actually a "medium general aviation runway" example was used.

Response: Text noted above will be changed to state that the Medium General Aviation Runway example was used.

17. In table 3A; Zones 1, 2, &3 the prohibited column states “natural gas & petroleum pipe lines”. What safety criteria is used to determine this to be prohibited?

Response: As stated in the introduction of the Handbook, the document provides guidance for meeting the baseline safety and compatibility requirements; however, ALUCs may choose to be more restrictive than the State’s guidance when their local conditions warrant doing so. During preparation of the Fresno County ALUCP, ALUCPs for other counties were reviewed and it was decided that a more comprehensive list of land uses, similar to what is used in other jurisdictions, should be used to provide more specific guidance to the Fresno ALUC. Additionally, the Fresno County ALUC has elected to include Section 2.6.6, Findings as to Similar Uses, which acknowledges that cases may arise where a proposed development project involves a land use that is not explicitly provided for by the land use criteria. This policy will allow the Fresno County ALUC to use conventional rules of reason to determine whether the subject land use is substantially similar to any land use specified in the plan criteria. For additional clarification, a footnote for natural gas and petroleum pipe lines will be added to indicate that these uses are prohibited from the surface to a depth of 36 inches.

18. In Table 3A, Zones 2, 3, and 4, the prohibited column states “Hazardous uses (e.g., above ground bulk fuel storage or gas station)” the Caltrans handbook doesn’t state gas stations as being hazardous or prohibited, and only prohibits aboveground "bulk" fuel storage. “Aboveground fuel storage” is clarified on page 3-9 of the ALUCP to “include aboveground storage tanks with capacities greater than 10,000 gallons of any substance containing at least five percent petroleum per State of California,”. With gas stations not being the aforementioned, why would they be considered a hazard?

Response: On page 4-30 of the Handbook, gas stations are identified as “Other High-Risk Uses.” The Handbook explains that the consequences of an aircraft accident at these locations may extend beyond the immediate location of the accident. The Handbook states that, “manufacturing, storage, or use of hazardous materials may warrant special consideration depending upon the specific materials and quantities. The concern is whether an aircraft accident could cause an explosion…thus posing dangers to the nearby population. 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. Specifically, locations where the manufacturing or bulk storage of hazardous materials should be avoided include safety zones one through five.” A discussion of “Other High Risk Uses” has been added to Section 3.2.4. Also, see Response to Comment 17.

19. In Table 3A, Zones 2 and 3, the prohibited column states, “adult schools, colleges, universities”; the Caltrans Handbook states specifically "Children’s schools, large daycare centers, hospitals, nursing homes" are prohibited. What safety factors contribute to this being added to the prohibited column?

Response: See response to Comment 17. As outlined in the Handbook, the California Department of Transportation must investigate and make recommendations regarding acquisition of property for school and community college sites near airports. Specifically, before a district can acquire property for a school or community college site that would be within two miles of an airport runway or potential runway included in an airport master plan, the Department must investigate and submit a report of its findings regarding that acquisition. The primary factors considered in the analysis of a site by the Department's Division of Aeronautics are aircraft accident exposure and aircraft noise. Given the similarity of use intensities between community colleges and other adult schools, colleges, and universities, the Fresno County ALUC elected to include the latter grouping to better manage risk exposure.

20. In Table 3A under the "other development conditions," it's stated that airspace review required as well as additional airspace analysis review required. Who will be doing the reviews?

Response: FAA will conduct the airspace analysis through the Obstruction Evaluation/Airport Airspace Analysis process using Form 7460-1, Notice of Proposed Construction or Alteration. Please refer to footnote 9 of Table 3A.

21. In Table 3B, the 65-69 Column has a Not Compatible "N" designation for; Group Quarters, Education Facilities, Religious Facilities, Hospitals, Government Services, as well as Hotels. The City of Fresno Airports Department designates these as Conditionally Compatible "C (1,2)".

Response: See response to Comment 2.

22. In Table 3B, the 65-69 Column has a Not Compatible "N" designation for Outdoor Sports as well as Nature Exhibits. The City of Fresno Airports Department designates these as Conditionally Compatible "C(1)".

