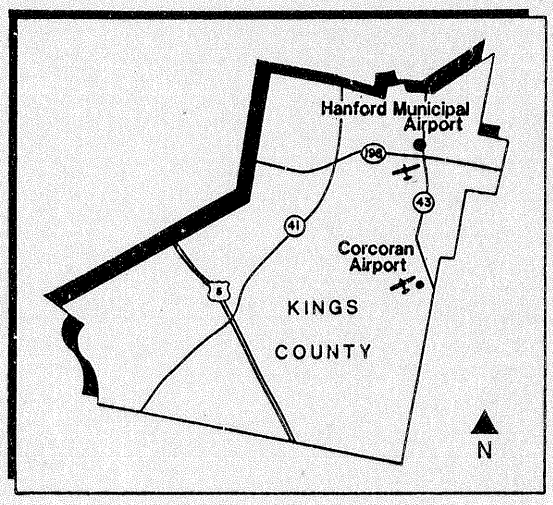
Kings County

Airport Land Use Compatibility Plan



Prepared
for
County of Kings
City of Corcoran
City of Hanford

July 1994

Kings County
Airport Land Use Compatibility Plan

Accepted
by
Kings County Board of Supervisors
April 12, 1994

Adopted as Element of General Plan
by
Corcoran City Council
July 5, 1994

Accepted
by
Hanford City Council
June 21, 1994

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Introduction

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Introduction

AIRPORT LAND USE COMPATIBILITY PLANNING

Preparation of this *Kings County Airport Land Use Compatibility Plan* was prompted by California state legislation authorizing the creation of an airport land use commission (ALUC) in each county having a public-use airport. The basic purpose of airport land use commissions is to help ensure that proposed land use development in the vicinity of these airports will be compatible with airport activities. As a principal means of achieving this objective, each ALUC is required to prepare a compatibility plan for the airports within its jurisdiction.

Establishment of ALUCs was once mandated by state law. However, in July 1993, the law was changed to make their creation optional. Kings County and two of its incorporated cities — Corcoran and Hanford — formed an airport land use commission in 1991 to address compatibility issues involving the county's two public-use airports — Corcoran Airport and Hanford Municipal Airport. Because State funding was not provided, the County suspended the ALUC's activities. When the law changed in 1993 to make ALUCs optional, the County decided not to further pursue the operation of an ALUC. Rather, the three bodies concluded that the purposes for which airport land use commissions are created could be accomplished through other local actions, including general plan policy and zoning implementation.

This *Compatibility Plan* is similar in some ways to a plan which an airport land use commission might adopt, but it is significantly different in other respects. The similarity concerns the compatibility review criteria and policies as outlined in Sections 2 and 3 of Chapter 2 and in the individual airport policies and maps included in Chapter 3. In other words, the *factors* which determine whether a given type of land use is suitable for development within a certain part of an airport environs remain the same regardless of what entity is conducting the review. The *procedures* by which a compatibility review is conducted are inevitably different, however, when the individual local governments have the primary review responsibility rather than an ALUC. Most of the policies in Section 1 of Chapter 2 — especially those in Sections 1.4 through 1.7 — reflect this non-ALUC approach to land use compatibility planning.

Although no actions to again change the state law are imminent as of late 1993, it is possible that future legislation could return ALUCs to a mandatory status. To account for this prospect, Appendix G lists compatibility review procedure policies which a Kings County Airport Land Use

Commission could adopt. The ALUC would also need to adopt Sections 2 and 3 of Chapter 2 and all of Chapter 3.

PLAN IMPLEMENTATION

When an airport land use commission exists in a county and the commission has adopted a compatibility plan, the state law requires the county and each city in the county to amend its general plan and any applicable specific plans to be consistent with the ALUC's compatibility plan. (Alternatively, local agencies can make findings that their plans are consistent with the intent of the state law and override the ALUC.) Although Kings County does not have an airport land use commission, the intent of this *Compatibility Plan* is that the plan be implemented by the local agencies as if it were adopted by an ALUC.

A thorough review of the local general plans has not been conducted as part of the *Compatibility Plan* preparation. A limited review indicates that the airport-vicinity land uses designated in these plans are basically consistent with the compatibility criteria and maps presented herein. However, as is typically the case for most general plans, additional attention will need to be paid to the specific noise and safety factors associated with airport land use compatibility. Also, the procedural policies included herein will need to be adopted in some manner.

The county and the two cities have several options for implementation of this *Compatibility Plan*:

- *Adopt as Stand-Alone Document* — One choice is to adopt this plan in its entirety as a stand-alone document separate from the general plan. The specific method by which this action could be taken would need to be decided by each agency. In any case, some modification to the general plan, including cross-referencing of this *Compatibility Plan*, would be necessary.

- *Adopt as Element of General Plan* — Another option is to adopt the applicable elements of this plan, primarily in Chapters 2 and 3, as an *airport element* of the general plan. Some revisions to other elements of the general plan would continue to be necessary. This approach would allow each of the cities to adopt only the portions of Chapter 3 which are relevant to that city's jurisdiction.

- *Incorporate into Existing Elements of General Plan* — A third alternative is to incorporate the various components of this plan into existing elements of the general plan. For example, noise policies could be inserted into the noise element, safety policies could be placed into a safety element, and the primary compatibility criteria and associated maps plus the procedural policies might fit into the land use element.

Regardless of which of these choices (or some other one not identified here) is selected by each agency, further implementation will likely be necessary as part of the respective county or city zoning ordinance. This can be accomplished by adoption of an airport overlay zone or combining district. A combining district would supplement individual land use designations by adding

specific noise and safety criteria (such as, the maximum number of people per acre permitted on the site, site design and open space criteria, height restrictions, etc.) applicable to future development in the vicinity of each airport.

PLAN CONTENTS

As is apparent from the above discussion, the most important components of this plan are found in Chapters 2 and 3. Chapter 2 presents overall compatibility and review policies which apply to each of the two public use airports in the county. Chapter 3 contains the compatibility map for each airport together with individual policies and some explanatory notes for that airport.

The remainder of the document constitutes supporting material. Chapter 4 contains background information regarding the two airports and their surrounding areas. The appendices provide other information related to airport land use planning in general and airport land use commissions in particular.

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Policies

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Policies

1. GENERAL APPLICABILITY

1.1. Purpose

The purpose of this *Kings County Airport Land Use Compatibility Plan* is to establish procedures and criteria by which the county of Kings and the cities of Corcoran and Hanford can address compatibility issues when making planning decisions regarding airports and the land uses around them.

1.2. Geographic Scope

These policies apply within the following areas of Kings County:

1.2.1. *Airport Influence Areas*

(a) All lands on which the uses could be negatively affected by present or future aircraft operations at the following airports in Kings County and lands on which the uses could negatively affect said airports:

(1) Corcoran Airport.

(2) Hanford Municipal Airport.

(b) The specific limits of the influence area for each airport are depicted on the respective *Compatibility Map* for that airport as presented in Chapter 3.

1.2.2. *Countywide Impacts on Flight Safety* — Those lands, regardless of their location in the county, on which the uses could adversely affect the safety of flight in the county. The specific uses of concern are identified in Paragraph 1.3.

1.2.3. *New Airports and Heliports* — The site and environs of any proposed new public-use or special-use airport or heliport (as defined by the California Department of Transportation) anywhere in the county.

1.3. Types of Airport Impacts

1.3.1. *Principal Compatibility Concerns* — The principal airport land use compatibility concerns regarding the airports in Kings County fall into four categories:

(a) Exposure to aircraft noise;

(b) Land use safety with respect both to people and property on the ground and the occupants of aircraft;

(c) Protection of airport airspace; and

(d) General concerns related to aircraft overflights.

1.3.2. *Other Airport Impacts* — Other impacts sometimes created by airports (e.g., air pollution, automobile traffic, etc.) are not addressed by these compatibility policies.

1.4. Relationship to Local General Plans and Zoning

1.4.1. *Land Use Designations* — The airport land use compatibility criteria included herein are intended to ensure that local general plans, specific plans, and zoning ordinances take into account factors which influence compatibility between airports and the surrounding land uses.

(a) Airport-vicinity land uses designated in general plans, specific plans, and zoning ordinances should be made consistent with the airport land use compatibility criteria to the extent that the affected areas are not already extensively developed.

(b) It is recognized, however, that nonaviation factors also must be considered in land use decisions and that airport land use compatibility objectives may not always be fully attainable in local general plans, specific plans, and zoning ordinances. Thus, if any inconsistencies remain between these compatibility criteria and the land uses designated in an adopted plan or ordinance, the latter shall prevail as local policy unless an action is taken to amend the plan or ordinance.

1.4.2. *Land Use Plan Amendments* — Any proposals to amend a general plan, specific plan, or zoning ordinance land use designation within an airport influence area shall be reviewed with respect to the compatibility criteria set forth herein.

1.4.3. *Required Findings* — Prior to approval of any amendment to a land use plan as listed above, specific findings shall be made that (1) the amendment is consistent with the primary compatibility criteria and/or the supporting criteria for noise, safety, airspace protection, and overflight or that (2) other overriding land use factors are of higher priority.

1.5. Review of Individual Development Actions

1.5.1. *Types of Actions Reviewed* — Proposals for major public or private land use developments which have the potential to significantly affect nearby airport activities or be significantly affected by those activities shall be subject to compatibility review. Except as noted under special conditions (Section 2.1.3), the compatibility review process shall apply to the following types of land use development located within the airport influence areas defined in Section 1.2.1:

(a) Any project requiring a general plan, specific plan, or zoning ordinance amendment.

(b) Proposed residential development, including land divisions, consisting of five or more dwelling units or parcels.

(c) Building permit applications for projects having a valuation greater than $1,000,000.

(d) Major capital improvements (e.g., water, sewer, or roads) which would promote urban development.

(e) Proposed land acquisition by a government entity for the purpose of developing a school or hospital.

(f) Requests for variance from the height limits established by a local zoning ordinance.

(g) Regardless of location within the county, any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above the ground. (Such structures also require notification to the Federal Aviation Administration in accordance with Federal Aviation Regulations Part 77, Paragraph 77.13(a)(1).)

(h) Any proposed land use action, as determined by the respective local planning agency, involving a question of compatibility with airport activities.

1.5.2. *Project Submittal Information* — When review of a land use development proposal is required under these airport land use compatibility policies (that is, the proposed development falls within an airport influence area and is of a type listed in Paragraph 1.5.1), the following information shall be provided by the applicant in addition to the information otherwise required by the county or city:

(a) An accurately scaled map showing the relationship of the project site to the airport boundary and runways.

(b) If applicable, a detailed site plan showing ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees.

(c) A description of permitted or proposed land uses and restrictions on the uses.

(d) For residential uses, an indication of the potential or proposed number of dwelling units per acre; or, for non-residential uses, the number of people potentially occupying the total site or portions thereof at any one time.

1.5.3. *Required Findings*

(a) Prior to the approval of a proposal involving any of the above types of land use development, specific findings shall be made that (1) such development is consistent with the primary compatibility criteria and/or the supporting criteria for noise, safety, airspace protection, and overflight or that (2) other overriding land use factors are of higher priority.

(b) Airport land use compatibility also should be considered during local processing of other proposed land use development actions of types not listed in Paragraph 1.5.1 if the proposals involve an airport influence area. However, significant compatibility concerns are not likely to result from such actions and adoption of specific findings will not normally be necessary.

1.6. Relationship to Airport Operations and Plans

1.6.1. *Existing Public-Use Airports* — These compatibility policies are intended to help promote compatibility between the Corcoran Airport and Hanford Municipal Airport and land uses in the vicinity of each.

(a) The compatibility policies and maps included in Chapter 3 for the Corcoran Airport and the Hanford Municipal Airport are based upon and are consistent with currently known plans or assumptions regarding the future development and use of each airport.

(b) Nevertheless, to the extent that any proposals to further develop these airports or change the character of their use are subject to city or county permits or other approval, such proposals should be reviewed for consistency with these compatibility policies.

1.6.2. *Project Submittal Information* — Any application for construction of a new airport or heliport for which a state airport permit is required shall include sufficient information to enable adequate assessment of the proposal's noise,

safety, height restriction, and overflight impacts. At a minimum, information to be submitted shall include:

(a) A layout plan drawing of the proposed facility showing the location of: (1) property boundaries; (2) runways or helicopter takeoff and landing areas; and (3) runway protection zones or helicopter approach/departure zones.

(b) Airspace surfaces in accordance with Federal Aviation Regulations, Part 77.

(c) Activity forecasts, including the number of operations by each type of aircraft proposed to use the facility.

(d) Proposed flight track locations and projected noise contours or other relevant noise impact data.

(e) A map showing the existing and planned land uses in the vicinity of the proposed airport or heliport.

(f) Identification and proposed mitigation of impacts on surrounding land uses.

1.6.3. *Required Findings* — Prior to approval of a development plan for an existing or proposed public-use or special-use airport or heliport, specific findings shall be made regarding the compatibility of that development with existing and planned land uses in the vicinity. Specific factors to be considered are defined in Section 2.2.

1.6.4. *Airport Operations* — These compatibility policies are not intended to restrict the aircraft activity or other uses of the Corcoran Airport or the Hanford Municipal Airport currently allowed by federal and state laws and any applicable local ordinances or permits.

1.7. Relationship to Other Local Agencies

1.7.1. *Notification of Other Agencies* — In addition to internal review, the primary agency involved (the county of Kings, the city of Corcoran, or the city of Hanford) shall refer information on certain actions involving airport land use compatibility issues to other involved agencies for review and comment.

1.7.2. *Types of Actions Involved* — Actions for which notification shall be provided include any proposed land use plan amendment or individual development action which affects the airport influence area described in Section 1.2.1 and is of a type listed in Sections 1.4 and 1.5. The specific portions of the airport influence areas for which project referral shall be made are as follows:

(a) *Corcoran Airport Vicinity*

(1) Anywhere within the airport influence area: city of Corcoran or county of Kings shall notify airport owner/operator.

(2) Unincorporated area within Corcoran sphere of influence: county of Kings shall notify city of Corcoran.

(b) *Hanford Municipal Airport*

(1) Unincorporated area anywhere within airport area of influence: county of Kings shall notify city of Hanford.

1.7.3. *Responsible Agency* — Notification of other local agencies does not shift the primary responsibility for action on a proposed land use or airport development proposal from the jurisdiction within which the development would occur. Comments received from other agencies shall be treated in the manner otherwise required for the action involved.

2. COMPATIBILITY REVIEW CRITERIA

2.1. Land Use Actions

2.1.1. *Primary Land Use Compatibility Criteria* — The primary criteria for assessing whether a potential land use development is to be judged compatible with a nearby airport are set forth in the *Primary Compatibility Criteria* matrix, Table 2A. These criteria are to be used in conjunction with the compatibility map and policies for each airport as presented in Chapter 3.

2.1.2. *Function of Supporting Criteria* — The *Primary Compatibility Criteria* matrix represents a compilation of compatibility criteria associated with each of the four types of airport impacts listed in Section 1.3. For the purposes of preparing or amending community land use plans and zoning ordinances, as well as in the review of most individual development proposals, the criteria in the matrix are anticipated to suffice. However, certain complex land use actions may require more intensive review. The supporting compatibility criteria outlined in Section 3 are provided for use in those circumstances.

2.1.3. *Special Conditions*

(a) *Infill* — Where substantial incompatible development 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 the *Compatibility Zone A*. Projects can be considered *infill* if they meet *all* of the following criteria:

(1) The project site is bounded by uses similar to those proposed.

(2) The proposed project would not extend the perimeter of the area developed with incompatible uses.

(3) The proposed project does not otherwise increase the intensity and/or incompatibility of use through use permits, density transfers or other strategy.

(4) The entity having land use authority (county of Kings, city of Corcoran, or city of Hanford) has determined that *substantial development* already exists and has identified the area accordingly in its general plan or other adopted planning document.

(b) *Nonconforming Uses* — In locations not designated as infill areas, nonconforming uses may be expanded by up to 20% of the existing structure floor area or 1,000 square feet, whichever is greater. Nonconforming single-family residences may be expanded provided that the expansion does not result in an additional dwelling unit. These exceptions do not apply within *Compatibility Zone A*. Local ordinances on non-conforming uses may be used if they are more restrictive.

(c) *Reconstruction* — Where an *existing* incompatible development has been partially or fully destroyed, it may be allowed to be rebuilt to a density not exceeding that of the original construction. This exception does not apply within *Compatibility Zone A*.

2.2. Airport Development Plans

2.2.1. *Airport Improvement Plans* — When reviewing future master plans or other plans for improvement of either of the two existing public-use airports covered by these policies, land use compatibility issues should be evaluated with respect to potential changes in noise, overflight, and safety impacts or height restrictions which would result from the plans' implementation. Inconsistencies between such plans and the compatibility policies herein may occur if the airport improvement plans include:

(a) New activity forecasts which are (1) significantly higher than those used in developing the Compatibility Maps in Chapter 3 or (2) assume a higher proportion of larger or noisier aircraft.

(b) Proposals for facilities or procedures not assumed herein; specifically:

(1) Construction of a new runway or helicopter takeoff and landing area.

(2) Change in the length, width, or landing threshold location of an existing runway.

(3) Establishment of an instrument approach procedure.

(4) Modification of the flight tracks associated with existing visual or instrument operations procedures.

Table 2A

Primary Compatibility Criteria

Kings County Airport Land Use Compatibility Plan

Zone	Location	Impact Elements	Maximum Densities		Required Open Land[3]
			Residential (du/ac)[1]	Other Uses (people/ac)[2]	
A	Runway Protection Zone or within Building Restriction Line	• High risk • High noise levels	0	10	All Remaining
B1	Approach/Departure Zone and Adjacent to Runway	• Substantial risk – aircraft commonly below 400 ft. AGL or within 1,000 ft. of runway • Substantial noise	0.1 (10-acre parcel)	60	30%
B2	Extended Approach/Departure Zone	• Moderate risk – aircraft commonly below 800 ft. AGL • Significant noise	0.5 (2-acre parcel)	60	30%
C	Common Traffic Pattern	• Limited risk – aircraft at or below 1,000 ft. AGL • Frequent noise intrusion	8	150	15%
D	Other Airport Environs	• Negligible risk • Potential for annoyance from overflights	No Limit	No Limit	No Requirement

Zone	Additional Criteria		Examples	
	Prohibited Uses	Other Development Conditions	Normally Acceptable Uses[4]	Uses Not Normally Acceptable[5]
A	• All structures except ones with location set by aeronautical function • Assemblages of people • Objects exceeding FAR Part 77 height limits • Aboveground bulk storage of hazardous materials • Hazards to flight[6]	• Dedication of avigation easement	• Aircraft tiedown apron • Pastures, field crops, vineyards • Automobile parking	• Heavy poles, signs, etc. • Orchards, large trees
B1 and B2	• Children's schools, day care centers, libraries • Hospitals, nursing homes • Highly noise-sensitive uses (e.g., outdoor theaters) • Aboveground bulk storage of hazardous materials[7] • Hazards to flight[6]	• Locate structures maximum distance from extended runway centerline • Minimum NLR[8] of 25 dBA in residential and office buildings • Dedication of avigation easement	• Uses in Zone A • Agricultural uses except ones attracting birds • Single-family residences on existing lots • Warehousing, truck terminals, low-intensity manufacturing • Single-story offices • Low-intensity retail (e.g., auto, furniture sales)	• Residential subdivisions • Multi-family residential • Intensive retail uses • Intensive manufacturing or food processing uses • Multiple story offices • Hotels and motels
C	• Children's schools • Hospitals, nursing homes • Hazards to flight[6]	• Dedication of overflight easement for residential uses	• Uses in Zone B • Parks, playgrounds • General retail, offices, etc. (2-story maximum) • Low-intensity manufacturing, food processing • Two-story motels	• Major shopping malls • Theaters, auditoriums • Large sports stadiums • Hi-rise office buildings
D	• Hazards to flight[6]	• Deed notice required for residential development	• All except ones hazardous to flight	

Source: Hodges & Shutt (December 1993)

Table 2A Continued

Primary Compatibility Criteria

Kings County Airport Land Use Compatibility Plan

NOTES

1 Residential development should not contain more than the indicated number of dwelling units per gross acre. Clustering of units is encouraged as a means of meeting the Required Open Land requirements.

2 The land use should not attract more than the indicated number of people per acre at any time. This figure should include all individuals who may be on the property (e.g., employees, customers/visitors, etc.). These densities are intended as general planning guidelines to aid in determining the acceptability of proposed land uses.

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. See supporting compatibility policies on safety for definition of open land.

4 These uses typically can be designed to meet the density requirements and other development conditions listed.

5 These uses typically do not meet the density and other development conditions listed. They should be allowed only if a major community objective is served by their location in this zone and no feasible alternative location exists.

6 Hazards to flight include physical, visual, and electronic forms of interference with the safety of aircraft operations. See supporting compatibility policies on airspace protection for details.

7 Storage of aviation fuel, other aviation-related flammable materials, and up to 2,000 gallons of nonaviation flammable materials are exempted from this criterion in Zones B1 and B2.

8 NLR = Noise Level Reduction; i.e., the attenuation of sound level from outside to inside provided by the structure.

2.2.2. *New Airports and Heliports* — When reviewing plans for a new airport, heliport, or other permanent aircraft landing site, the review should examine the relationships between existing and planned land uses in the vicinity of the proposed facility and the impacts that the facility would have upon these land uses. Questions to be considered include:

(a) Would the existing or planned land uses be considered incompatible with the airport of heliport if the latter were already in existence?

(b) What measures are included in the airport or heliport proposal to mitigate the noise, safety, and height restriction impacts on surrounding land uses? Such measures might include:

(1) Location of flight tracks so as to minimize the impacts.

(2) Other operational procedures to minimize impacts.

(3) Acquisition of property interests (fee title or easements) on the impacted land.

3. SUPPORTING COMPATIBILITY CRITERIA

3.1. Noise

3.1.1. *Projected Noise Levels* — The evaluation of airport/land use noise compatibility shall consider the *future* Community Noise Equivalent Level (CNEL) contours of each airport. These contours are calculated based upon aircraft activity forecasts which are set forth in an airport master plan or which are considered by the local agency to be plausible (refer to activity data and noise exposure maps in Chapter 4). The county and cities should periodically review the projected noise level contours and update them if appropriate.

3.1.2. *Application of Noise Contours* — The locations of CNEL contours are one of the factors used to define compatibility zone boundaries and criteria. It is intended that noise compatibility criteria be applied at the general plan, specific plan, or other broad-scale level. Because of the inherent variability of flight paths and other factors that influence noise emissions, the depicted contour boundaries are not absolute determinants of the compatibility or incompatibility of a given land use. Noise contours can only quantify noise impacts in a general manner; except on large parcels or blocks of land, they should *not* be used as site design criteria.

3.1.3. *Noise Exposure in Residential Areas* — The maximum CNEL considered normally acceptable for residential uses in the vicinity of the airports covered by this plan is 60 dB.

3.1.4. *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. Examples of acceptable noise levels for other land uses in an airport's vicinity are presented in Table 2B.

3.1.5. *Other Noise Factors* — 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. In most locations, noise level reduction measures (such as installation of sound insulation or noise barriers) are only effective in reducing interior noise levels.

3.1.6. *Single-Event Noise Levels* — Single-event noise levels should be considered when evaluating the compatibility of highly noise-sensitive land uses such as schools, libraries, and outdoor theaters. Single-event noise levels are especially important in areas which are regularly overflown by aircraft, but which do not produce significant CNEL contours (the agricultural aircraft noise impacts at Corcoran Airport are a particular example). Flight patterns for each airport should be considered in the review process. Acoustical studies or on-site noise measurements may be required to assist in determining the compatibility of sensitive uses.

3.2. Safety

3.2.1. *Objective* — The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing.

(a) Risks both to people and property in the vicinity of an airport and to people on board the aircraft shall be considered.

(b) More stringent land use controls shall be applied to the areas with greater potential risk.

3.2.2. *Risks to People on the Ground* — The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents.

(a) A method for determining the concentration of people for various land uses is provided in Appendix C.

3.2.3. *Land Uses of Particular Concern* — Land uses of particular concern are ones in which the occupants have reduced effective mobility or are unable to respond to emergency situations. Children's schools, hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped shall be prohibited within *Compatibility Zones A, B,* and *C.*

(a) This general policy may be superseded by airport specific policies (see Chapter 3).

(b) Hospitals are medical facilities which include provision for overnight stays by patients. Medical clinics are permitted in *Compatibility Zones B* and *C* provided that these facilities meet the maximum density standards found in Table 2A, *Primary Compatibility Criteria.*

3.2.4. *Other Risks* — Storage of fuel or other hazardous materials shall be prohibited in *Compatibility Zone A.* Except for aviation fuel, other aviation-related flammable materials, and up to 2,000 gallons of nonaviation flammable materials, storage of such materials also shall be prohibited in *Compatibility Zones B1* and *B2.*

3.2.5. *Open Land* — In the event that an aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based upon the fact that the majority of aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site.

(a) To qualify as open land, an area must be:

(1) Free of structures and other major obstacles such as walls, large trees or poles, and overhead wires.

(2) Have minimum dimensions of at least 75 feet by 300 feet.

(b) Roads and automobile parking lots are acceptable as open land areas if they meet the above criteria.

(c) Open land requirements for each compatibility zone are to be applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum-size open area requirement. Consequently, the identification of open land areas must initially be accomplished at the general plan or specific plan level or as part of large-acreage projects.

(d) Clustering of development and providing contiguous landscaped and parking areas is encouraged as a means of increasing the size of open land areas.

(e) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps within an airport's planning area in order to assure that individual development projects provide the

Table 2B

Noise Compatibility Criteria

Kings County Airport Land Use Compatibility Plan

LAND USE CATEGORY	CNEL, dBA 50-55	55-60	60-65	65-70	70-75
Residential					
single family, nursing homes, mobile homes	+	o	–	– –	– –
multi-family, apartments, condominiums	++	+	o	– –	– –
Public					
schools, libraries, hospitals	+	o	–	– –	– –
churches, auditoriums, concert halls	+	o	o	–	– –
transportation, parking, cemeteries	++	++	++	+	o
Commercial and Industrial					
offices, retail trade	++	+	o	o	–
service commercial, wholesale trade, warehousing, light industrial	++	++	+	o	o
general manufacturing, utilities, extractive industry	++	++	++	+	+
Agricultural and Recreational					
cropland	++	++	++	++	+
livestock breeding	++	+	o	o	–
parks, playgrounds, zoos	++	+	+	o	–
golf courses, riding stables, water recreation	++	++	+	o	o
outdoor spectator sports	++	+	+	o	–
amphitheaters	+	o	–	– –	– –

	LAND USE AVAILABILITY	INTERPRETATION/COMMENTS
++	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.
o	Marginally Acceptable	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (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: Hodges & Shutt (December 1993)

open land areas identified in a general plan, specific plan, or other large-scale plan.

3.3. Airspace Protection

3.3.1. *Height Limits* — The criteria for limiting the height of structures, trees, and other objects in the vicinity of an airport shall be set in accordance with Part 77, Subpart C, of the Federal Aviation Regulations and with the United States Standard for Terminal Instrument Procedures (TERPS). Airspace plans for each airport which depict the critical areas for airspace protection are provided in Chapter 4.

3.3.2. *Avigation Easement Dedication* — The owner of any property proposed for development within *Compatibility Zones A* and *B* may be required to dedicate an avigation easement to the jurisdiction owning the airport.

(a) In cases where the airport is privately owned, the avigation easement may be dedicated to the county or city in the name of the airport. An easement dedicated for the benefit of a private airport shall remain in force only as long as the airport remains open for public use. An airport shall be considered to be a public-use airport only if it has a current state airport permit in either the *public-use* or *special-use* category.

(b) The avigation easement shall:

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

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

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

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

(5) 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 E.

(c) Within *Compatibility Zones A* and *B*, height restrictions of less than 35 feet may be required. See the airspace plan for the specific airport or review FAR Part 77.

3.3.3. *Minimum Restriction* — Other than within *Compatibility Zones A* and *B*, no restrictions shall be set which limit the height of structures, trees, or other objects to less than 35 feet above the level of the ground on which they are located even if the terrain or objects on the ground may penetrate Federal Aviation Regulations Part 77 surfaces.

(a) In locations within *Compatibility Zone C* where the ground level exceeds or comes within 35 feet of a Part 77 surface, dedication of an avigation easement limiting heights to 35 feet shall be required in accordance with Paragraph 3.3.2. (This policy may be applicable to future airports; there are no such locations near the existing airports in Kings County.)

3.3.4. *FAA Notification* — Proponents of a project which may exceed a Part 77 surface must notify the Federal Aviation Administration as required by FAR Part 77, Subpart B, and by the California State Public Utilities Code Sections 21658 and 21659. (Notification to the Federal Aviation Administration under FAR 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 B for the specific Federal Aviation Administration notification requirements.)

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

(b) The requirement for notification to the Federal Aviation Administration shall not necessarily trigger an airport compatibility review of an individual project by the local agency (county or city) if the project is otherwise in conformance with the compatibility criteria established herein.

(c) Any project submitted for airport land use compatibility review for reason of height-limit issues shall include a copy of FAR Part 77 notification to the Federal Aviation Administration.

3.3.5. *Other Flight Hazards* — Land uses which may produce hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided 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 use, especially landfills and certain agricultural uses, which may attract large flocks of birds.

3.4. Overflights

3.4.1. *Nature of Impact* — All locations within an airport influence area are regarded as potentially subject to routine aircraft overflight. Although sensitivity to aircraft overflights varies from one person to another, overflight sensitivity is particularly important within residential land uses.

(a) The county of Kings and the cities of Corcoran and Hanford should establish a zoning district or overlay zone for all properties located within the influence area of the public-use airport(s) within their jurisdiction. One function of such an ordinance would be to provide constructive notice as to: (1) what real property is within an airport influence area; and (2) the obligations of a seller of real property to disclose information regarding the airport's proximity to any prospective buyer.

(b) The county of Kings and the cities of Corcoran and Hanford may require other appropriate measures, including, but not limited to, requiring the dedication of avigation or overflight easements and deed noticing. See "Other Development Conditions" in Table 2A for guidance on where measures should be applied.

3.4.2. *Land Use Conversion* — The compatibility of uses in the airport planning areas shall be preserved to the maximum feasible extent. Particular emphasis should be placed on preservation of existing agricultural and open space uses.

(a) The conversion of land from existing or planned agricultural, industrial, or commercial use to residential uses within *Compatibility Zones A* and *B* is strongly discouraged.

(b) In *Compatibility Zone C*, general plan amendments (as well as other discretionary actions such as rezonings, subdivision approvals, use permits, etc.) which would convert land to residential use or increase the density of residential uses should be subject to careful consideration of overflight impacts.

3

Individual Airport Policies and Compatibility Maps

3

Individual Airport Policies and Compatibility Maps

1. GENERAL BASIS FOR COMPATIBILITY ZONE BOUNDARIES

The boundaries of the airport land use compatibility zones diagramed in this chapter were initially outlined in accordance with the general guidelines described below. The basic boundaries were then modified to reflect airport traffic patterns, existing land uses, distinct geographic features, and other factors unique to each airport and its environs.

1.1. Compatibility Zone A

The lateral limits of *Zone A* are defined by the airfield building restriction lines. Building restriction lines are commonly set so that structures up to 35 feet in height remain below the airspace surfaces defined by Federal Aviation Regulations Part 77. The length of *Compatibility Zone A* is set to encompass the runway protection zone (formerly called a clear zone) located at each end of an airport runway. Runway protection zone dimensions are defined by Federal Aviation Administration airport design standards and take into account the runway approach type and the type of aircraft the runway is intended to accommodate.

1.2. Compatibility Zone B1

The outer boundary of *Zone B1* is defined as the area where aircraft are commonly flying at less than 400 feet above ground level (AGL) when approaching or departing the airport. For visual runways, this location encompasses the base leg of the traffic pattern as commonly flown. For instrument runways, the altitudes established by approach procedures are used. *Compatibility Zone B1* also includes areas within 1,000 feet laterally of the runway centerline.

1.3. Compatibility Zone B2

Zone B2 includes areas where aircraft are commonly at an altitude of less than 800 feet AGL on straight-in approach or straight-out departure. This zone applies to runways with more than 500 operations per year by large aircraft (over 12,500 pounds maximum gross takeoff weight) and/or runway ends with a precision or nonprecision instrument approach or more than 10,000 total annual takeoffs.

1.4. Compatibility Zone C

The outer boundary of *Zone C* is defined as the area where aircraft are commonly below 1,000 feet AGL (i.e., the traffic pattern and pattern entry points). This area is considered to extend 5,000 feet laterally from the runway centerline and from 5,000 to 10,000 feet longitudinally from the end of the runway primary surface. The length depends upon the runway classification (visual versus instrument) and the type and volume of aircraft accommodated. For runways having an established traffic solely on one side, the shape of the zone is modified accordingly.

1.5. Compatibility Zone D

The outer boundary of *Zone D* generally conforms with the Federal Aviation Regulations Part 77 horizontal surface, but may be extended to encompass instrument approach corridors or areas having a high noise exposure.

2. CORCORAN AIRPORT

2.1. Status

Corcoran Airport is a privately owned facility open to public use. The airport is located in unincorporated area on the western edge of the city of Corcoran. Nearly all of the airport activity is by agricultural aircraft. No long-range plan of development for the airport has been prepared. These land use compatibility policies assume that Corcoran Airport's activity will continue to be dominated by agricultural aircraft, but that use by other private aircraft could increase.

2.2. Applicability of Compatibility Policies

These policies provide guidance to the city of Corcoran and the county of Kings regarding the types of land uses compatible with the current and anticipated future use of Corcoran Airport.

2.3. Compatibility Map Delineation

2.3.1. *Compatibility Map* — The Compatibility Map for Corcoran Airport is presented in Figure 3A and is to be used in conjunction with the criteria set forth in Table 2A.

2.3.2. *Zones B1 and B2 (North)* — The extent of *Compatibility Zones B1* and *B2* north of the airport recognizes the location and characteristics of routine agricultural aircraft overflights of this area. Compatibility concerns in this area are dominated by single-event maximum noise levels of as much as 100 dBA.

2.3.3. *Zone B1 (South)* — The boundaries of *Compatibility Zone B1* south of the airport presume that agricultural aircraft rarely land from or takeoff toward the south. However, the zone protects for potential increases in activity by other private aircraft by reflecting a typical general aviation aircraft traffic pattern for approaches to Runway 31 and infrequent departures on Runway 13.

2.4. Additional Compatibility Policies

None.

3. HANFORD MUNICIPAL AIRPORT

3.1. Status

Hanford Municipal Airport is a public-use facility owned and operated by the city of Hanford. The airport and the adjacent lands to the north and west are located within the city limits. As of late 1993, a master plan for development of the airport has been drafted and is proceeding through the environmental review and adoption process. A southward extension of the runway is proposed in the draft plan.

3.2. Applicability of Compatibility Policies

These compatibility policies serve as the land use element of the Hanford Municipal Airport master plan and are intended to provide guidance to the city of Hanford and county of Kings regarding the types of land uses compatible with the anticipated future development and use of the airport. The Hanford Municipal Airport Compatibility Map herein is based upon the proposed airfield configuration and projected aircraft activity as set forth in the draft airport master plan.

3.3. Compatibility Map Delineation

3.3.1. *Compatibility Map* — The Compatibility Map for Hanford Municipal Airport is presented in Figure 3B and is to be used in conjunction with the criteria set forth in Table 2A.

3.3.2. *Zone B1 (North)* — *Compatibility Zone B1* north of the airport is modified to reflect the local policy which requests pilots to turn right upon departure from Runway 32 and to avoid low flight over the city. The proposed southward extension of the runway would allow aircraft to more easily and safely execute this turn and remain within the noise abatement corridor between the freeway and railroad tracks.

3.3.3. *Zone B2 (North)* — No *Compatibility Zone B2* is defined north of the airport because of the existing noise abatement policy and the extent of existing urban development along the extended runway centerline.

3.3.4. *Zone B1 (South)*

(a) *Compatibility Zone B1* east of the runway's south end encompasses areas overflown by aircraft landing at the existing end of Runway 32 as well as those areas which would be affected by landings on the proposed extended runway. Some modification to the boundaries of this zone could be made after the runway is extended or if the proposed extension is eliminated from future development plans for the airport.

(b) Although the formal airport traffic pattern is only on the east side of the airport, aircraft approaching Runway 32 from the south or southwest sometimes overfly areas west of the extended runway centerline. *Compatibility Zone B1* at the south end of the airport is expanded to the west to reflect this practice. Also, the widening of *Zone B1* in this area provides a noise buffer around the building area and the pre-flight run-up area for Runway 32.

3.4. Additional Compatibility Policies

None.