Response: See response to Comment 2.

23. In Table 3B, the 70-74 Column has a Compatible "Y" designation for Cemeteries and a Not Compatible "N" designation for Outdoor sports events. The City of Fresno Airports Department designates these as Conditionally Compatible "C(1)".

Response: See response to Comment 2.

24. In Table 3B (Continued), the Industrial section has been deemed to be all Compatible "Y". The City of Fresno Airports Department designates the Industrial use as Compatible "Y" in the 60-64 and 65-69 columns, but the Conditionally Compatible "C(1)" designation for the 70-74 and 75+ column.

Response: See response to Comment 2.

25. In Section 3.4.2 ALUC Review of Height of Proposed Objects. What safety criteria is used to determine what the ALUC is able to review?

Response: See response to Comment 6.

Tim Cone, Sierra Sky Park

26. [Regarding Appendix H], The traffic patterns are reversed. We use Left Traffic for Runway 30 and Right Traffic for runway 12. This keeps air traffic on the South and West side of the airport.

Response: Text under "Flight Tracks" on page H-3 has been revised to state that Runway 12 has a right-hand traffic pattern and Runway 30 has a left-hand traffic pattern, and the resulting traffic pattern activity occurs to the south and west of the airport.

27. We do have displaced thresholds. The AFD lists them as 90 feet but that is incorrect...I'll see if I can get the updated information regarding displaced thresholds.

Response: Displaced threshold information on Table H2 has been updated.

City of Fresno – Airports Department (Kevin Meikle)

28. Both FAT and FCH have recently adopted ALUCPs, based on the most current version (October 2011) of the California Airport Land Use Planning Handbook (Handbook), which is the same version used for the Fresno County's ALUCP.

Response: The Fresno ALUC has chosen to consolidate the ALUCPs for all public use airports in Fresno County into one document. In addition to convenience afforded by this approach, it also ensures that all the plans are developed based on the same Handbook and that airport land use compatibility planning policies are applied uniformly throughout the county. Also see response to Comment 1.

29. For additional context, Section i-2.1 Scope of the Handbook Update states "It is not the intent of the preparers of this edition to fully replicate the extensive research that was performed in support of the previous Handbook editions. The intent was to analyze and determine if the data and conclusions that were reached in the 2002 Handbook are still valid today. As discussed in Appendix E, recent accident data does not support changes to the safety zones (presented in Chapter 3). Similarly, while tools for estimating and monitoring aircraft noise continue to improve, the basic compatibility standards for aircraft noise have not changed at the federal or state level."

Response: Comment noted.

30. The scope and breadth of the Draft ALUCP extends substantially beyond what is contemplated in the Handbook and that of FAT's and FCH's currently adopted plans, which are based on the same Handbook.

Response: See response to Comment 6.

31. Airports understand and support the fact that it is "the sole responsibility of ALUC to prevent incompatible land use development and thereby both protect the public from noise and risks and preserve the utility of airports. In carrying out this responsibility, ALUCs should be guided by objective analyses of airport land use compatibility concerns. This focus notwithstanding, ALUCs also need to be practical in their sections. Although ALUCs should not be driven by political, economic, or other non-compatibility-related factors, they should at least be cognizant of them. They should be aware of the effects that their plans and compatibility determinations will have on local land use jurisdictions and the possible reactions which these jurisdictions may have to these matters. The bottom line is that the most desirable outcome of the compatibility planning process is for local agencies and the public to support and take the necessary measures to implement the compatibility policies adopted by the ALUCs. If ALUCs can maintain the integrity of the compatibility planning objectives set forth in the State Aeronautics Act while still accommodating local needs, then they should give careful consideration to any such alternatives." See Section 3.6.2 Practical Considerations.

Response: Comment noted.

32. Because elements of Draft ALUCP goes far beyond the recommended guidance in the Handbook and currently adopted FAT and FCH ALUCPs (which are based on the same Handbook), Airports do not believe that the Draft ALUCP is practical or represents an objective analysis of airport land use compatibility concerns (Section 3.6.2 Practical Considerations).

Response: It is important to note that the Handbook also states that, "*ALUCs may choose to be more restrictive than the State's guidance when their local conditions warrant doing so. With respect to how land is used and regulated by local governments, the Division does not have the authority to adopt land use development standards. Conversely, ALUCs are statutorily permitted (i.e., they have the option and authority) to include building standards, height restrictions and land uses in their Airport Land Use Compatibility Plans (PUC Section 21675[a]).*"

33. The guidance provided in the Handbook provides an appropriate balance between the need to protect the public from noise and risks and preserve the utility of airports without unreasonably imposing land use burdens to the community. The Draft ALUCP goes far beyond the Handbook guidance and does not provide that balance. Therefore, Airports is not in a position to support the Draft ALUCP at this point in time.

Response: See response to Comments 6 and 32.

34. Has a CEQA analysis been initiated and if so is it available for public review and comment? The environmental impacts of an ALUCP arise from its potential to result in displaced development as a result of the potential imposition of more limiting development criteria (Section 3.7.2 California Environmental Quality Act).

Response: The Draft ALUCP and Initial Study/Negative Declaration were released for 30-day public review and comment on Friday, July 13, 2018. The Fresno County ALUC held a public

hearing on the ALUCP update and the Initial Study/Negative Declaration during its regularly scheduled meeting at 2 p.m. on August 6, 2018.

35. The following are examples found in the Draft ALUCP that are a departure from what the Handbook contemplates, either nonexistent, or overreaching. There may also be other instances.

Response: See response to Comment 6.

a. The Handbook defines the Caltrans Safety Zones as Zone 1 through Zone 6. However, the Draft ALUCP incorporates a Zone 7. What safety criteria are used for the creation of an undefined Zone 7?

Response: See response to Comment 6.

b. The layout of the Caltrans Safety Zones are defined in the Handbook. The Handbook lays out the dimensions for a traffic pattern zone, which is different in shape and size than the conical surface. What safety criteria are used to determine that the Conical Surface is the new definition of the Traffic Pattern Zone for this ALUCP?

Response: See response to Comment 6.

c. What safety criteria are taken into account to use the Conical Surface, the Outer Approach Transitional Surface, and the Precision Approach Surface as part of the AIA/
Response: See response to Comment 6.

d. For FAT, clarify use of Large General Aviation Runway as opposed to Large Air Carrier Runway. Refer to (Handbook Table 3A).

Response: See response to Comment 15.

e. Pg. C-1, paragraph 3, states that a "short general aviation runway" example was used to draw FCH's Safety Zones, when actually a "medium general aviation runway" example was used.

Response: See response to Comment 16.

f. In Table 3A, Zones 1, 2, & 3, the Prohibited column states "natural gas & petroleum pipe lines." What safety criteria are used to determine this to be prohibited or reviewable by the ALUC?

Response: See response to Comment 17.

g. In Table 3A, Zones 2, 3, & 4, the Prohibited column states "adult schools, colleges, universities." The Handbook states specifically "Children's schools, large daycare

centers, hospitals, nursing homes" are prohibited. What safety factors contribute to this being added to the prohibited column?

Response: See response to Comment 19.

i. In Table 3A under the "Other Development Conditions" it's stated that airspace review [is] required as well as additional airspace analysis review required. What is the purpose of "additional airspace analysis," what is the basis for the additional level of evaluation and while will be doing the reviews?

Response: See response to Comment 20.

j. Noise: In Table 3B, the 65-69 column has a Not Compatible "N" designation for Group Quarters, Education Facilities, Religious Facilities, Hospitals, Government Services, and Hotels. The Handbook does not prohibit these uses. Rather, it references the ability to attenuate noise o an interior level of 45 dB for only "habitable spaces" as defined in the California Building Code (e.g., hotels, motels, dormitories, apartments). See Section 4.6.2.

Response: See response to Comment 2.

k. Noise: In Table 3B, the 65-69 column has Not Compatible "N" designation for Outdoor Sports as well as Nature Exhibits. What is the basis for this? Historically, ALUCPs have addressed these uses as Conditional with mitigation in the form of Aviation Easements.
Response: See response to Comment 2.

l. Noise: In Table 3B, the 70-74 column has a Compatible "Y" designation for Cemeteries and a Not Compatible "N" designation for Outdoor sports events. What is the basis for this? Historically, ALUCPs have addressed these uses as Conditional with mitigation in the form of Aviation Easements.