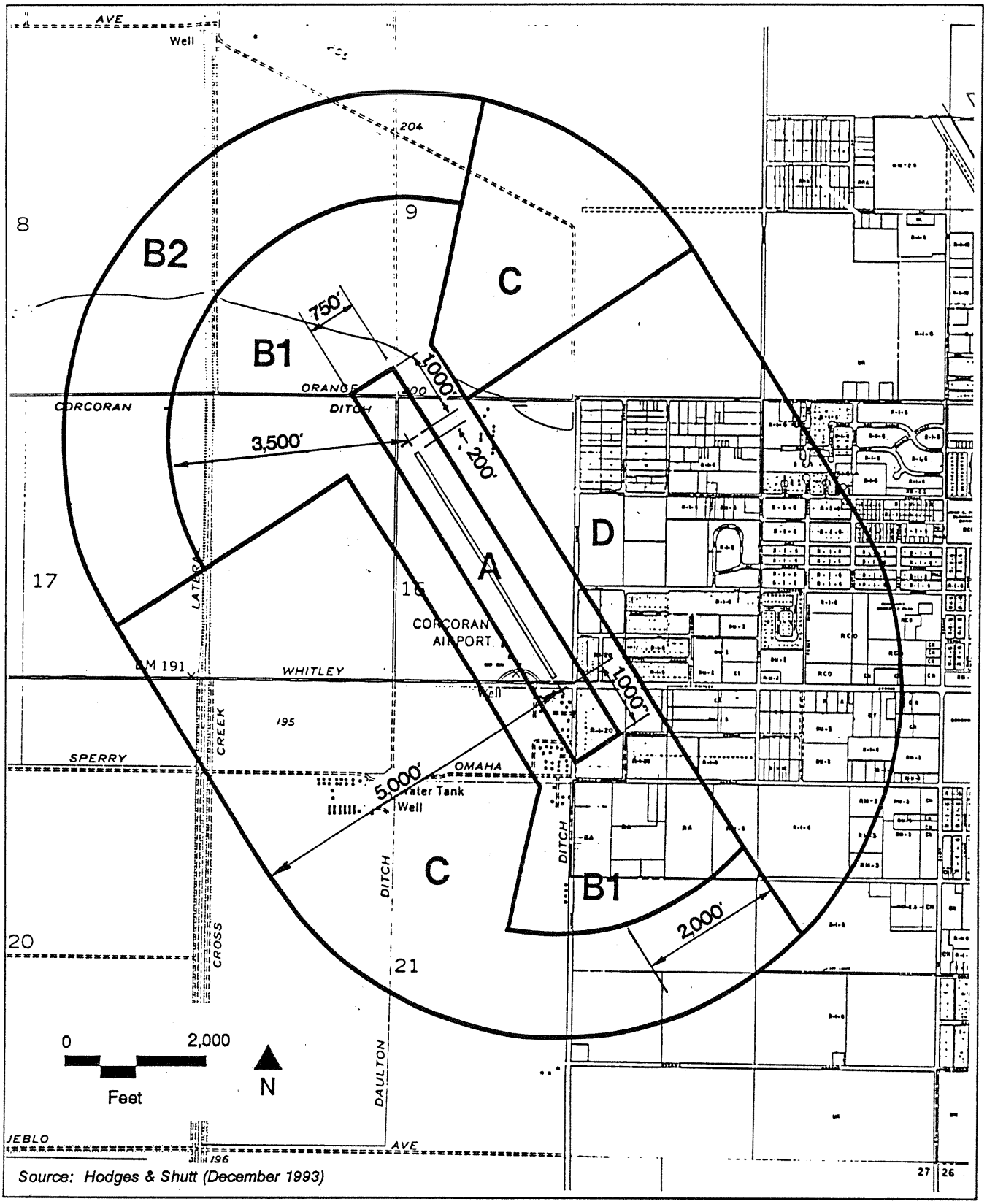
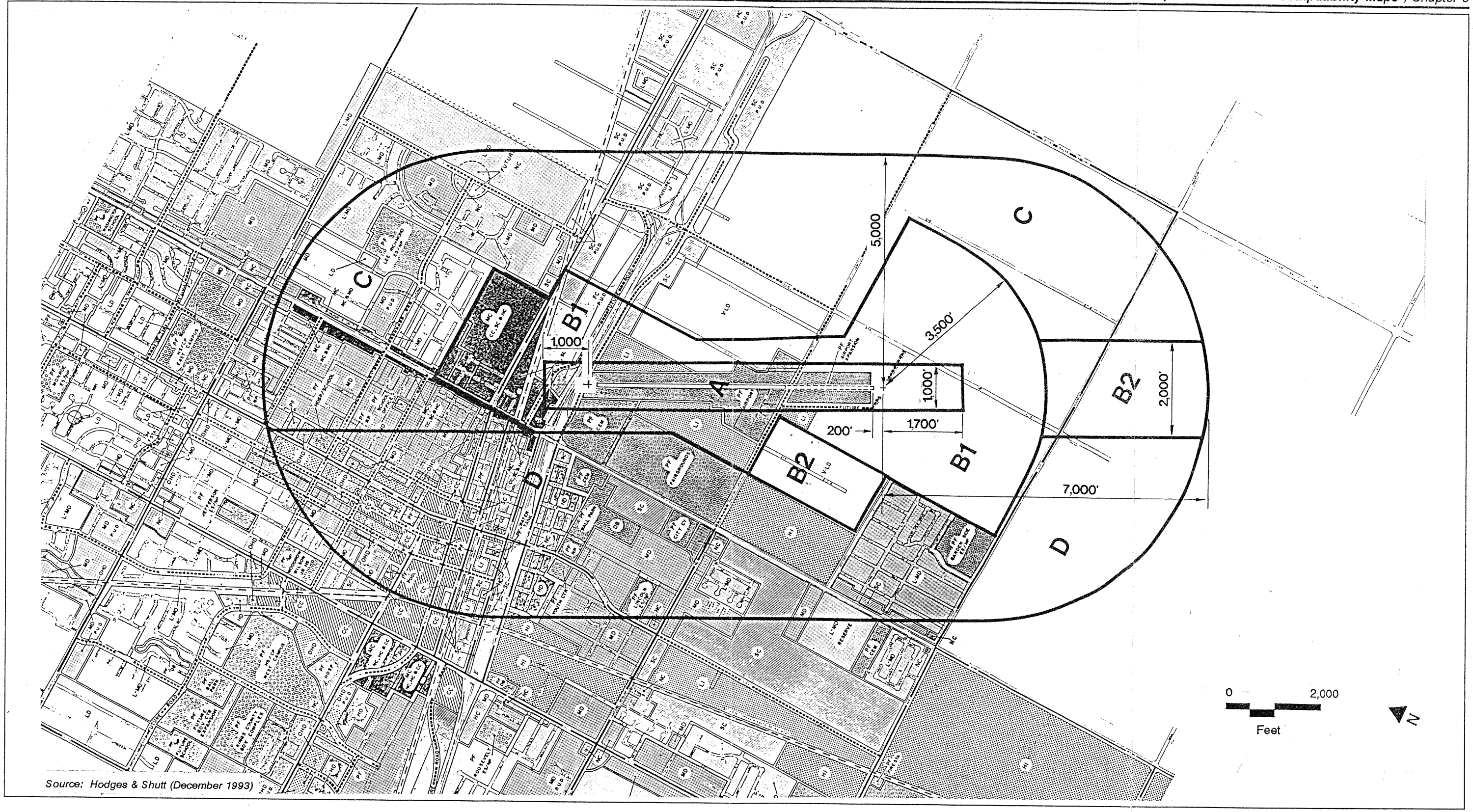


Figure 3A

Compatibility Map

Corcoran Airport



Source: Hodges & Shutt (December 1993)

Figure 3B

Compatibility Map
Hanford Municipal Airport

4

Background Data

4

Background Data

Kings County Airports

INTRODUCTION

This chapter contains background information relevant to land use compatibility planning for the areas surrounding each of the two airports covered by the *Airport Land Use Compatibility Plan.* The information is current as of late 1993. For each airport, the following data is presented:

- **Airport Environs** — A description of existing and planned land uses in the airport vicinity.
- **Airport Features** — A listing of the principal physical features and services of the airport. The emphasis is on data having potential implications for land use compatibility.
- **Airport Plan** — A copy of the most recently available airport layout plan for each airport.
- **Airport Activity** — Data regarding current and potential future airport activity. The future levels are for an indefinite time frame. Given recent federal and state projections of general aviation activity, this time frame is expected to be well beyond 20 years.
- **Noise Impact Area** — A map depicting future noise impacts of the airport. The contours are generated from the future activity levels indicated in the airport activity table.
- **Airspace Plan** — Height limit surfaces defined by Part 77 of the Federal Aviation Regulations.

Table 4A

Airport Environs

Corcoran Airport

AIRPORT LOCATION AND ACCESS

- Located on the eastern edge of Kings County in the San Joaquin Valley.
- Airport and approaches in County jurisdiction.
- Access via State Highway 43, then west on Whitley Avenue.

EXISTING AIRPORT AREA LAND USES

General Character

- Mostly open agricultural land with low and medium density residential to the east at the western fringe of the City of Corcoran.

Runway Approaches

- Runway 13 (northwest) Approach - Open land; agricultural uses out to 1 mile and beyond.
- Runway 31 (southeast) Approach - Low and medium density residential out to 1/2 mile; mostly open/agricultural uses beyond.

Traffic Pattern

- Pattern only southwest of airport.
- Agricultural land uses except in Runway 31 approach.

LOCAL LAND USE PLANS AND ZONING

- Kings County General Plan - Adopted in December 1993; sets land use policies for airport and nearby environs.
- City of Corcoran General Plan - Updated in 1985; covers incorporated portion of airport vicinity (east side); sphere of influence encompasses airport.

PLANNED LAND USES IN AIRPORT AREA

- Kings County General Plan - Land Use Element contains a Proposed Land Use Map of the Corcoran Fringe which designates the area immediately surrounding the Airport as limited agriculture, and the areas further out to the north, south, and west as general agriculture. Continued in-fill of low density residential is planned between the east side of the Airport and the Corcoran city limits.
- City of Corcoran — Proposed residential development southeast of airport currently under review by City.

ESTABLISHED APPROACH PROTECTION MEASURES

- None.

Source: Hodges & Shutt (December 1993)

Table 4B

Airport Features

Corcoran Airport

AIRPORT PROPERTY

- *Ownership* – Private; Lakeland Dusters, Inc.
- *Size* – 220 acres in fee.
- *Elevation* – 197 feet MSL.

AIRPORT PLANNING

- *Adopted Plans*
  – None.
- *Planned Improvements*
  – None.

BUILDING AREA

- *Location* – South end of airport property; southwest side of Runway 31 end.
- *Aircraft Parking Capacity* – Approximately 20 based and transient spaces; mostly paved or gravel apron area.
- *Other Major Facilities* – Fuel island; administration building.
- *Services* – Airport primarily serves crop duster activity; fixed base operator service is limited to 100LL fuel.

RUNWAY SYSTEM

Runway 13-31

- *Critical Aircraft* – Light twin-engine propeller.
- *Classification* – Airport Reference Code B-I, small aircraft.
- *Dimensions* – 3,800 feet long, 50 feet wide; Runway 13 threshold displaced 620 feet; Runway 31 threshold displaced 525 feet.
- *Lighting* – Low-intensity runway edge lighting.
- *Surface* – Asphalt, good condition.
- *Primary Taxiways* – Building area taxilanes only; no taxiway access to Runway 13.

RUNWAY APPROACHES

Runway 13

- *Approach Type* – Visual.
- *Runway Protection Zone* – Mostly beyond airport property line.
- *Approach Obstacles* – Road and power poles 200 feet from runway end necessitate a threshold displacement.

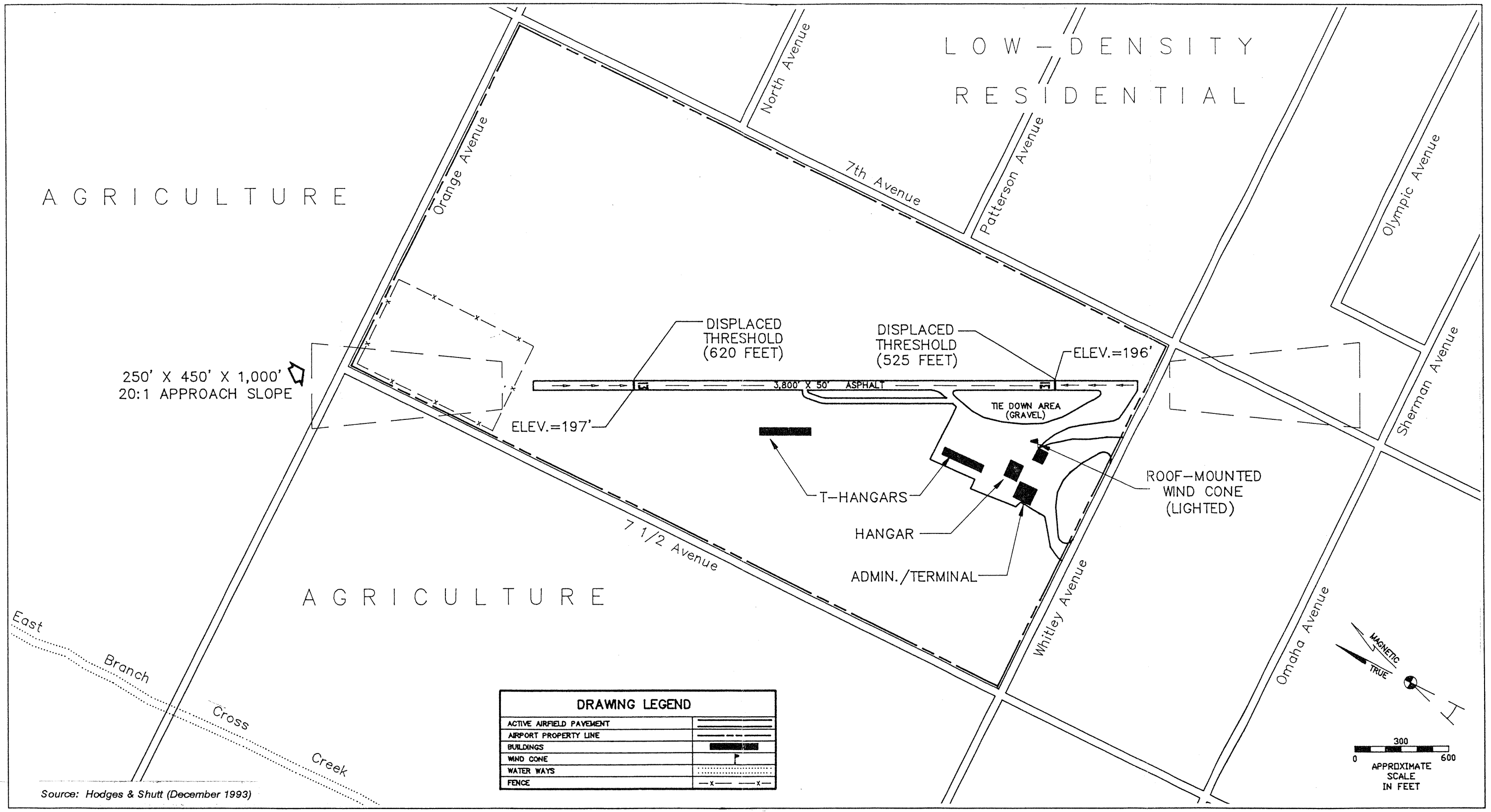
Runway 31

- *Approach Type* – Visual.
- *Runway Protection Zone* – Entirely beyond airport property line.
- *Approach Obstacles* – Sign 200 feet from runway end necessitates a threshold displacement.

Traffic Pattern

- *Location* – Established pattern southwest side of runway only.
- *Altitude* – 1,000 feet above airport elevation.
- *Noise Abatement Procedures* – Avoid overflight of town.
- *Note* – Crop dusters generally land on Runway 13 and depart on Runway 31 and follow a tight traffic pattern.

Source: Hodges & Shutt (December 1993)



Source: Hodges & Shutt (December 1993)

Figure 4A

Airport Layout Plan

Corcoran Airport

Table 4C

Airport Activity

Corcoran Airport

BASED AIRCRAFT

	Current[a]	Future[b]
Total	16	unknown

AIRCRAFT OPERATIONS

	Current[a]	Future[b]
Total		
Annual	5,000	10,000
Average Day	14	27
Distribution		
Crop Duster	85%	50%
Single-Engine Prop	14%	45%
Twin-Engine Prop	1%	5%

TIME OF DAY DISTRIBUTION

	Current[a]	Future[b]
All Aircraft		
Day (0700-1900)	100%	same
Evening (1900-2200)	0%	
Night (2200-0700)	0%	

RUNWAY USE DISTRIBUTION

	Current[a]	Future[b]
Crop Dusters		
Takeoffs		
Runway 13	0%	same
Runway 31	100%	
Landings		
Runway 13	100%	same
Runway 31	0%	
Other Aircraft		
Takeoffs		
Runway 13	5%	same
Runway 31	95%	
Landings		
Runway 13	0%	same
Runway 31	100%	

FLIGHT TRACK DATA

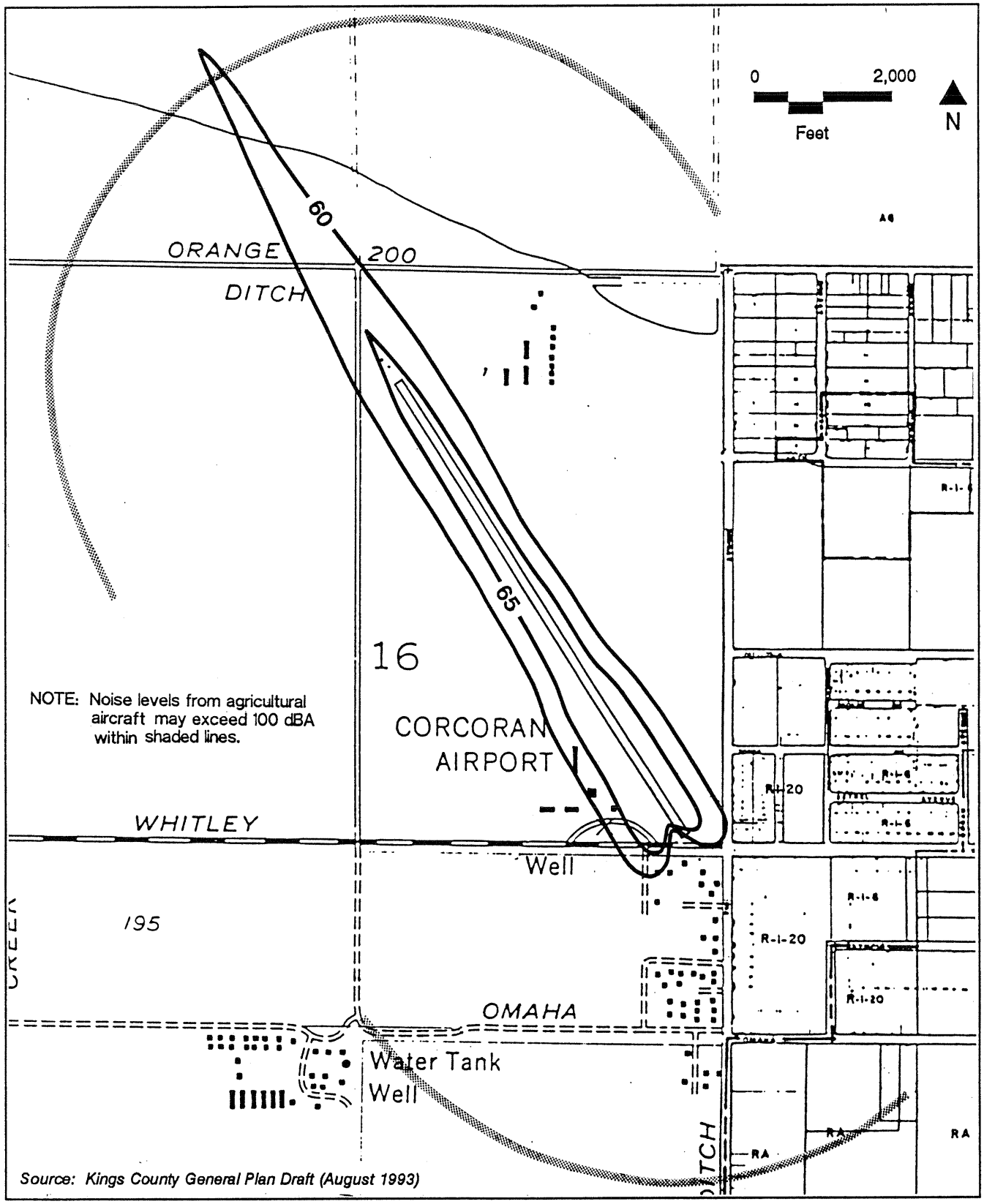
- Pattern Altitude – 1,000 feet AGL.
- Right traffic on Runway 13 (no northeast pattern established).
- Crop dusters avoid overflight of town and generally follow standard, but tight, pattern.