Response: See response to Comment 2.

m. Noise. In Table 3B (Continued), the industrial section has been deemed to be all Compatible "Y." Previous ALUCPs have designated industrial uses as Conditionally Compatible in the 70-74 and 75+ columns.

Response: See response to Comment 2.

n. In Section 3.4.2 of the Draft ALUCP (Review of Height of Proposed Objects), what safety criteria are used to determine what the ALUC is able to review? The FAA Part 77 review process provides the appropriate level of safety with regard to the height of objects regardless of Safety Zones.

Response: See response to Comment 6.

Grace Gomes

36. Thank you for the work you do to ensure the safety of residents and pilots as it pertains to airports in Fresno County.

In this regard, my public comment is to express extreme concern regarding recent new commercial development on the Southwest corner of Brawley and Herndon, adjacent to the Sierra Sky Park and directly in the path of approaching aircraft.

Having lived in this area for over 20 y ears, driven my car down Herndon Ave and frequently walking my dogs in the area, I have been witness to and in the path of more than one precarious approach to the runway from the south. To my amazement there is a commercial building going right up on the corner and directly in the path of approaching aircraft. Sometimes you wonder whose minding these developments. It has a high pointed roof and is clearly commercial, meaning there will also be parking and people milling about.

The ALUCP plan (Appendix H4) nicely shows the "protected" approach area, however personal experience has shown that aircraft approach quite low from the south and not always within that zone. The development is precarious close to this zone and the commercial building is inviting a collision, which I would dread to see. Especially when common sense didn't prevail in granting this development.
To ensure the safety of residents and pilots, please have the city of Fresno revisit this development permit as it has high potential to interfere with runway approaches to Sierra Sky Park.

P.S. – There is commercial development directly to the east of the Sky Park of which I am not as concerned. Aircraft have usually been grounded shortly after they clear the fence on Herndon and they don't approach from the east.

Response: Comment noted. The information provided above does not pertain to the proposed ALUCP or Initial Study.

Danny Yrigollen

37. Appendix A Coalinga Municipal Airport
a. Exhibit A4 – Runway 1-19 length doesn't seem to match what is in text on page A-1 Safety Zones and page A-5, Table A2.

Response: The ALP is dated 2007. Current FAA 5010 Airport Master Record states 2,471 feet. 5010 information was used in the document.

38. Appendix C Fresno Chandler Executive Airport
a. Exhibit C4 -Runway length doesn't match text on page C-2 Airport Facilities and page C-3, Table C1.

Response: The ALP is dated 2010. Current FAA 5010 Airport Master Record states 3,627 feet. 5010 information was used in the document.

b. Page C-3, Airport Environs; Existing Land Uses: wooded forest preserves? Where?

Response: Reference to wooded forest preserves deleted.

39. Appendix D Fresno Yosemite International Airport

a. Page D-1, Safety Zones – the runway designations and runway lengths are reversed.

Response: Text revised to associate the correct this reversal.

b. Exhibit D1-continued 2 – there's a renegade E. McKinley Ave. label east of the airport.

Response: Exhibit revised to deleted errant E. McKinley Ave. label.

c. Page D-4, Airport Environs; Existing Land Uses: wooded areas? Where?

Response: Reference to wooded forest preserves deleted.

40. Appendix F Reedley Airport

a. Page F-2, Airport Information; Airport Facilities: Runway width is identified as 60 feet. ALP shows 50 feet.

Response: Runway width changed to 50 feet.

b. Page F-3, Table F1 – Width is identified as 60 feet. Doesn't match ALP which shows 50 feet.

Response: Runway width changed to 50 feet.

41. Appendix H Sierra Sky Park Airport

a. Exhibit H1 – continued: several street designations are in the wrong location.

Response: Street label locations corrected.

b. Exhibit H4 – runway length is shown as 2,436 feet. 2,473 feet is shown throughout Appendix H. Which is correct?

Response: The correct runway length is 2,473 feet. The exhibit has been revised.

42. Appendix J William Robert Johnston Municipal Airport

a. Page J1, Safety Zones: There's a sentence stating a runway extension of 1,400 feet being shown on the ALP. On the ALP there is shown an extension but no distance. There is a note stating the extension would require FAA approval and forecast. The runway data table doesn't indicate the extension on its ultimate column. Is it correct to use this data for creating the safety zones?

Response: The runway extension was measured based on the scale included on the ALP. Although the ALP does not follow the common practice of listing the future runway length, the safety zones were drawn with the runway extension to represent the future condition as

proposed on the ALP. It should be noted that most runway extension projects require an evaluation of forecasts and other approvals by FAA.

43. Appendix K Naval Air Station Lemoore

a. Page K2, Airport Facilities, second paragraph: should the sentence "…standard 2,400-foot-high intensity approach…" lose a few hyphens? Initial read makes it seem the approach system is 2,400 feet high.

Response: Hyphens removed from the sentence.

b. Exhibit K2 – Seems to indicate right and left traffic patterns for each runway while text and table indicate left traffic patterns on all runways. Have I lost my mind?

Response: Table and text have been revised to indicate right traffic for Runway 14R and Runway 32R.

44. Appendix M: Supporting Materials

a. Exhibit M-1 – Safety Zones - no example of Large Air Carrier Runway classification (FAT?).

Response: Large Air Carrier Runway example added to the exhibit.

Responses to CALTRANS Letter Dated October 26, 2018

Comment 1: According to the Handbook, the essential elements of land use compatibility planning in the vicinity of airports are noise, overflight, safety, and airspace protection. To ensure implementation of these essential elements, local agencies must be engaged in the airport land use compatibility planning process. It is also important for the ALUC and the local agencies to understand the overall value of the airports in Fresno County. This ensures that the objectives of the State Aeronautics Act can be fully implemented.

Response: Comment noted.

Comment 2: PUC section 21674(d) provides the powers and duties of an ALUC to review all local agency plans. Many times, master or development plans prepared by school districts, water purveyors, wastewater treatment operators, power suppliers, etc. are not consistent with a local agency's general plan. ALUCP policies pertaining to responsibilities of local agencies and ALUC review of local actions should consider the long-range plans of the local agencies, as defined by the statute.

Response: Section 2.3 Local Agencies and Stakeholders Subject to this ALUCP states: 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.

Comment 3 Draft ALUCP section 1.5.1 discusses affected local agencies. The ALUCP should list each local agency affected by the ALUCP, including school districts, water purveyors, wastewater treatment operators, power suppliers, etc. according to PUC section 21670 (b)(2)(f). Identifying and notifying local agencies assists in avoiding conflicts between their master plans and the ALUCP. These local agencies must also update their master plans to be consistent with the ALUCP.

Response: Comment noted. Please see response to Comment 2.

Comment 4: Draft ALUCP section 2.1 lists previously used but not statutorily supported airport land use planning documents. The local agencies prepared such documents for their local airports and these documents do not meet the criteria established in PUC sections 21670(b) and 21675(a). Subsequently and pursuant to PUC section 21676 (a), each local agency shall submit their general or specific plans to the ALUC for a consistency determination with the current ALUC's airport land use plan. If the local agencies' general and specific plans are not consistent with the current ALUC's airport land use plan, the ALUC may require local agencies to submit all land use planning actions, in accordance with PUC section 21675.5(a).

Response: Comment noted. The ALUCP Update addresses ALUC consistency review before and after local agency consistency findings in Section 2.6, 2.7, and 2.8.

Comment 5: Similarly, draft ALUCP section 2.5.1 and 2.5.2 is only appropriate if the ALUC has made a consistency determination based on a valid ALUCP, adopted by the ALUC. These sections should note that any consistency determination made based on previously used but not statutorily supported airport land use planning documents may be subject to review by the ALUC.

Response: Comment noted. The ALUCP Update addresses ALUC consistency review before and after agency consistency findings in Section 2.6, 2.7, and 2.8.