Notes

[a] 1992 activity levels estimated by Brown-Buntin Associates and airport manager.

[b] Hodges & Shutt assumption for land use compatibility planning purposes.

Source: Hodges & Shutt (December 1993)

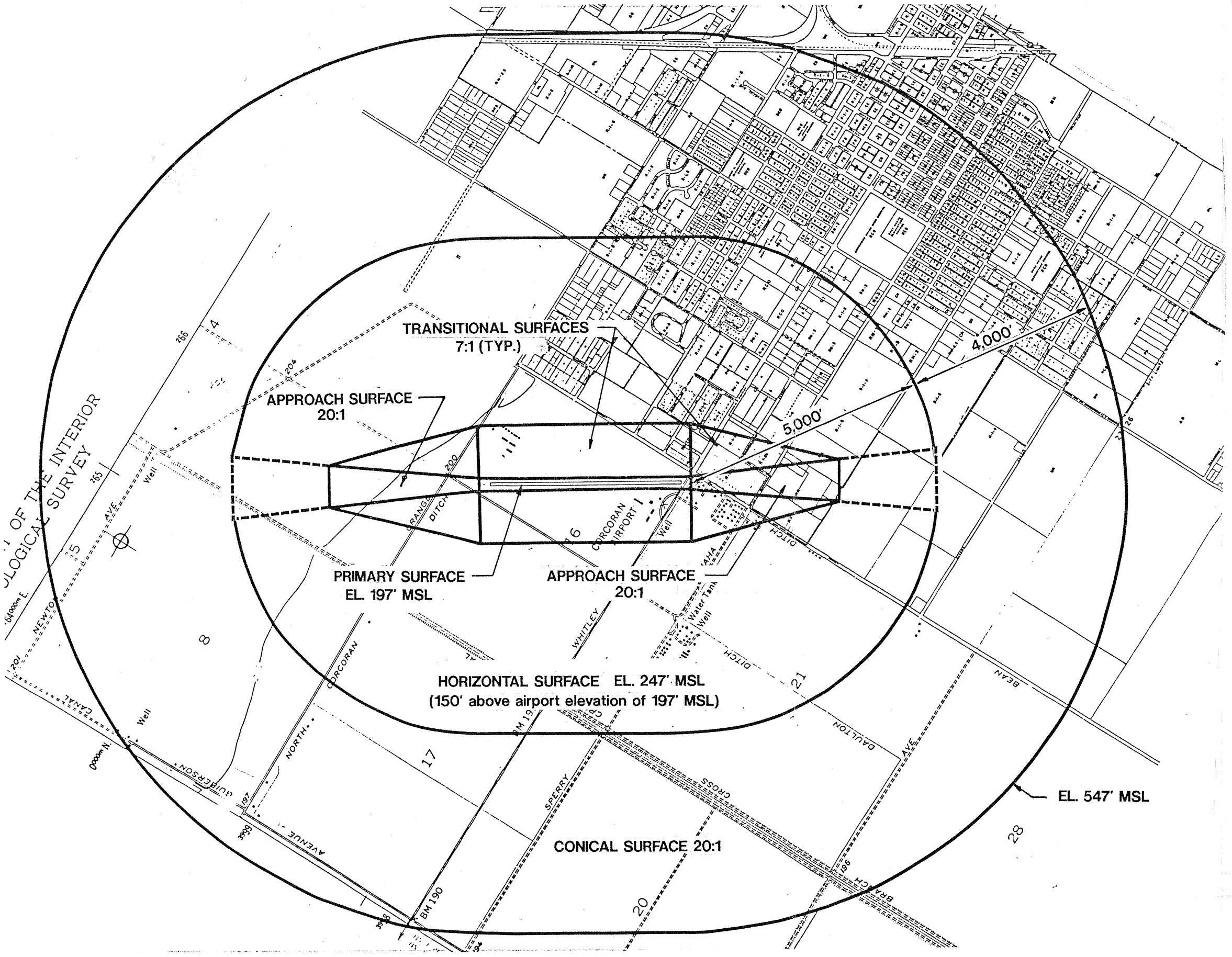


Source: Kings County General Plan Draft (August 1993)

Figure 4B

Noise Contours

Corcoran Airport



Source: Hodges & Shutt (December 1993)

Figure 4C

Airspace Plan
Corcoran Airport

Table 4D

Airport Environs

Hanford Municipal Airport

AIRPORT LOCATION AND ACCESS

- Located in central California, 30 miles south of Fresno.
- Airport and most of approaches lie within the City of Hanford's corporate limits.
- Access via State Highway 198 and Hanford-Armona Road.

EXISTING AIRPORT AREA LAND USES

General Character

- Medium-density urban to the north and northwest; open land south and southeast.

Runway Approaches

- Runway 14 (northwest) Approach – Highway at 400 feet; commercial/industrial uses to 0.65 miles; miscellaneous urban uses beyond.
- Runway 32 (southeast) Approach – Open land out to 0.75 miles; road at 0.75 miles; open land beyond.

Traffic Pattern

- Pattern on east side of runway only.
- Consists primarily of un-incorporated open area with some commercial/industrial development to the northeast.

LOCAL LAND USE PLANS AND ZONING

- Kings County General Plan – Adopted by the Kings County Board of Supervisors, December 1993; sets land use policies for airport and nearby environs.
- City of Hanford General Plan – Plan currently in process of being updated.

PLANNED LAND USES IN AIRPORT AREA

- Kings County General Plan – Land Use Element contains a Proposed Land Use Map of the Hanford Fringe which sets forth the following land use designations:
  - West - general agriculture
  - Southwest - heavy industrial
  - South and East - very-low-density residential
  - Southwest - limited agriculture
  - North - multiple commercial

  Note: the very-low-density residential is substantially developed at present.
- City of Hanford General Plan – Draft of plan indicates:
  - Continued agricultural south and east of airport approach from the south.
  - Further service commercial land uses in departure corridor between freeway and rail line northeast of airport.
  - No major changes in character of existing development elsewhere around airport.

ESTABLISHED APPROACH PROTECTION MEASURES

- Hanford Municipal Code, Article 21 – Airport Height Limit Combining District limits heights in airport vicinity.

Source: Hodges & Shutt (December 1993)

Table 4E

Airport Features

Hanford Municipal Airport

AIRPORT PROPERTY

- *Ownership* – City of Hanford.
- *Size* – 132 acres.
- *Elevation* – 249 feet MSL.

AIRPORT PLANNING

- *Adopted Plans*
  - 1993 Master Plan not yet adopted.
- *Proposed Improvements*
  - Extension of Runway 32.
  - Relocation of parallel taxiway.
  - Land acquisition to accommodate runway extension.

BUILDING AREA

- *Location* – West side of airfield.
- *Aircraft Parking Capacity* – 204 spaces, including based and transient tiedowns and based shelters.
- *Other Major Facilities* – Fixed base operations maintenance hangars and offices.
- *Services* – Fixed base operator services include aircraft sales, repairs, instruction, rental (aircraft and car).

RUNWAY SYSTEM

Runway 14-32 (Existing)

- *Critical Aircraft* – Light twin-engine propeller.
- *Classification* – Airport Reference Code B-I, small aircraft.
- *Dimensions* – 3,965 feet long, 75 feet wide; Runway 14 threshold displaced 110 feet; Runway 32 threshold displaced 315 feet.
- *Lighting* – Medium-intensity runway edge lighting; Both runway ends equipped with a VASI.
- *Surface* – Asphalt, fair condition.
- *Primary Taxiways* – Full-length parallel taxiway.

Runway 14-32 (Future)

- *Critical Aircraft* – Falcon 900.
- *Classification* – Airport Reference Code B-II.
- *Dimensions* – 5,855 feet long, 75 feet wide; Runway 14 threshold displaced 355 feet.
- *Lighting* – Medium-intensity runway edge lighting to remain; medium-intensity taxiway edge lighting is planned; VASIs to remain; additional electronic approach aids planned, including a localizer antenna array and a DME radio beacon.
- *Surface* – Asphalt.
- *Primary Taxiways* – Full-length parallel taxiway to be relocated to meet FAA setback requirements.

RUNWAY APPROACHES

Runway 14

- *Approach Type* – Visual (circle-to-land nonprecision approach available).
- *Runway Protection Zone* – Mostly beyond airport property line.
- *Approach Obstacles* – Road necessitates displacement of threshold.

Runway 32 (Existing)

- *Approach Type* – Visual (circle-to-land nonprecision approach available).
- *Runway Protection Zone* – Mostly beyond airport property line.
- *Approach Obstacles* – Road necessitates displacement of threshold.

Runway 32 (Future)

- *Approach Type* – Non-precision instrument.
- *Runway Protection Zone* – Sufficient property acquisition is planned to include the future RPZ.
- *Approach Obstacles* – None; future threshold will not be displaced.

Traffic Pattern

- *Location* – Established pattern east of runway only.
- *Altitude* – 1,051 feet above airport elevation.
- *Noise Abatement Procedures* – Avoid low flight over City of Hanford; after departure from Runway 32, right turn at freeway is recommended.

Source: Hodges & Shutt (August 1994)

RUNWAY DATA

DESCRIPTION		EXISTING 1992	PROPOSED 1993-1997	PROPOSED 1998-2002
EFFECTIVE RUNWAY GRADIENT		0.06 %	SAME (E)	SAME (E)
% OF WIND COVERAGE		99.2 %	SAME	SAME
RUNWAY PHYSICAL LENGTH		3962'	"	5855'
DISPLACED THRESHOLD	RWY 14	100'	"	355'
	RWY 32	285'	"	NONE
TAKEOFF RUN AVAILABLE (TORA)	RWY 14	3562'	"	5855'
	RWY 32	3707'	"	5600'
TAKEOFF DISTANCE AVAIL. (TODA)	RWY 14	3962'	"	5855'
	RWY 32	3962'	"	5855'
ACCEL-STOP DIST. AVAIL. (ASDA)	RWY 14	3762'	"	5855'
	RWY 32	3907'	"	5500'
LANDING DIST. AVAILABLE (LDA)	RWY 14	3662'	"	5500'
	RWY 32	3622'	"	5500'
PAVEMENT STRENGTH		15,000# S.W.L.	"	30,000# S.W.L.
APPROACH SLOPES	RWY 14	20:1 (1)	"	20:1 MIN.
	RWY 32	20:1 (1)	"	34:1 MIN.
RUNWAY MARKING		BASIC	"	NON PREC
TAXIWAY MARKING		CENTERLINE	"	SAME
NAVIGATIONAL AIDS		VASI II(14&32)	"	REIL
RUNWAY LIGHTING		MIRL	"	SAME
TAXIWAY LIGHTING		REFLECTORS	"	MITL

(1) MEASURED FROM DISPLACED THRESHOLD PROVIDES FOR A 15' CLEARANCE OVER ROADS

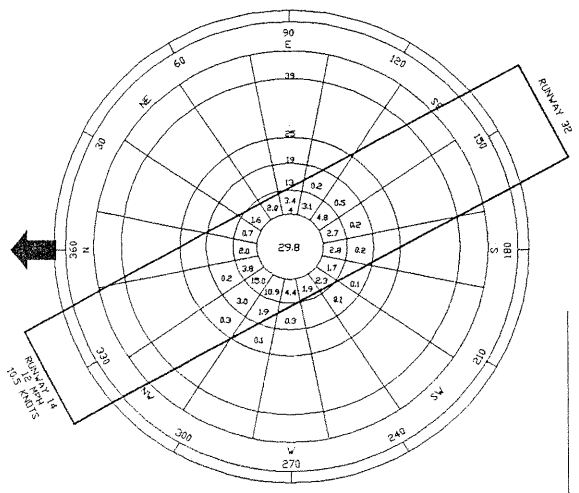
LEGEND

DESCRIPTION	EXISTING 1992	PROPOSED 1993-1997	PROPOSED 1998-2003
AIRPORT PROPERTY LINE			
BUILDINGS			
RUNWAY - TAXIWAY - APRON		SAME	
AIRPORT REFERENCE POINT		"	
BOUNDARY FENCE			SAME
AIRPORT BEACON		SAME	"
VASI - 2		"	"
REIL			"
THRESHOLD LIGHTING		SAME	"
PROPERTY DIVISION OR LEASE LINE		"	"
MUNICIPAL BOUNDARY		"	"
AVIGATION EASEMENT		"	"
TREES		"	"
BUILDING RESTRICTION LINE-21' BLDG.			BRL-21'
COMMERCIAL AVIATION LEASES	CA-1, CA-2	SAME	SAME
POWER POLES		"	"
AIRCRAFT PARKING LINE			APL

AIRPORT DATA

	EXISTING 1992	PROPOSED 1993-1997	PROPOSED 1998-2002
AIRPORT CLASSIFICATION	GENERAL UTILITY B-I	SAME	B-II
AIRPORT ELEVATION	249' MSL	"	"
AIRPORT REFERENCE POINT	LAT 35°19'04"	TBD	TBD
	LONG 119°37'39"	TBD	TBD
MEAN MAX TEMPERATURE: HOTTEST MONTH	99° F	SAME	SAME
BEACON (ALNACO-RB2/1000A)	ROTATING	"	"
NAVAIDS	NONE	"	NDB
BASED AIRCRAFT	64	80	90
INSTRUMENT APPROACH	CIRCLING	"	NON-PREC RWY 32

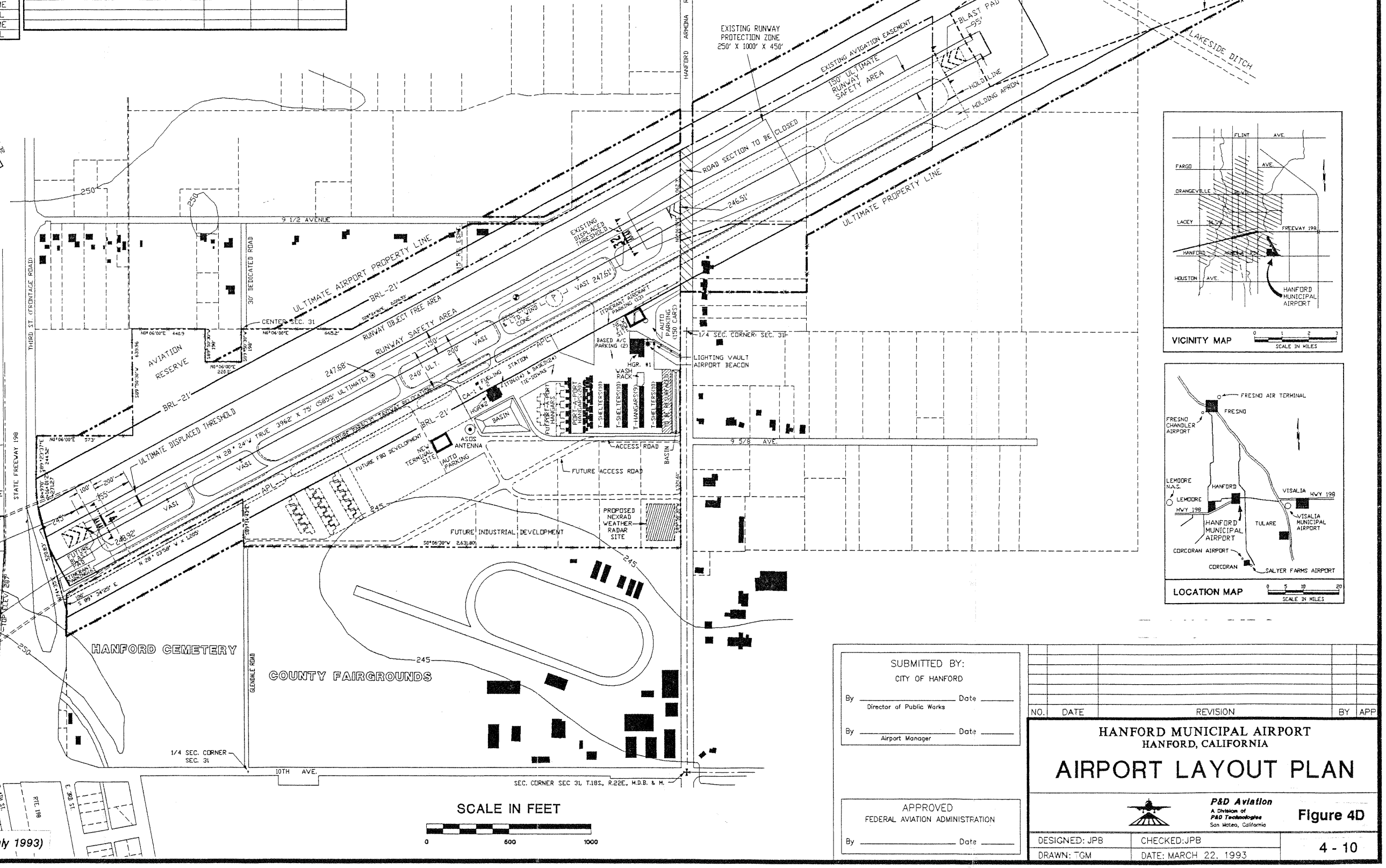
WIND ROSE



SOURCE: FRESNO AIR TERMINAL

WIND DATA: U.S. DEPARTMENT OF COMMERCE WEATHER BUREAU 1951 - 1960

WIND COVERAGE: R/W 14 24.1%
R/W 32 75.1%
R/W 14-32 99.2%



SUBMITTED BY:
CITY OF HANFORD

By _____ Date _____
Director of Public Works

By _____ Date _____
Airport Manager

APPROVED
FEDERAL AVIATION ADMINISTRATION

By _____ Date _____

NO.	DATE	REVISION	BY	APP

HANFORD MUNICIPAL AIRPORT
HANFORD, CALIFORNIA

AIRPORT LAYOUT PLAN

P&D Aviation
A Division of P&D Technologies
San Mateo, California

Figure 4D

DESIGNED: JPB	CHECKED: JPB	4 - 10
DRAWN: TGM	DATE: MARCH 22, 1993	

Source: Hanford Municipal Airport Draft Master Plan (July 1993)

Table 4F

Airport Activity

Hanford Municipal Airport

BASED AIRCRAFT	Current[a]	Future[b]
Total	64	125

AIRCRAFT OPERATIONS	Current[a]	Future[b]
Total		
Annual	35,000	63,200
Average Day		
Distribution		
Single-Engine	94.0%	90.0%
Twin-Engine	5.3%	8.5%
Turboprop	0.6%	1.3%
Turbojet	0.1%	0.2%

RUNWAY USE DISTRIBUTION	Current[a]	Future[b]
All Aircraft		
Takeoffs		
Runway 14	25%	same
Runway 32	75%	
Landings		
Runway 14	25%	same
Runway 32	75%	

FLIGHT TRACK DATA

- Pattern Altitude – 1,051 feet AGL.
- Left traffic on Runway 14.
- Right traffic on Runway 32.

Notes

[a] 1991 activity levels, as set forth in the 1993 draft Airport Master Plan.
[b] Airport Master Plan enhanced forecasts 2011.

Source: Hodges & Shutt (December 1993)

FLIGHT TRACK LEGEND

RUNWAY 32

RUNWAY 14

15° 35'

TRUE NORTH

MAGNETIC NORTH

UNINCORPORATED

HANFORD

RUNWAY 14

RUNWAY 32

PF - AIRPORT

PROPOSED RUNWAY EXTENSION

CNEL

75

70

65

60

55

0 1000 2000

SCALE IN FEET

9 1/4 AVE

8 1/2 AVE.

9TH AVE.

9 1/2 AVE

9 3/4 AVE.

10TH AVENUE

BETHEL ST.

E. FLORINDA ST.

SOUTHERN PACIFIC

E. LACEY BLVD.

STATE RTE 198

E. 3RD ST.

10TH AVE.

MYRTLE ST.

WHITE ST.

N. BROWN ST.

11TH ST.

N. DOUTY ST.

N. IRWIN ST.

N. 11TH

HARRIS ST.

S. IRWIN ST.

HANFORD-ARMONA ROAD

HOUSTON AVE

PF-CEM

PF CEM

PF FAIRGROUNDS

PF/ES/NP

PF/ES

Source: Hanford Municipal Airport Draft Master Plan (July 1993)

HANFORD MUNICIPAL AIRPORT

HANFORD, CALIFORNIA

2011 CNEL NOISE CONTOURS

P&D Aviation

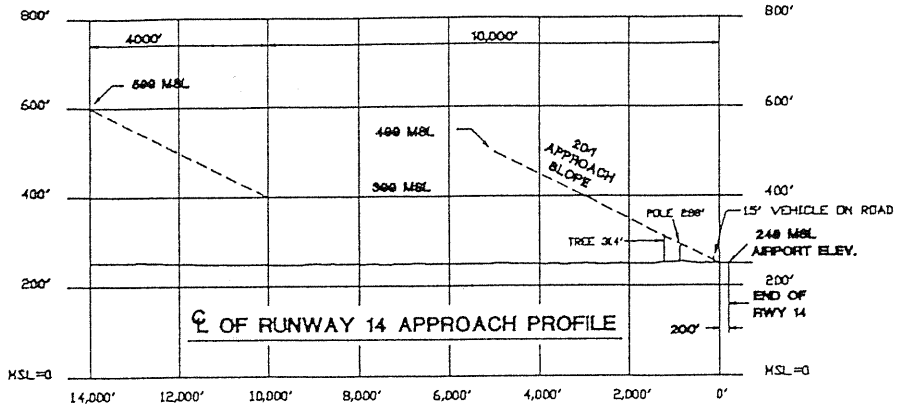
A Division of P&D Technologies

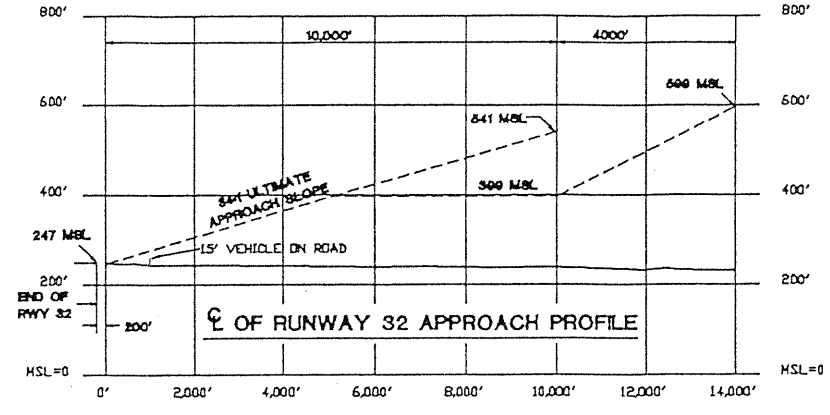
400 S. El Camino Real, Suite 500

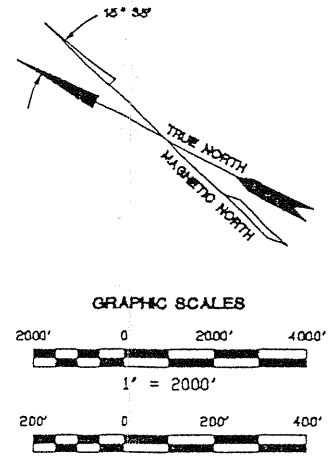
San Mateo, CA 94402

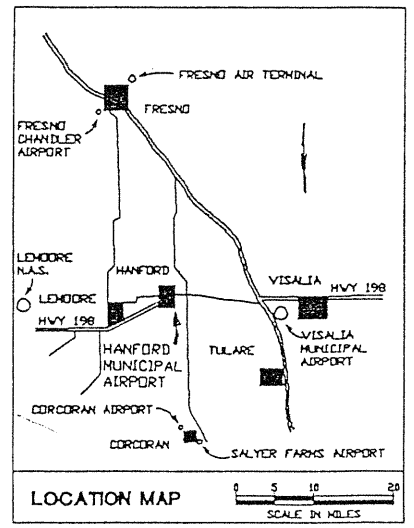
Figure 4E

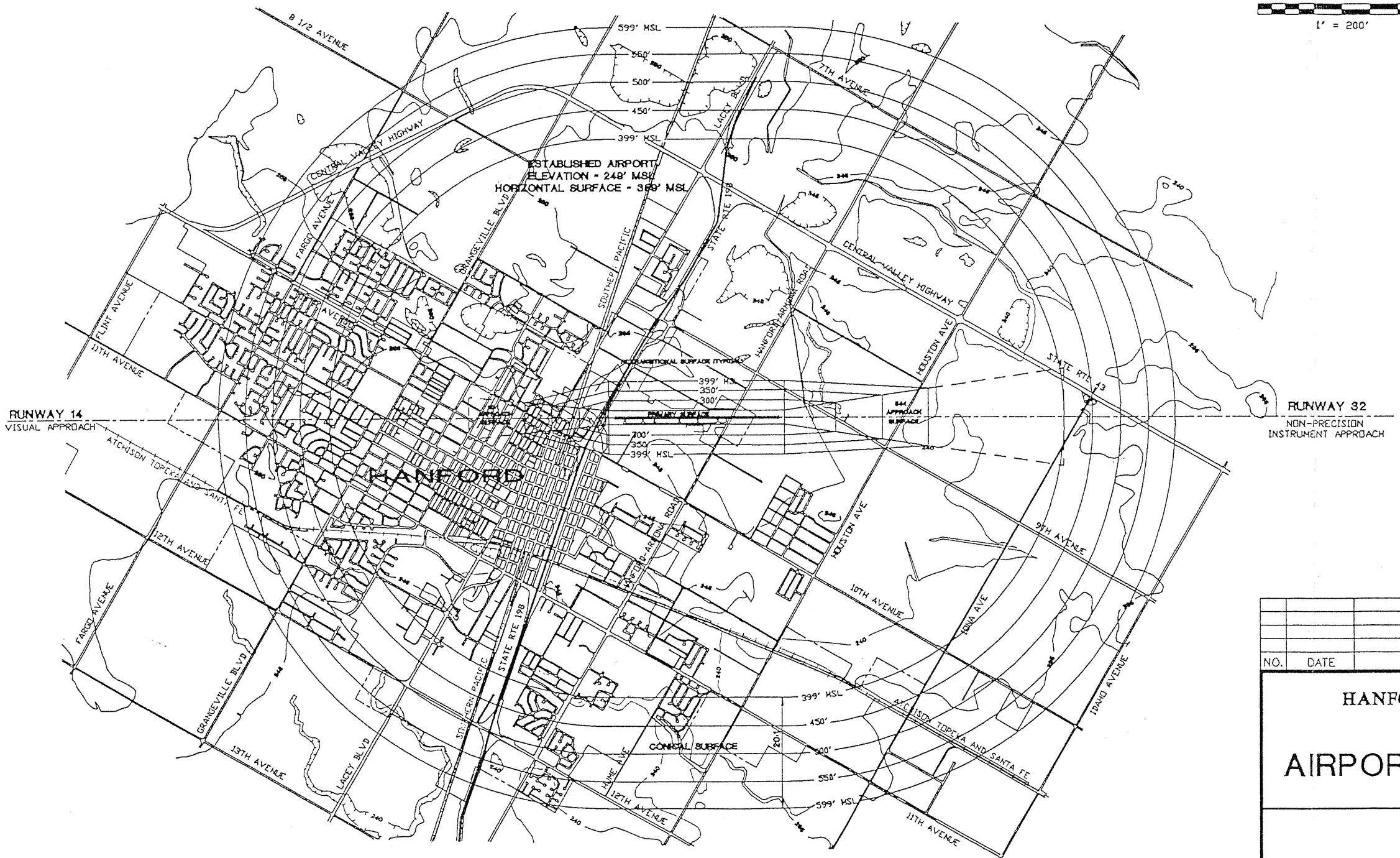
DESIGNED: TGM	CHECKED:JPB	4 - 12
DRAWN: TGM	DATE: JULY 5, 1993	











IMAGINARY SURFACES

0 2000 4000

Source: *Hanford Municipal Airport Draft Master Plan (July 1993)*

NO.	DATE	REVISION	BY	APP.

HANFORD MUNICIPAL AIRPORT
HANFORD, CALIFORNIA

AIRPORT AIRSPACE PLAN

P&D Aviation
A Division of P&D Technologies
400 S. El Camino Real, Suite 500
San Mateo, CA 94402

Figure 4F

DESIGNED: JPB	CHECKED:JPB	SHEET 1 OF 1
DRAWN: TGM	DATE: JULY 5, 1993	

Appendices

Appendix A

State Laws Related to Airport Land Use Planning

Table of Contents

(as of July 1993)

AERONAUTICS LAW

PUBLIC UTILITIES CODE
Division 9 – Aviation
Part 1 – State Aeronautics Act
Chapter 4 – Airports and Air Navigation Facilities

Article 3.5
AIRPORT LAND USE COMMISSION

(As of July 1993)

21670. Creation; Membership; Selection

(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 may 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, may establish an airport land use commission, except that the board of supervisors for 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 may, 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 subdivisions (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 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 the member 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. The commission shall be constituted pursuant to this section on and after March 1, 1988.

21670.1. Action by Designated Body Instead of Commission

(a) Notwithstanding any provisions of this article, if the board of supervisors and the city selection committee of mayors in any county each makes a determination by a majority vote that proper land use planning can be accomplished through the actions of an appropriate designated body, then such body 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) which does not include among its membership at least two members having an 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 the 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.

21670.2. Applicability to Counties Having over 4 Million Population

(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 such 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 comprehensive land use 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 comprehensive land use 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 plans are adopted.

21671. Airports Owned by a City, District, or County; Appointment of Certain Members by Cities and Counties

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) 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.

21671.5. Term of Office; Removal of Members; Vacancies; Compensation; Staff Assistance; Meetings

(a) Except for the terms of office of the members of the first commission, the term of office for 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 if four years. The body which 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 him or her. The expiration date of the term of office of each member shall be the first Monday in May in the year in which his or her 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 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 which has not adopted the comprehensive land use plan required by Section 21675 shall not charge fees pursuant to this subdivision until the commission adopts the plan.

(g) In any county which has undertaken by contract or otherwise completed land use 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 land use plans are complete by that date, may continue charging fees after June 30, 1992. If the land use 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.

21672. Rules and Regulations

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.

21673. Initiation of Proceedings for Creation by Owner of Airport

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.

21674. Powers and Duties

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 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.

21674.5. Training of Airport Land Use Commission's Staff

(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 comprehensive land use plans.

(2) The development of criteria for determining airport land use planning boundaries.

(3) The identification of essential elements which should be included in the comprehensive 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 which the department determines to be appropriate to provide the commission staff and for which it determines there is a need for staff training and development.

(c) The department may provide training and development programs for airport land 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.

21675. Land Use Plan

(a) Each commission shall formulate a comprehensive land use 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 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 a land use plan, the commission may develop height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports, within the planning area. The comprehensive land use 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 may include, within its plan formulated pursuant to subdivision (a), the area within the jurisdiction of the commission surrounding any federal military airport for all the purpose specified in subdivision (a). This subdivision does not give the commission any jurisdiction or authority over the territory or operations of any military airport.

(c) The planning boundaries 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 plan and each amendment to the plan.

(e) If a comprehensive land use 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.

21675.1. Adoption of Land Use Plan

(a) By June 30, 1991, each commission shall adopt the comprehensive land use plan required pursuant to Section 21675, except that any county which has undertaken by contract or otherwise completed land use plans for at least one-half of all public use airports in the county, shall adopt that plan on or before June 30, 1992.

(b) Until a commission adopts a comprehensive land use 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 the 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 which will be included or reasonably could be included within the plan. If the commission has not designated a study area for the 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 plan.

(2) There is a reasonable probability that the action, regulation, or permit will be consistent with the plan being prepared by the commission.

(3) There is little or no probability of substantial detriment to or interference with the future adopted plan if the action, regulation, or permit is ultimately inconsistent with the 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 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 shall be immune from liability for damages to property or personal injury from the city's or county's decision to proceed with the action, regulation, or permit.

(g) A commission may adopt rules and regulations which 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.

21675.2. Approval or Disapproval of Actions, Regulations, or Permits

(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 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 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.

21676. Review of Local General Plans

(a) Each local agency whose general plan includes areas covered by an airport land use commission 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 commission's plan. If the plan or plans are inconsistent with the commission's plan, the local agency shall be notified and that local agency shall have another hearing to reconsider its plans. The local agency may overrule the commission after such a 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.

(b) Prior to the amendment of a general plan or specific plan, or the addition 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, 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.

(c) Each public agency owning any airport within the boundaries of an airport land use commission plan shall, prior to modification of its airport master plan, refer such 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, 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.

(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 commission's plan.

21676.5. Review of Local Plans

(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 the local agency submit all subsequent ac-

tions, 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 commission plan, the local agency shall be notified and that local agency shall hold a hearing to reconsider its plan. The local agency may overrule the commission after 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.

(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 the individual projects shall be reviewed by the commission.

21677. Marin County Override Provisions

Notwithstanding 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.

21678. Airport Owner's Immunity

With respect to a publicly owned airport that a public agency does not operate, if the public agency pursuant to Section 21676 or 21676.5 overrides 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 override the commission's action or recommendation.

21679. Court Review

(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 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, which 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 which postpones the effective date of the zoning change, zoning variance, permit, or regulation until the governing body of the local agency which took the action does one of the following:

(1) In the case of an action which 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 which 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) of this subdivision, whichever is applicable.

(c) The court shall not issue an injunction pursuant to subdivision (b) if the local agency which took the action demonstrates that the general plan and any applicable specific plan of the agency accomplishes the purposes of an airport land use 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.

21679.5. Deferral of Court Review

(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 or a public airport, shall be commenced in any county in which the commission or other designated body has not adopted an airport land use plan, but is making substantial progress toward the completion of the plan.

(b) If a commission has been prevented from adopting the comprehensive land use plan by June 30, 1991, or if the adopted plan could not become effective, because of a lawsuit

involving the adoption of the 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 plan, but is making substantial progress toward the completion of the plan, which has not proceeded to final judgment, shall be held in abeyance until June 30, 1991. If the commission or other designated body does not adopt an airport land use 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 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.

AERONAUTICS LAW

PUBLIC UTILITIES CODE
Division 9, Part 1, Chapter 4

Article 2.7
REGULATION OF OBSTRUCTIONS
(excerpts)

21655. **Proposed Site for Construction of State Building Within Two Miles of Airport; Investigation and Report; Expenditure of State Funds**

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.

AERONAUTICS LAW

PUBLIC UTILITIES CODE
Division 9, Part 1, Chapter 4

Article 3
REGULATION OF AIRPORTS
(excerpts)

21661.5 Approval of Construction Plans; Submission of Plan to Airport Land Use Commission

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 such 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 Division 9, and acted upon by such commission in accordance with the provisions of such article.

21664.5 Approval of Sites; Amended Airport Permits; Airport Expansion Defined

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 the 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.