Comment 6: Draft ALUCP section 2.3.2 accurately states that the ALUCP has no authority over airport operations but this limitation does not extend to land uses on the airport. PUC section 21674(d) provides an ALUC with the powers and duties to review plans, regulations, and other actions of airport operators. Airport operations and airport land use are distinct functions of an airport. Handbook section 6.2.3 provides guidance to ALUCs in addressing non-aviation development of airport property. State law authorizes ALUCs to review airport plans and does not prohibit an ALUC from making consistency determinations regarding airport development and plans. Since the ALUC is comprised of multi-jurisdictional members, it is appropriate to adopt a specific policy that allows ALUCs to make consistency determinations for airport development projects.

Response: Section 2.9 ALUC Review of Proposed Airport Plans and Projects addresses non-aviation development on airport property.

Comment 7: Draft ALUCP section 2.4.1 presents a policy regarding existing land use. This policy is a lenient application of the guidance provided in Handbook section 3.5.1. The draft ALUCP defines existing land use as parcels that are vested. Handbook section 3.5.1 presents three status categories of land use based on case law: (1) development rights established, (2) development rights uncertain, and
(3) development rights not established.

Response: Comment noted.

Comment 8: Draft ALUCP section 2.4.4 states that construction of a single-family residence and secondary dwelling units are allowed on a legal lot of record. The Division's concern is that allowing secondary dwelling units within certain safety zones may exacerbate noise and safety incompatibilities. The Division recommends that the ALUC adopt a policy that limits secondary dwelling units, consistent with the Handbook's density and intensity criteria, in safety zones to minimize new noise and safety incompatibilities. Though local agencies implement secondary dwelling unit statutes through ordinances, these ordinances need to be consistent with the policy.

Response: Section 2.4.4 provides the following conditions for a single-family residence:

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

Comment 9: Draft ALUCP Exhibit 2A may be mis-interpreted because the flow graphic shows the project or regulation sponsor proceeding with implementing the project or regulation, regardless of the ALUC's consistency determination. If the ALUC determines that a project or regulation is inconsistent with the ALUCP, and if the project sponsor does not amend the project or regulation, or overrule the ALUC's consistency determination, then the project sponsor cannot proceed with implementation of the project or regulation. The graphic should clearly show this matter.

Response: Comment noted. Exhibit 2A and Exhibit 2C have been modified to clearly show the project sponsor cannot procced with implementation unless they take one of two actions: 1) modify the project to be consistent with the ALUCP, or 2) overrule the ALUC's determination of inconsistency.

Comment 10: Draft ALUCP section 2.6.7 states, "any parcels less than one acre shall be evaluated for consistency based upon the compatibility zone that covers the majority of the parcel (greater than 50 percent)." Aircraft accidents do not occur along strict compatibility zones. The Handbook advises, "in situations where a parcel is split by two or more safety zones, clustering development can also be an effective means by which to avoid development in a higher risk safety zone. The disadvantage of clustering is that it allows an increased number of people to be in the potential impact area of an uncontrolled crash. Clustering is discouraged in zones 1, 2, and 3."

Response: Comment noted. Clustering is encouraged per footnote 1 on Table 3A. Density criteria in Table 3A prevents clustering on parcels less than one acre because dwellings are not allowed in Zone 1; only one dwelling is allowed per 10 acres in Zone 2; and only one dwelling is allowed per 2 acres in Zone 3.

Comment 11: Draft ALUCP Table 3A provides generalized safety zone compatibility. Applying the compatibility criteria universally to the many different types of airports in Fresno County does not account for their varied circumstances. Some of the airports in the Fresno County are in rural and urban areas. The density and intensity criteria should be applied accordingly. Table 3A indicates some uses would not be prohibited though the Handbook discourages these types of uses. For example, the Handbook discourages multi-story uses in Safety Zone 2, but the Table prohibits multi-story exceeding three stories. In this case, a two-story building would be allowed but the Handbook advises against multi-story buildings. In more rural areas this policy would be inappropriate, but in more urban areas, it may be appropriate. For ease of use by local planners, a similar Table for each airport would be appropriate or Table 3A should be expanded to alert planners to the differences. Individualized tables would also minimize the burden of the ALUC to interpret the prohibited and allowable uses in Table 3A and how to apply appropriate conditions across several different circumstances.

Response: The safety zones within the Draft ALUCP have been differentiated based on runway length, types of operations, and activity levels using Handbook Figures 3A and 3B. It is Fresno COG's preference to take a uniform approach to establishing compatibility thresholds. The Handbook does not provide detailed objective criteria for differentiating based on the surrounding land uses, which makes it difficult to support adopting separate tables for each airport. The land use criteria included in the Draft ALUCP are consistent with guidance available in the Handbook. In addition, urban density criteria have been added to Table 3A within the City of Fresno to address this issue.

Comment 12: Draft ALUCP Table 3A does not prohibit land uses with vulnerable occupants in Safety Zone 6. The handbook states that there, "are uses for which risk acceptability cannot be measured simply in terms of the number of occupants.

Response: The Handbook does not specifically recommend that hospitals, preschools, schools, and other similar uses be prohibited in Zone 6, so no change to the table will be made.

Comment 13: Draft ALUCP Table 3B provides generalized noise compatibility. Applying the compatibility criteria universally to the many different types of airports in Fresno County does not account for their varied circumstances. Some of the airports in Fresno County are in rural and urban areas. The noise criteria should be applied accordingly. Handbook, Table 4A, lists normalization factors to be applied according to land use characteristics. An ALUCP policy pertaining to normalization would be appropriate in applying these factors to the various land use characteristics in Fresno County.

Response: The 60 CNEL was chosen as the threshold for compatibility. Per the 2011 Handbook, the 60 CNEL is suitable for new development around most airports and is particularly appropriate in mild climates where windows are often open.

Comment 14: Draft ALUCP section 3.4.5 discusses other airspace hazards. It also would be appropriate to include a referral area, consistent with FAA AC 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports, for each airport. This will alert planners to potential airspace hazards and whether a proposed land use requires ALUC review.

Response: The Handbook does not include specific guidance for adopting a boundary for evaluating potential wildlife, visual, electronic, or thermal hazards. The available guidance from FAA regarding wildlife hazards is included in Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports and states that airports which have received Federal grant-in-aid assistance must comply with the standards. For example, at airports serving turbine-powered aircraft, FAA recommends a separation distance of 10,000 feet between these airports and hazardous wildlife attractants. It is important to note that these responsibilities rest with airport sponsors, rather than the ALUC. There is no other guidance available for establishing review areas for other flight hazards beyond the AIA included in the Draft ALUCP. Therefore, no changes will be made.

Comment 15: Draft ALUCP section 3.4.6 discusses FAA notification requirements per Title 14, Code of Federal Regulations, Part 77, Subpart B, Notice of Proposed Construction or Alteration, and by PUC sections 21658 and 21659. Listing the specific requirements of Federal Aviation Regulations (FAR) Part 77.13 in the ALUCP and in local land use plans or ordinances would assist planners identifying projects that may require FAA notification. This would benefit project sponsors in notifying the FAA during their due diligence or during pre-application processes.

Response: Please see Section 3.4.6 FAA Notification and Appendix M Supporting Materials.

Comment 16: The FAA AC 150/5200-33B identifies land use types that could attract wildlife as:

- Waste Disposal Operations
- Water Management Facilities
- Wetlands
- Dredge and Soil Containment
- Agricultural Activities
- Golf Courses, Landscaping and other uses
- Synergistic effects

The FAA discourages the land uses listed above within 5,000 feet of an airport

Response: See section 3.4.5 Other Flight Hazards (d). Also see response to Comment 15.

Comment 17: Some of the Draft ALUCP Airport Layout Plans (ALP) exhibited in Appendix A are not FAA signed versions. Providing copies of the most recently approved signed ALPs would be consistent with PUC section 21675(a).

Response: A scan of the signed ALP has been requested from the City of Firebaugh. Once received, it will be included in the document.

Comment 18: The PUC requires the ALUCP to be based on the anticipated growth of an airport during at least the next 20 years. Safety and noise compatibility, including safety zones and noise contour diagrams, must be based on 20-year forecasts and illustrated accordingly.