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

(a) The acquisition of clear zones or of any interest in land for the purpose of any other expansion as set forth in this section.

(b) The construction of a new runway.

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

(d) Any other expansion of the airport's physical facilities for the purpose of accomplishing or which are related to the purpose of subdivision (a), (b), or (c).

This section shall 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 such effective date of each governmental agency which by law required such approval.

PLANNING AND ZONING LAW

GOVERNMENT CODE
Title 7 – Planning and Land Use
Division 1 – Planning and Zoning
Chapter 3 – Local Planning

Article 5
AUTHORITY FOR AND SCOPE OF GENERAL PLANS
(excerpts)

65302.3. General and Applicable Specific Plans; Consistency with Airport Land Use Plans; Amendment; Nonconcurrence Findings

(a) The general plan, and any applicable specific plan prepared pursuant to Article 8 (commencing with Section 65450), shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code.

(b) The general plan, and any applicable specific plan, shall be amended, as necessary, within 180 days of any amendment to the plan required under Section 21675 of the Public Utilities Code.

(c) If the legislative body does not concur with any of the provisions of the plan required under Section 21675 of the Public Utilities Code, it may satisfy the provisions of this section by adopting findings pursuant to Section 21676 of the Public Utilities Code.

PLANNING AND ZONING LAW

GOVERNMENT CODE
Title 7 – Planning and Land Use
Division 1 – Planning and Zoning
Chapter 4.5 – Review and Approval of Development Projects

Article 3
APPLICATION FOR DEVELOPMENT PROJECTS

Note: The following government code sections are referenced in Section 21675.2(c) of the ALUC statutes.

65943. Completeness of Application; Determination; Time; Specification of Parts not Complete and Manner of Completion

Not later than 30 calendar days after any public agency has received an application for a development project, such agency shall determine in writing whether such application is complete and shall immediately transit such determination to the applicant for the development project. If such written determination is not made within 30 days after receipt of the application, the application shall be deemed complete for purposes of this chapter. In the event that the application is determined not to be complete, the agency's determination shall specify those parts of the application which are incomplete and shall indicate the manner in which they can be made complete.

65944. Acceptance of Application as Complete; Requests for Additional Information; Restrictions; Clarification, Amplification, Correction, etc; Prior to Notice of Necessary Information

(a) After a public agency accepts an application as complete, the agency shall not subsequently request of an applicant any new or additional information which was not specified in the list prepared pursuant to Section 65940. The agency may, in the course of processing the application, request the applicant to clarify, amplify, correct, or otherwise supplement the information required for the application.

(b) The provisions of subdivision (a) shall not be construed as requiring an applicant to submit with his or her initial application the entirety of the information which a public agency may require in order to take final action on the application. Prior to accepting an application, each public agency shall inform the applicant of any information included in the list prepared pursuant to Section 65940 which will subsequently be required from the applicant in order to complete final action on the application.

(c) This section shall not be construed as limiting the ability of a public agency to request and obtain information which may be needed in order to comply with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code.

65945. Notice of Proposal to Adopt or Amend Certain Plans or Ordinances by City or County, Fee; Subscription to Periodically Updated Notice as Alternative, Fee

(a) At the time of filing an application for a development permit with a city or county, the city or county shall inform the applicant that he or she may make a written request to retrieve notice from the city or county of a proposal to adopt or amend any of the following plans or ordinances:

(1) A general plan.
(2) A specific plan.
(3) A zoning ordinance.
(4) An ordinance affecting building permits or grading permits.

The applicant shall specify, in the written request, the types of proposed action for which notice is requested. Prior to taking any of those actions, the city or county shall give notice to any applicant who has requested notice of the type of action proposed and whose development project is pending before the city or county if the city or county determines that the proposal is reasonably related to the applicant's request for the development permit. Notice shall be given only for those types of actions which the applicant specifies in the request for notification.

The city or county may charge the applicant for a development permit, to whom notice is provided pursuant to this subdivision, a reasonable fee not to exceed the actual cost of providing that notice. If a fee is charged pursuant to this subdivision, the fee shall be collected as part of the application fee charged for the development permit.

(b) As an alternative to the notification procedure prescribed by subdivision (a), a city or county may inform the applicant at the time of filing an application for a development permit that he or she may subscribe to a periodically updated notice or set of notices from the city or county which lists pending proposals to adopt or amend any of the plans or ordinances specified in subdivision (a), together with the status of the proposal and the date of any hearings thereon which have been set.

Only those proposals which are general, as opposed to parcel-specific in nature, and which the city or county determines are reasonably related to requests for development permits, need be listed in the notice. No proposals shall be required to be listed until such time as the first public hearing thereon has been set. The notice shall be updated and mailed at least once every six weeks; except that a notice need not be updated and mailed until a change in its contents is required.

The city or county may charge the applicant for a development permit, to whom notice is provided pursuant to this subdivision, a reasonable fee not to exceed the actual cost of providing that notice, including the costs of updating the notice, for the length of time the applicant requests to be sent the notice or notices.

65945.3. Notice of Proposal to Adopt or Amend Rules or Regulations Affecting Issuance of Permits by Local Agency other than City or County; Fee

At the time of filing an application for a development permit with a local agency, other than a city or county, the local agency shall inform the applicant that he or she may make a written request to receive notice of any proposal to adopt or amend a rule or regulation affecting the issuance of development permits.

Prior to adopting or amending any such rule or regulation, the local agency shall give notice to any applicant who has requested such notice and whose development project is pending before the agency if the local agency determines that the proposal is reasonably related to the applicant's request for the development permit.

The local agency may charge the applicant for a development permit, to whom notice is provided pursuant to this section, a reasonable fee not to exceed the actual cost of providing that notice. If a fee is charged pursuant to this section, the fee shall be collected as part of the application fee charged for the development permit.

65945.5. Notice of Proposal to Adopt or Amend Regulation Affecting Issuance of Permits and Which Implements Statutory Provision by State Agency

At the time of filing an application for a development permit with a state agency, the state agency shall inform the applicant that he or she may make a written request to receive notice of any proposal to adopt or amend a regulation affecting the issuance of development permits and which implements a statutory provision.

Prior to adopting or amending any such regulation, the state agency shall give notice to any applicant who has requested such notice and whose development project is pending before the state agency if the state agency determines that the proposal is reasonably related to the applicant's request for the development permit.

65945.7. Actions, Inactions, or Recommendations Regarding Ordinances, Rules or Regulations; Invalidity or Setting Aside Ground of Error Only if Prejudicial

No action, inaction, or recommendation regarding any ordinance, rule, or regulation subject to this Section 65945, 65945.3, or 65945.5 by any legislative body, administrative body, or the officials of any state or local agency shall be held void or invalid or be set aside by any court on the

ground of any error, irregularity, informality, neglect, or omission (hereinafter called "error") as to any matter pertaining to notices, records, determinations, publications, or any matters of procedure whatever, unless after an examination of the entire case, including evidence, the court shall be of the opinion that the error complained of was prejudicial, and that by reason of such error that party complaining or appealing sustained and suffered substantial injury, and that a different result would have been probable if such error had not occurred or existed. There shall be no presumption that error is prejudicial or that injury was done if error is shown.

65946. Consolidated Project Information Form; Submission; Application Forms; Fees

(a) The Office of Planning and Research, in consultation with the Resources Agency, and the Environmental Protection Agency, shall develop a consolidated project information form which may be used by applicants for development projects. This form shall provide for sufficient information to allow state agencies to determine whether or not the project will be subject to the requirements for a permit from the agency.

(b) Applicants for development projects may submit the form provided by subdivision (a) to the Office of Planning and Research for distribution to state agencies which have permit responsibilities for development projects. The Office of Planning and Research shall send copies of the form to such agencies within three days of receipt.

(c) Within 30 days of receipt of the form, each agency shall notify the Office of Planning and Research in writing whether or not a permit from that agency may be required and it shall send the Office of Planning and Research the appropriate permit application forms.

(d) Within 15 days of receipt of the completed form from such agencies, the Office of Planning and Research shall notify the applicant for a development project in writing of any permits required for the project specified, and it shall send the applicant the appropriate permit application forms received from the state agencies.

(e) The Office of Planning and Research, in consultation with the Resources Agency, and the Environmental Protection Agency, shall develop a consolidated project application form which may be used by applicants for development projects. The application form shall contain sufficient information to allow state agencies, departments, commissions, boards, and other administrative divisions within the agencies, to act on a permit for the project.

(f) Each state agency may develop an agency consolidated project application form which may be used by applicants for development projects. The application form shall contain sufficient information to allow the agency and any department, commission, board, and other administrative division within that agency to act on a permit.

(g) The Office of Planning and Research may charge an applicant for a development project a fee not to exceed the estimated reasonable cost of providing the services performed pursuant to this section. Before levying or changing a fee, the Office of Planning and Research

shall adopt or amend regulations pursuant to the Administrative Procedures Act, Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2. The Office of Planning and Research shall make available to the public upon request data indicating the amount of cost, or estimated cost, required to provide the service and the revenue sources anticipated to provide the service, including general or special fund revenues.

EDUCATION CODE
Title 2 — Elementary and Secondary Education
Division 3 — Local Administration
Part 23 — School Facilities

Article 1
GENERAL PROVISIONS
(excerpts)

39005. Site near Airport; Requirements

(a) The requirements set forth in this section are designed to promote the safety of pupils, comprehensive community planning, and greater educational usefulness of school sites.

(b) Before acquiring title to property for a new school site, or for an addition to a present site, as to any site that is within two miles, measured by air line, of any point on an airport runway or a potential runway included in an airport master plan that is nearest the site, the governing board of each school district, including any district government by a city board of education, shall give the Department of Transportation written notice of the proposed acquisition and shall submit any information required by the department. If the Department of Transportation is no longer in operation, the school district governing board shall, in lieu of notifying the Department of Transportation, notify the United States Department of Transportation or any other appropriate agency, in writing, of the proposed acquisition for the purpose of obtaining from the department or other agency any information or assistance that it may desire to give.

The Department of Transportation shall investigate the proposed site and, within 30 working days after receipt of the notice, shall submit to the government board a written report and its recommendations concerning acquisition of the site. The governing board shall not acquire title to the property until the report of the Department of Transportation has been received. If the report does not favor the acquisition of the property for a school site or an addition to a present school site, the governing board shall not acquire title to the property until 30 days after the department's report is received and until the department's report has been read, at a public hearing duly called after 10 days' notice published once in a newspaper of general circulation within the school district or, if there is no such newspaper, in a newspaper of general circulation within the county in which the property is located.

39006. Notice and Public Hearing

Notwithstanding Section 39005, immediately after receiving notice of a proposed acquisition of property that is within two miles, measured by air line, of that point on an airport boundary that is nearest the site, the Department of Transportation shall make an investigation and report to the school district governing board within 25 days after receipt of the

notice. As part of the investigation, the Department of Transportation shall give notice thereof to the owner and operator of the airport who shall be granted the opportunity to comment upon the proposed school site.

Notwithstanding Section 39005, if the report of the Department of Transportation required by that section does not favor the acquisition of the property for a school site, or an addition to a present school site, the governing body shall not acquire title to the property until 30 days after the department's report is received and until the department's report has been read at a public hearing duly called after 10 days' notice by publication in a newspaper of general circulation within the school district or, if there is no such newspaper, in a newspaper of general circulation within the county in which the property is located.

39007. Proposed Site within Two Miles of Airport Runway

(a) Except as provided in subdivision (b), if the Department of Transportation in its report submitted to a school district governing board pursuant to Section 39005 or 39006, does not favor acquisition of a proposed site that is within two miles of the center line of an active runway, no state funds, school district funds, or funds of the county in which the district lies shall be granted, apportioned, allowed, or expended, in connection with that site, for school site acquisition or school building construction, or for expansion of existing sites and buildings.

(b) This section does not apply to sites acquired prior to January 1, 1966, nor to any additions or extensions to those sites.

(c) If the recommendation of the Department of Transportation is unfavorable, the recommendation shall not be overruled without the express approval of the State Allocation Board.

EDUCATION CODE
Title 3 — Postsecondary Education
Division 7 — Community Colleges
Part 49 — Community Colleges, Education Facilities
Chapter 1 — School Sites

Article 2
SCHOOL SITES
(excerpts)

81033. Investigation: Geologic and Soil Engineering Studies; Airport in Proximity

(c) To promote the safety of students, comprehensive community planning, and greater educational usefulness of community college sites, the governing board of each community college district, if the proposed site is within two miles, measured by air line, of that point on an airport runway, or a runway proposed by an airport master plan, which is nearest the site and excluding them if the property is not so located, before acquiring title to property for a new community college site or for an addition to a present site, shall give the board of governors notice in writing of the proposed acquisition and shall submit any information required by the board of governors.

Immediately after receiving notice of the proposed acquisition of property which is within two miles, measured by air line, of that point on an airport runway, or a runway proposed by an airport master plan, which is nearest the site, the board of governors shall notify the Division of Aeronautics of the Department of Transportation, in writing, of the proposed acquisition. The Division of Aeronautics shall make an investigation and report to the board of governors within 30 working days after receipt of the notice. If the Division of Aeronautics is no longer in operation, the board of governors shall, in lieu of notifying the Division of Aeronautics, notify the Federal Aviation Administration or any other appropriate agency, in writing, of the proposed acquisition for the purpose of obtaining from the authority or other agency such information or assistance as it may desire to give.

The board of governors shall investigate the proposed site and within 35 working days after receipt of the notice shall submit to the governing board a written report and its recommendations concerning acquisition of the site. The governing board shall not acquire title to the property until the report of the board of governors has been received. If the report does not favor the acquisition of the property for a community college site or an addition to a present community college site, the governing board shall not acquire title to the property until 30 days after the department's report is received and until the board of governors' report has been read at a public hearing duly called after 10 days' notice published once in a newspaper of general circulation within the community college district, or if there is no such newspaper, then in a newspaper of general circulation within the county in which the property is located.

(d) If, with respect to a proposed site located within two miles of an operative airport runway, the report of the board of governors submitted to a community college district governing board under subdivision (c) does not favor the acquisition of the site on the sole or partial basis of the unfavorable recommendation of the Division of Aeronautics of the Department of Transportation, no state agency or officer shall grant, apportion, or allow to such community college district for expenditure in connection with that site, any state funds otherwise made available under any state law whatever for a community college site acquisition or college building construction, or for expansion of existing sites and buildings, and no funds of the community college district or of the county in which the district lies shall be expended for such purposes; provided that provisions of this section shall not be applicable to sites acquired prior to January 1, 1966, nor any additions or extensions to such sites.

If the recommendations of the Division of Aeronautics is unfavorable, such recommendations shall not be overruled without the express approval of the board of governors and the State Allocation Board.

LEGISLATIVE HISTORY SUMMARY

PUBLIC UTILITIES CODE
Sections 21670 et seq.
Airport Land Use Commission Statutes

1967 Original ALUC statute enacted.
- Establishment of ALUCs required in each county containing a public airport served by a certificated air carrier.
- The purpose of ALUCs is indicated as being to make recommendations regarding height restrictions on buildings and the use of land surrounding airports.

1970 Assembly Bill 1856 (Badham) Chapter 1182, Statutes of 1970 — Adds provisions which:
- Require ALUCs to prepare comprehensive land use plans.
- Require such plans to include a long-range plan and to reflect the airport's forecast growth during the next 20 years.
- Require ALUC review of airport construction plans (Section 21661.5).
- Exempt Los Angeles County from the requirement of establishing an ALUC.

1971 The function of ALUCs is restated as being to require new construction to conform to Department of Aeronautics standards.

1973 ALUCs are permitted to establish compatibility plans for military airports.

1982 Assembly Bill 2920 (Rogers) Chapter 1041, Statutes of 1982 — Adds major changes which:
- More clearly articulate the purpose of ALUCs.
- Eliminate reference to "achieve by zoning."
- Require consistency between local general and specific plans and airport land use commission plans; the requirements define the process for attaining consistency, they do not establish standards for consistency.
- Eliminate the requirement for proposed individual development projects to be referred to an ALUC for review once local general/specific plans are consistent with the ALUC's plan.
- Require that local agencies make findings of fact before overriding an ALUC decision.
- Change the vote required for an override from 4/5 to 2/3.

1984 Assembly Bill 3551 (Mountjoy) Chapter 1117, Statutes of 1984 — Amends the law to:
- Require ALUCs in all counties having an airport which serves the general public unless a county and its cities determine an ALUC is not needed.
- Limit amendments to compatibility plans to once per year.
- Allow individual projects to continue to be referred to the ALUC by agreement.

- Extend immunity to airports if an ALUC action is overridden by a local agency not owning the airport.
- Provide state funding eligibility for preparation of compatibility plans through the Regional Transportation Improvement Program process.

1987 Senate Bill 633 (Rogers) Chapter 1018, Statutes of 1987 — Makes revisions which:

- Require that a designated body serving as an ALUC include two members having "expertise in aviation."
- Allows an interested party to initiate court proceedings to postpone the effective date of a local land use action if a compatibility plan has not been adopted.
- Delete *sunset* provisions contained in certain clauses of the law.
- Allows reimbursement for ALUC costs in accordance with the Commission on State Mandates.

1989 Senate Bill 255 (Bergeson) Chapter 54, Statutes of 1989 —

- Sets a requirement that comprehensive land use plans be completed by June 1991.
- Establishes a method for compelling ALUCs to act on matters submitted for review.
- Allows ALUCs to charge fees for review of projects.
- Suspends any lawsuits that would stop development until the ALUC adopts its plan or until June 1, 1991.

1989 Senate Bill 235 (Alquist) Chapter 788, Statutes of 1989 — Appropriates $3,672,000 for the payment of claims to counties seeking reimbursement of costs incurred during fiscal years 1985-86 through 1989-90 pursuant to state-mandated requirement (Chapter 1117, Statutes of 1984) for creation of ALUCs in most counties. This statute was repealed in 1993.

1990 Assembly Bill 4164 (Mountjoy) Chapter 1008, Statutes of 1990 — Adds section 21674.5 requiring the Division of Aeronautics to develop and implement a training program for ALUC staffs.

1990 Assembly Bill 4265 (Clute) Chapter 563, Statutes of 1990 — With the concurrence of the Division of Aeronautics, allows ALUCs to use an airport layout plan, rather than a long-range airport master plan, as the basis for preparation of a compatibility plan.

1990 Senate Bill 1288 (Beverly) Chapter 54, Statutes of 1990 — Amends Section 21670.2 to give Los Angeles County additional time to prepare compatibility plans and meet other provisions of the ALUC statutes.