Response: Appendices A through J provide the bases for the ALUCP safety, noise, and airspace compatibility zones and criteria.

Print Form

E201810000310

Notice of Determination

Appendix D

To:

☒ Office of Planning and Research

U.S. Mail: P.O. Box 3044, Sacramento, CA 95812-3044

Street Address: 1400 Tenth St., Rm 113, Sacramento, CA 95814

☒ County Clerk
County of: Fresno
Address: 2220 Tulare St
Fresno, CA 93721

From:
Public Agency: Fresno County ALUC
Address: 2035 Tulare St., Suite 201
Fresno, CA 93722
Contact: Brenda Veenendaal
Phone: 559-233-4148, ext 219

Lead Agency (if different from above):
Same as above.
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

FILED
DEC 06 2018 TIME 2:06 PM
FRESNO COUNTY CLERK
By DEPUTY

State Clearinghouse Number (if submitted to State Clearinghouse): 2018081025

Project Title: Fresno County Airport Land Use Compatibility Plan (ALUCP)

Project Applicant: Fresno County Airport Land Use Commission

Project Location (include county): Fresno County - Multiple Locations

Project Description:
The ALUCP provides policies for use by the Fresno County ALUC when evaluating the compatibility between proposals for land use development in the vicinity of the public use airports in Fresno County, California (Coalinga Municipal, Firebaugh, Fresno-Chandler Executive, Fresno Yosemite International, Harris Ranch, Reedley Municipal, Selma, Sierra Sky Park, and William Robert Johnston Municipal). 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.

This is to advise that the Fresno County Airport Land Use Commission (☒ Lead Agency or ☐ Responsible Agency) has approved the above

described project on December 3, 2018 (date) and has made the following determinations regarding the above described project.

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☐ were ☒ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☐ was ☒ was not] adopted for this project.
5. A statement of Overriding Considerations [☐ was ☒ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
Fresno County ALUC, 2035 Tulare St., Suite 201, Fresno, CA 93722

Signature (Public Agency): Brenda Veenendaal Title: Administrative Services Manager

Date: Dec. 3, 2018 Date Received for filing at OPR:

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

E201810000310
Revised 2011

State of California - Department of Fish and Wildlife

2018 ENVIRONMENTAL FILING FEE CASH RECEIPT

DFW 753.5a (Rev. 01/03/18) Previously DFG 753.5a

RECEIPT NUMBER:
E201810000310
STATE CLEARINGHOUSE NUMBER *(if applicable)*
2018081025

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY	LEAD AGENCY EMAIL	DATE
FRESNO COUNTY ALUC		**12/06/2018**

COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER
	E201810000310

PROJECT TITLE

FRESNO COUNTY AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)

PROJECT APPLICANT NAME	PROJECT APPLICANT EMAIL	PHONE NUMBER
FRESNO COUNTY ALUC		**(559) 233-4148**

PROJECT APPLICANT ADDRESS	CITY	STATE	ZIP CODE
2035 TULARE STREET, SUITE 201	**FRESNO**	**CA**	**93722**

PROJECT APPLICANT *(Check appropriate box)*

☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	$3,168.00 $	0.00
☒ Mitigated/Negative Declaration (MND)(ND)	$2,280.75 $	2,280.75
☐ Certified Regulatory Program document (CRP)	$1,077.00 $	0.00

☐ Exempt from fee

- ☐ Notice of Exemption (attach)
- ☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	$850.00 $	0.00
☒ County documentary handling fee	$50.00 $	50.00
☐ Other	$	0.00

PAYMENT METHOD:

☐ Cash ☒ Credit ☐ Check ☐ Other **TOTAL RECEIVED** $ **2,330.75**

SIGNATURE	AGENCY OF FILING PRINTED NAME AND TITLE
X Emily Yang	**Emily Yang Deputy Clerk**

ORIGINAL - PROJECT APPLICANT COPY - CDFW/ASB COPY - LEAD AGENCY COPY - COUNTY CLERK DFW 753.5a (Rev. 20151215)



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