1991 Senate Bill 532 (Bergeson) Chapter 140, Statutes of 1991 —

- Allows counties having half of their compatibility plans completed or under preparation by June 30, 1991, an additional year to complete the remainder.
- Allows ALUCs to continue to charge fees under these circumstances.
- Fees may be charged only until June 30, 1992, if plans are not completed by then.

1993 Senate Bill 443 (Committee on Budget and Fiscal Review) Chapter 59, Statutes of 1993 — Amends Section 21670(b) to make the formation of ALUCs permissive rather than mandatory as of June 30, 1993. (Note: Section 21670.2 which assigns responsibility for coordinating the airport planning of public agencies in Los Angeles County is not affected by this amendment.)

Excerpts from Federal Aviation Regulations, Part 77

Part 77—Objects Affecting Navigable Airspace

Subpart A—General

§ 77.1 Scope.

This Part—

(a) Establishes standards for determining obstructions in navigable airspace;

(b) Sets forth the requirements for notice to the Administrator of certain proposed construction or alteration;

(c) Provides for aeronautical studies of obstructions to air navigation, to determine their effect on the safe and efficient use of airspace;

(d) Provides for public hearings on the hazardous effect of proposed construction or alteration on air navigation; and

(e) Provides for establishing antenna farm areas.

§ 77.2 Definition of terms.

For the purpose of this Part:

"Airport available for public use" means an airport that is open to the general public with or without a prior request to use the airport.

"A seaplane base" is considered to be an airport only if its sea lanes are outlined by visual markers.

"Nonprecision 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 nonprecision 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.

"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.

"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.

§ 77.3 Standards.

(a) The standards established in this Part for determining obstructions to air navigation are used by the Administrator in—

(1) Administering the Federal-aid Airport Program and the Surplus Airport Program;

(2) Transferring property of the United States under Section 16 of the Federal Airport Act;

(3) Developing technical standards and guidance in the design and construction of airports; and

(4) Imposing requirements for public notice of the construction or alteration of any structure where notice will promote air safety.

(b) The standards used by the Administrator in the establishment of flight procedures and aircraft operational limitations are not set forth in this Part but are contained in other publications of the Administrator.

§ 77.5 Kinds of objects affected.

This Part applies to—

(a) Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used therein, and apparatus of a permanent or temporary character; and

(b) Alteration of any permanent or temporary existing structure by a change in its height (including appurtenances), or lateral dimensions, including equipment or materials used therein.

Subpart B—Notice of Construction or Alteration

§ 77.11 Scope.

(a) This subpart requires each person proposing any kind of construction or alteration described in § 77.13(a) of this chapter to give adequate notice to the Administrator. It specifies the locations and dimensions of the construction or alteration for which notice is required and prescribes the form and manner of the notice. It also requires supplemental notices 48 hours before the start and upon the completion of certain construction or alteration that was the subject of a notice under § 77.13(a).

(b) Notices received under this subpart provide a basis for—

(1) Evaluating the effect of the construction or alteration on operational procedures and proposed operational procedures;

(2) Determinations of the possible hazardous effect of the proposed construction or alteration on air navigation;

(3) Recommendations for identifying the construction or alteration in accordance with the current Federal Aviation Administration Advisory Circular AC 70/7460–1 entitled "Obstruction Marking and Lighting," which is available without charge from the Department of Transportation, Distribution Unit, TAD 484.3, Washington, D.C. 20590;

(4) Determining other appropriate measures to be applied for continued safety of air navigation; and

(5) Charting and other notification to airmen of the construction or alteration.

§ 77.13 Construction or alteration requiring notice.

(a) Except as provided in § 77.15, each sponsor who proposes any of the following construction or alteration shall notify the Administrator in the form and manner prescribed in § 77.17:

(1) Any construction or alteration of more than 200 feet in height above the ground level at its site.

(2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:

(i) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport specified in subparagraph (5) of this paragraph with at least one runway more than 3,200 feet in actual length, excluding heliports.

(ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified in subparagraph (5) of this paragraph with its longest runway no more than 3,200 feet in actual length, excluding heliports.

(iii) 25 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport specified in subparagraph (5) of this paragraph.

(3) 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 (1) or (2) of this section.

(4) When requested by the FAA, any construction or alteration that would be in an instrument approach area (defined in the FAA standards governing instrument approach procedures) and available information indicates it might exceed a standard of Subpart C of this part.

(5) Any construction or alteration on any of the following airports (including heliports):

(i) An airport that is available for public use and is listed in the Airport Directory of the current Airman's Information Manual or in either the Alaska or Pacific Airman's Guide and Chart Supplement.

(ii) An airport under construction, that is the subject of a notice or proposal on file with the Federal Aviation Administration, and, except for military airports, it is clearly indicated that the airport will be available for public use.

(iii) An airport that is operated by an armed force of the United States.

(b) Each sponsor who proposes construction or alteration that is the subject of a notice under paragraph (a) of this section and is advised by an FAA regional office that a supplemental notice is required shall submit that notice on a prescribed form to be received by the FAA regional office at least 48 hours before the start of the construction or alteration.

(c) Each sponsor who undertakes construction or alteration that is the subject of a notice under paragraph (a) of this section shall, within 5 days after that construction or alteration reaches its greatest height, submit a supplemental notice on a prescribed form to the FAA regional office having jurisdiction over the region involved, if—

(1) The construction or alteration is more than 200 feet above the surface level of its site; or

(2) An FAA regional office advises him that submission of the form is required.

§ 77.15 Construction or alteration not requiring notice.

No person is required to notify the Administrator for any of the following construction or alteration:

(a) Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation.

(b) Any antenna structure of 20 feet or less in height except one that would increase the height of another antenna structure.

(c) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device, of a type approved by the Administrator, or an appropriate military service on military airports, the location and height of which is fixed by its functional purpose.

(d) Any construction or alteration for which notice is required by any other FAA regulation.

§ 77.17 Form and time of notice.

(a) Each person who is required to notify the Administrator under § 77.13(a) shall send one executed form set (four copies) of FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the [Manager] , Air Traffic Division, FAA Regional Office having jurisdiction over the area within which the construction or alteration will be located. Copies of FAA Form 7460-1 may be obtained from the headquarters of the Federal Aviation Administration and the regional offices.

(b) The notice required under § 77.13(a) (1) through (4) must be submitted at least 30 days before the earlier of the following dates—

(1) The date the proposed construction or alteration is to begin.

(2) The date an application for a construction permit is to be filed.

However, a notice relating to proposed construction or alteration that is subject to the licensing requirements of the Federal Communications Act may be sent to the FAA at the same time the application for construction is filed with the Federal Communications Commission, or at any time before that filing.

(c) A proposed structure or an alteration to an existing structure that exceeds 2,000 feet in height above the ground will be presumed to be a hazard to air navigation and to result in an inefficient utilization of airspace and the applicant has the burden of overcoming that presumption. Each notice submitted under the pertinent provisions of this Part 77 proposing a structure in excess of 2,000 feet above ground, or an alteration that will make an existing structure exceed that height, must contain a detailed showing, directed to meeting this burden. Only in exceptional cases, where the FAA concludes that a clear and compelling showing has been made that it would not result in an inefficient utilization of the airspace and would not result in a hazard to air navigation, will a determination of no hazard be issued.

(d) In the case of an emergency involving essential public services, public health, or public safety that requires immediate construction or alteration, the 30-day requirement in paragraph (b) of this section does not apply and the notice may be sent by telephone, telegraph, or other expeditious means, with an executed FAA Form 7460-1 submitted within five days thereafter. Outside normal business hours, emergency notices by telephone or telegraph may be submitted to the nearest FAA Flight Service Station.

(e) Each person who is required to notify the Administrator by paragraph (b) or (c) of § 77.13, or both, shall send an executed copy of FAA Form 117-1, Notice of Progress of Construction or Alteration, to the [Manager], Air Traffic Division, FAA Regional Office having jurisdiction over the area involved.

§ 77.19 Acknowledgment of notice.

(a) The FAA acknowledges in writing the receipt of each notice submitted under § 77.13 (a).

(b) If the construction or alteration proposed in a notice is one for which lighting or marking standards are prescribed in the FAA Advisory Circular AC 70/7460-1 entitled "Obstruction Marking and Lighting," the acknowledgment contains a statement to that effect and information on how the structure should be marked and lighted in accordance with the manual.

(c) The acknowledgment states that an aeronautical study of the proposed construction or alteration has resulted in a determination that the construction or alteration—

(1) Would not exceed any standard of Subpart C and would not be a hazard to air navigation;

(2) Would exceed a standard of Subpart C but would not be a hazard to air navigation; or

(3) Would exceed a standard of Subpart C and further aeronautical study is necessary to determine whether it would be hazard to air navigation, that the sponsor may request within 30 days that further study, and that, pending completion of any further study, it is presumed the construction or alteration would be a hazard to air navigation.

Subpart C—Obstruction Standards

§ 77.21 Scope.

(a) This subpart establishes standards for determining obstructions to air navigation. It applies to existing and proposed manmade objects, objects of natural growth, and terrain. The standards apply to the use of navigable airspace by aircraft and to existing air navigation facilities, such as an air navigation aid, airport, Federal airway, instrument approach or departure procedure, or approved off-airway route. Additionally, they apply to a planned facility or use, or a change in an existing facility or use, if a proposal therefor is on file with the Federal Aviation Administration or an appropriate military service on the date the notice required by § 77.13(a) is filed.

(b) At those airports having defined runways with specially prepared hard surfaces, the primary surface for each such runway extends 200 feet beyond each end of the runway. At those airports having defined strips or pathways that are used regularly for the taking off and landing of aircraft and have been designated by approriate authority as runways, but do not have specially prepared hard surfaces, each end of the primary surface for each such runway shall coincide with the corresponding end of the runway. At those airports, excluding seaplane bases, having a defined landing and takeoff area with no defined pathways for the landing and taking off of aircraft, a determination shall be made as to which portions of the landing and takeoff area are regularly used as landing and takeoff pathways. Those pathways so determined shall be considered runways and an appropriate primary surface as defined in § 77.25(c) will be considered as being longitudinally centered on each runway so determined, and each end of that primary surface shall coincide with the corresponding end of that runway.

(c) The standards in this subpart apply to the effect of construction or alteration proposals upon an airport if, at the time of filing of the notice required by § 77.13(a), that airport is—

(1) Available for public use and is listed in the Airport Directory of the current Airman's Information Manual or in either the Alaska or Pacific Airman's Guide and Chart Supplement; or,

(2) A planned or proposed airport or an airport under construction, that is the subject of a notice or proposal on file with the Federal Aviation Administration, and, except for military airports, it is clearly indicated that that airport will be available for public use; or,

(3) An airport that is operated by an armed force of the United States.

(d) [Deleted]

§ 77.23 Standards for determining obstructions.

(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 500 feet above ground level at the site of the object.

(2) A height that is 200 feet above ground level 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 of distance from the airport up to a maximum of 500 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 §§ 77.25, 77.28, or 77.29. 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 air 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) Seventeen 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) Fifteen feet for any other public roadway.

(3) Ten feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road.

(4) Twenty-three 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.

§ 77.25 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 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 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, or planned 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 a primary surface is:

(1) 250 feet for utility runways having only visual approaches.

(2) 500 feet for utility runways having nonprecision 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 nonprecision instrument runways having visibility minimums greater than three-fourths statute mile.

(iii) 1,000 feet for a nonprecision instrument runway having a nonprecision instrument approach with visibility minimums as low as three-fourths of a statute mile, and for precision instrument runways.

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 nonprecision instrument approach;

(iv) 3,500 feet for that end of a nonprecision instrument runway other than utility, having visibility minimums greater than three-fourths of a statute mile;

(v) 4,000 feet for that end of a nonprecision instrument runway, other than utility, having a nonprecision 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 nonprecision 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.

§ 77.27 [Revoked]

§ 77.28 Military 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 an armed force of the United States.

(1) *Inner horizontal surface*—A plane 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 as 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 ap-

proach 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.

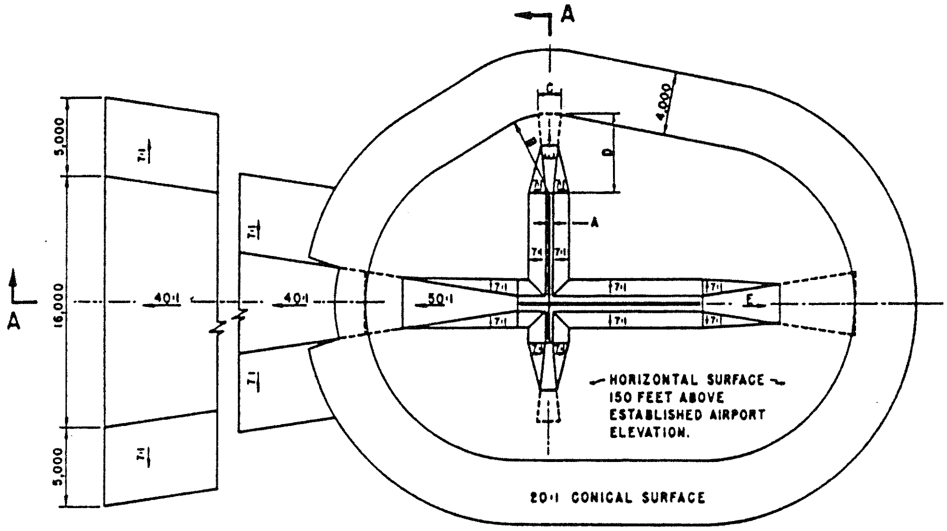
§ 77.29 Airport imaginary surfaces for heliports.

(a) *Heliport primary surface.* The area of the primary surface coincides in size and shape with the designated takeoff and landing area of a heliport. This surface is a horizontal plane at the elevation of the established heliport elevation.

(b) *Heliport 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.

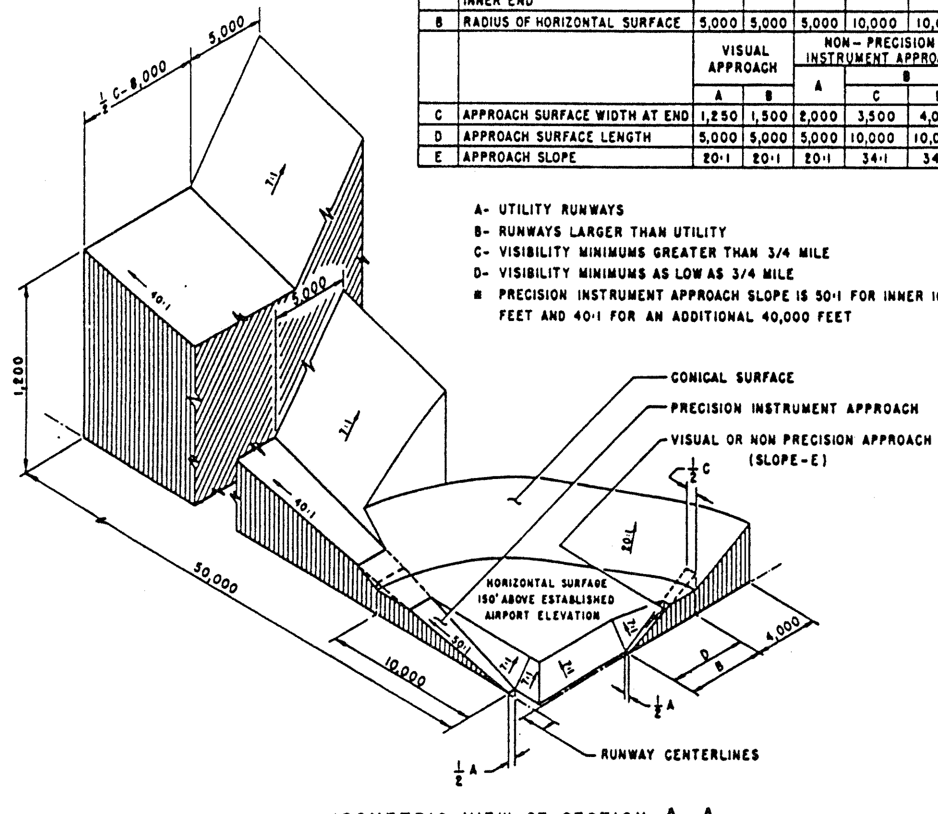
(c) *Heliport transitional surfaces.* These surfaces extend outward and upward from the lateral boundaries of the heliport primary surface and from the approach surfaces at a slope of 2 to 1 for a distance of 250 feet measured horizontally from the centerline of the primary and approach surfaces.

PART 77 **OBJECTS AFFECTING NAVIGABLE AIRSPACE**



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

§ 77.25 CIVIL AIRPORT IMAGINARY SURFACES

U.S. Department of Transportation
Federal Aviation Administration

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

Aeronautical Study Number

1. Nature of Proposal

A. Type	B. Class	C. Work Schedule Dates
☐ New Construction	☐ Permanent	Beginning ______
☐ Alteration	☐ Temporary (Duration ______ months)	End ______

2. Complete Description of Structure

A. Include effective radiated power and assigned frequency of all existing, proposed or modified AM, FM, or TV broadcast stations utilizing this structure.

B. Include size and configuration of power transmission lines and their supporting towers in the vicinity of FAA facilities and public airports.

C. Include information showing site orientation, dimensions, and construction materials of the proposed structure.

(if more space is required, continue on a separate sheet.)

3A. Name and address of individual, company, corporation, etc. proposing the construction or alteration. *(Number, Street, City, State and Zip Code)*

( ) ______
area code Telephone Number

B. Name, address and telephone number of proponent's representative if different than 3 above.

4. Location of Structure

A. Coordinates (To nearest second)	B. Nearest City or Town, and State	C. Name of nearest airport, heliport, flightpark, or seaplane base
° ' " Latitude	(1) Distance to 4B ______ Miles	(1) Distance from structure to nearest point of nearest runway
° ' " Longitude	(2) Direction to 4B	(2) Direction from structure to airport

D. Description of location of site with respect to highways, streets, airports, prominent terrain features, existing structures, etc. Attach a U.S. Geological Survey quadrangle map or equivalent showing the relationship of construction site to nearest airport(s). *(If more space is required, continue on a separate sheet of paper and attach to this notice.)*

5. Height and Elevation *(Complete to the nearest foot)*

A. Elevation of site above mean sea level	
B. Height of Structure including all appurtenances and lighting *(if any)* above ground, or water if so situated	
C. Overall height above mean sea level *(A + B)*	

Notice is required by Part 77 of the Federal Aviation Regulations (14 C.F.R. Part 77) pursuant to Section 1101 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1101). Persons who knowingly and willingly violate the Notice requirements of Part 77 are subject to a fine (criminal penalty) of not more than $500 for the first offense and not more than $2,000 for subsequent offenses, pursuant to Section 902(a) of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1472(a)).

I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to obstruction mark and/or light the structure in accordance with established marking & lighting standards if necessary.

Date	Typed Name/Title of Person Filing Notice	Signature

FOR FAA USE ONLY — *FAA will either return this form or issue a separate acknowledgement.*

The Proposal:

☐ Does not require a notice to FAA.

☐ Is not identified as an obstruction under any standard of FAR, Part 77, Subpart C, and would not be a hazard to air navigation.

☐ Is identified as an obstruction under the standards of FAR, Part 77, Subpart C, but would not be a hazard to air navigation.

☐ Should be obstruction ☑ marked ☐ lighted per FAA Advisory Circular 70/7460-1, Chapter(s) ______

☐ Obstruction marking and lighting are not necessary.

Remarks:

Supplemental Notice of Construction FAA Form 7460-2 is required any time the project is abandoned or: [illegible]

☐ At least 48 hours before the start of construction.

☐ Within five days after the construction reaches its greatest height.

This determination expires on ______ unless:

(a) extended, revised or terminated by the issuing office;

(b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be postmarked or delivered to the issuing office at least 15 days prior to the expiration date.

If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that Agency.

Issued in	Signature	Date

FAA Form 7460-1 8-85

DO NOT REMOVE CARBONS

Appendix C

Methods for Determining Concentrations of People

One criterion used in the *Airport Land Use Compatibility Plan* is the maximum number of people per acre that can be present in a given area at any one time. If a proposed use exceeds the maximum density, it will be considered inconsistent with ALUC policies. This appendix provides some guidance on how to make the people-per-acre determination.

The most difficult part of making a people-per-acre determination is estimating the number of people likely to use a particular facility. There are several methods that can be utilized, depending upon the nature of the proposed use:

- **Parking Ordinance** – The number of people present in a given area can be calculated based upon the number of parking spaces provided. Some assumption regarding the number of people per vehicle needs to be developed to calculate the number of people on-site. 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.

- **Maximum Occupancy** – The Uniform Building Code can be used as a standard for determining the maximum occupancy of certain uses. The chart provided as Exhibit A is taken from the 1976 edition of the UBC (Table 33-A) and 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 people per acre.

  Surveys of actual occupancy levels conducted by the City of Sacramento have indicated that many retail and office uses are generally occupied at 50% of their maximum occupany levels, even at the busiest times of day. Therefore, the number of people calculated for office and retail uses should be adjusted (50%) to reflect the actual occupancy levels before making the final people-per-acre determination.

- **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.

Exhibit C1
OCCUPANCY LEVELS
Uniform Building Code

Use	Minimum Square Feet per Occupant
1. Aircraft Hangars (no repair)	500
2. Auction Room	7
3 Assembly Areas, Concentrated Use (without fixed seats) Auditoriums Bowling Alleys (assembly areas) Churches and Chapels Dance Floors Lodge Rooms Reviewing Stands Stadiums	7
4. Assembly Areas, Less Concentrated Use Conference Rooms Dining Rooms Drinking Establishments Exhibit Rooms Gymnasiums Lounges Skating Rinks Stages	15
5. Children's Homes and Homes for the Aged	80
6. Classrooms	20
7. Dormitories	50
8. Dwellings	300
9. Garage, Parking	200
10. Hospitals and Sanitariums - Nursing Homes	80
11. Hotels and Apartments	200
12. Kitchen - Commercial	200
13. Library Reading Room	50
14. Locker Rooms	50
15. Mechanical Equipment Room	300
16. Nurseries for Children (Day Care)	50
17. Offices	100
18. School Shops and Vocational Rooms	50
19. Stores - Retail Sales Rooms	
Basement	20
Ground Floor	30
Upper Floors	50
20. Warehouses	300
21. All Others	100

Examples:

A. The proposal is for a 60,000-square-foot two-story office building on 4 net acres (exclusive of roads). The local parking ordinance requires one parking space for every 250 square feet of commercial space. Assuming that the use would generate one person per vehicle, the following calculations would derive the number of people per acre.

Steps:

1) 60,000 sq. ft. ÷ 250 people per vehicle/sq. ft. =240 (people expected at any one time).
2) 240 people ÷ 4 acres =60 people per acre.

Under this example, the use would be estimated to generate 60 people per acre. In zones with limits of 100 people-per-acre, the use would be considered compatible assuming all other conditions were met.

B. The proposal is for a 12,000-square-foot store on a 63,000-square-foot parcel. Using the maximum occupancy table from the Uniform Building Code (Exhibit A) and applying the assumption that the building is occupied at 50 percent of maximum nets results in the following calculations:

Steps:

1) 63,000 sq. ft. ÷ 43,560 sq. ft. (in an acre) =1.45 acre.
2) 12,000 sq. ft. ÷ 30 sq. ft./occupant =400 (max. building occupancy).
3) 400 max. bldg. occup. x 50% =200 (people expected at any one time).
4) 200 people ÷ 1.45 acre =138 people per acre.

Under this example, 138 people per acre would represent a reasonable estimate. In zones with limitations of 100 people-per-acre or less, the use would be considered incompatible.

C. The proposal is for a 3,000-square-foot office on a 16,500-square-foot parcel. Again using the table in Exhibit A but assuming the actual occupancy level is 50% of the maximum indicated by the UBC code provides the following result:

Steps:

1) 16,500 sq. ft. ÷ 43,560 sq. ft. (acre) =.38 acre.
2) 3,000 sq. ft. ÷ 100 sq. ft./occupant =30 (max. building occupancy).
3) 30 people maximum building occupancy x 50% (actual occupancy) =15 people in the building at any one time
3) 15 people ÷ .38 acres =39 people per acre.

Under this example, the use would be estimated to generate 39 people per acre. In zones with occupancy limits of 100, the use would be considered compatible assuming all other conditions were met.

Appendix **D**

Compatibility Guidelines for Specific Land Uses

The compatibility evaluations listed below for specific types of land uses can be used by the individual jurisdictions as guidelines in implementation of the general compatibility criteria listed in Table 2A. These evaluations are not regarded as adopted policies or criteria. In case of any conflicts between these evaluations of specific land uses and the policies and criteria in Chapter 2 of this document, the contents of Chapter 2 shall prevail.

	Compatibility Zones			
Land Use	**A**	**B1/B2**	**C**	**D**
Agricultural Uses				
Truck and Specialty Crops	0	+	+	+
Field Crops	0	+	+	+
Pasture and Rangeland	0	+	+	+
Orchard and Vineyards	–	+	+	+
Dry Farm and Grain	0	+	+	+
Tree Farms, Landscape Nurseries and Greenhouses	–	0	+	+
Fish Farms	–	0	+	+
Feed Lots and Stockyards	–	0	+	+
Poultry Farms	–	0	+	+
Dairy Farms	–	0	+	+
Natural Uses				
Fish and Game Preserves	0	0	0	0
Land Preserves and Open Space	0	+	+	+
Flood and Geological Hazard Areas	0	+	+	+
Waterways: Rivers, Creeks, Canals, Wetlands, Bays, Lakes	0	0	0	+

– Incompatible
0 Potentially compatible with restrictions
+ Compatible

Land Use	Compatibility Zones A	B1/B2	C	D
Residential and Institutional				
Rural Residential - 10 acres or more	–	0	+	+
Low Density Residential - 2 to 10 acre lots	–	0/+	+	+
Single Family Residential - lots under 2 acres	–	–	0	+
Multi Family Residential	–	–	0	+
Mobile Home Parks	–	–	0	+
Schools, Colleges and Universities	–	–	–	+
Day Care Centers	–	–	0	+
Hospitals and Residential Care Facilities	–	–	–	+
Recreational				
Golf Course	0	+	+	+
Parks – low intensity; no group activities	0	+	+	+
Playgrounds and Picnic Areas	–	0	+	+
Athletic Fields	–	0	+	+
Riding Stables	–	0	+	+
Marinas and Water Recreation	–	0	+	+
Health Clubs and Spas	–	–	0	+
Tennis Courts	–	0	+	+
Swimming Pools	–	0	0	+
Fairgrounds and Race Tracks	–	–	–	+
Resorts and Group Camps	–	–	0	+
Industrial				
Research and Development Laboratories	–	0	+	+
Warehouses and Distribution Facilities	–	0	+	+
Manufacturing and Assembly	–	0	0	+
Cooperage and Bottling Plants	–	0	+	+
Printing, Publishing and Allied Services	–	0	+	+
Chemical, Rubber and Plastic Products	–	–	0	+
Food Processing	–	–	0	+

– Incompatible
0 Potentially compatible with restrictions
+ Compatible

Land Use	Compatibility Zones A	B1/B2	C	D
Commercial Uses				
Large Shopping Malls (500,000+sq.ft.)	–	–	0	+
Retail Stores (one story)	–	0	0	+
Retail Stores (two story)	–	–	0	+
Restaurants and Drinking Establishments (no take out)	–	0	0	+
Food Take-Outs	–	–	0	+
Auto and Marine Services	–	0	+	+
Building Materials, Hardware and Heavy Equipment	–	0	+	+
Office Buildings (one story)	–	0	+	+
Multiple-story Retail, Office, and Financial	–	–	0	+
Banks and Financial Institutions	–	0	+	+
Repair Services	–	0	+	+
Gas Stations	–	0	+	+
Government Services/Public Buildings	–	0	+	+
Motels (one story)	–	0	0	+
Hotels and Motels (two story)	–	–	0	+
Theaters, Auditoriums, and Assembly Halls	–	–	0	+
Outdoor Theaters	–	–	0	+
Memorial Parks/Cemeteries	–	+	+	+
Truck Terminals	–	+	+	+
Transportation, Communications, and Utilities				
Automobile Parking	0	+	+	+
Highway & Street Right-of-ways	0	+	+	+
Railroad and Public Transit Facilities	0	+	+	+
Taxi, Bus & Train Terminals	–	0	+	+
Reservoirs	–	0	0	+
Power Lines	–	0	0	+
Water Treatment Facilities	–	0	+	+
Sewage Treatment and Disposal Facilities	–	0	0	+
Electrical Substations	–	0	0	+
Power Plants	–	–	0	+
Sanitary Landfills	–	–	–	0

– Incompatible
0 Potentially compatible with restrictions
+ Compatible

Appendix E

Sample Easement and Deed Notice Documents

The Kings County *Airport Land Use Compatibility Plan* requires the dedication of avigation or overflight easements or use of deed notices in selected areas around each of the airports in the county. The specific applications are as noted in the Compatibility Criteria matrix, Table 2A.

Examples of three types of documents are presented on the following pages.

Exhibit E1 – Avigation Easement

Exhibit E2 – Overflight Easement

Exhibit E3 – Deed Notice

Exhibit E1

Typical Avigation Easement

This indenture made this _____ day of _____, 19 __, 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 hereafter 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 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.

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

Exhibit E2

Typical Overflight Easement

GRANTOR hereby grants to the _____ in _____, its successors or assigns, as owners of the [Name of Airport], California, an overflight easement for the following purposes and granting the following rights:

(1) For the use and benefit of the public, and to the extent and in the manner consistent with safe operating procedures as provided under applicable governmental regulations, the right to make flights, and the noise inherent thereto, in airspace over the property described in Exhibit A (attached) in connection with landings, takeoffs, and general operation of the [Name of Airport].

(2) The right to regulate or prohibit the release into the air of any substance which would impair the visibility or otherwise interfere with the operations of aircraft such as, but not limited to, steam, dust, and smoke.

(3) The right to regulate or prohibit light emissions, either direct or indirect (reflective), which might interfere with pilot vision.

(4) The right to prohibit electrical emissions which would interfere with aircraft communication systems or aircraft navigational equipment.

This easement shall be effective from this date and run with the land until such time as the [Name of Airport] is no longer used as an airport.

The real property subject to this overflight easement is described as follows:

See Attachment "A"

DATED: _____ GRANTOR: _____

_____

By: _____

Exhibit E3
Sample Deed Notice

The following statement should be included on the deed for the subject property and recorded in by the County. This statement should also be included on any parcel map, tentative map or final map for subdivision approval.

This property is in the area subject to overflights by aircraft using _____ 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 a public use airport should therefore be prepared to accept such inconvenience, annoyance or discomfort from normal aircraft operations. Any subsequent deed conveying parcels or lots shall contain a statement in substantially this form.

Appendix F

Summary of Off-Airport Aircraft Accidents

Corcoran Airport Vicinity

Date / Type of Aircraft	4/8/75 Piper PA-25	10/4/74 Piper PA-25	7/14/70 Piper PA-25	9/27/68 Piper PA-25
Phase of Operation				
takeoff - initial climb	X			
landing - in traffic pattern				
landing - in final approach				
other		X[a]	X[a]	X[a]
Nature of Impact				
collision with objects			X[e]	
forced landing				
uncontrolled descent/impact	X[b]	X[b]		X[b]
collision between aircraft in flight				
other				
Causes/Factors				
pilot - improper operation of controls				
pilot - failure to see/avoid objects			X	
pilot - inadequate pre-flight procedures			X	
fuel exhaustion				
mechanical failure				
adverse wind/weather				
other	X[c]	X[c]		X[c]
Miscellaneous Conditions				
time				
visibility (S.M.)	X[d]			
student pilot				
injuries (yes/no)	NO	NO	NO	NO
fatalities (yes/no)	NO	NO	NO	NO
other				

a. In-flight.
b. Stalled aircraft.
c. Pilot failed to obtain/maintain minimum flying speed.
d. Water and chemical spillage on windshield.
e. Dove to avoid wires; collided with terrain.

Hanford Municipal Airport Vicinity

Date Type of Aircraft	6/12/77 Cessna 150	8/2/78 Rockwell 112TC	1/25/81 Piper PA-28	11/27/88 Beech N35	11/27/88 Beech N35
Phase of Operation					
takeoff - initial climb	X	X	X		
landing - in traffic pattern				X	
landing - in final approach					
other					
Nature of Impact					
collision with objects	X	X		X	
forced landing	X	X			
uncontrolled descent/impact			X		
collision between aircraft in flight					
other					
Causes/Factors					
pilot - improper operation of controls					
pilot - failure to see/avoid objects				X[1]	
pilot - inadequate pre-flight procedures					
fuel exhaustion					
mechanical failure	X	X			
adverse wind/weather			X		
other					
Miscellaneous Conditions					
time					
visibility (S.M.)			X		
student pilot			X		
injuries (yes/no)	NO	YES	NO	NO	
fatalities (yes/no)	NO	NO	YES	YES	
other					

1. After declaring a missed approach, descended below minimum decent altitude and collided with a telephone cable.

1. SCOPE OF REVIEW

1.1. Geographic Area of Concern

The Kings County Airport Land Use Commission's planning area encompasses:

1.1.1. *Airport Influence Areas*

(a) All lands on which the uses could be negatively affected by present or future aircraft operations at the following airports in Kings County and lands on which the uses could negatively affect said airports:

(1) Corcoran Airport.

(2) Hanford Airport.

(b) The specific limits of the planning area for each airport are depicted on the respective *Compatibility Map* for that airport as presented in Chapter 3.

1.1.2. *Countywide Impacts on Flight Safety* — Those lands, regardless of their location in the county, on which the uses could adversely affect the safety of flight in the county. The specific uses of concern are identified in Paragraph 1.3.3.(g).

1.1.3. *New Airports and Heliports* — The site and environs of any proposed new airport or heliport anywhere in the county.

1.2. Types of Airport Impacts

1.2.1. *Principal Compatibility Concerns* — The Commission is concerned only with the potential impacts related to:

(a) Exposure to aircraft noise;

(b) Land use safety with respect both to people on the ground and the occupants of aircraft;

(c) Protection of airport airspace; and

(d) General concerns related to aircraft overflights.

1.2.2. *Other Airport Impacts* — Other impacts sometimes created by airports (e.g., air pollution, automobile traffic, etc.) are not addressed by these compatibility policies and are not subject to review by the Airport Land Use Commission.

1.3. Types of Actions Reviewed

1.3.1. *General Plan Consistency Review* — In conjunction with adoption of this *Airport Land Use Compatibility Plan*, the Commission shall review the general plans and specific plans of affected local jurisdictions to determine their consistency with the Commission's policies.

(a) Within 180 days of the Commission's adoption or amendment of the *Airport Land Use Compatibility Plan*, each local agency must amend its general plan and any applicable specific plan to be consistent with the Commission's plan or, alternatively, adopt findings and override the Commission in accordance with Section 21676 of the Public Utilities Code (Government Code Section 65302.3).

(b) To facilitate this process, the local agency should submit a draft of the proposed plan amendment to the Commission for comment prior to taking action on the proposal. The local agency also should submit a map which identifies those areas it believes meet the definition of "infill" as set forth in Policy 2.1.3.(a).

(c) The Commission will include a determination on the infill as part of its action on the consistency of the general and specific plans.

1.3.2. *Actions which Always Require Review* — As required by state law, the following types of actions shall be referred to the Airport Land Use Commission for determination of consistency with the Commission's plan prior to their approval by the local jurisdiction:

(a) The adoption or approval of any amendment to a general or specific plan affecting the property within an airport influence area (Section 21676 (b)).

(b) The adoption or approval of a zoning ordinance or building regulation which (1) affects property within an airport influence area and (2) involves the types of airport impact concerns listed in Paragraph 1.2 (Section 21676 (b)).

(c) Adoption or modification of the master plan for an existing public-use airport (Section 21676 (c)).

(d) Any proposal for expansion of an existing airport or heliport if such expansion will require an amended airport permit from the state of California (Section 21664.5).

(e) Any proposal for a new airport or heliport whether for public use or private use (Section 21661.5) if the facility requires a state airport permit.

1.3.3. *Actions to be Reviewed Prior to Local Agency Action on its General Plan* — Until such time as (1) the Commission finds that the local general plan or specific plan is consistent with the *Airport Land Use Compatibility Plan*, or (2) the local agency has overruled the Commission's determination of inconsistency, the local

jurisdiction shall refer all actions, regulations, and permits involving an airport influence area to the Commission for review (Section 21676.5 (a)). For the purposes of this section, such actions shall be deemed to include:

(a) Any proposed expansion of a city's sphere of influence.

(b) Proposed residential development, including land divisions, consisting of five or more dwelling units or parcels.

(c) Requests for variance from a local agency's height limitation ordinance.

(d) Major capital improvements (e.g., water, sewer, or roads) that would promote urban development.

(e) Proposed land acquisition by a government entity (especially, acquisition of a school site).

(f) Building permit applications for projects having a valuation greater than $1,000,000.

(g) Regardless of location within the County, any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above the ground. (Such structures also require notification to the Federal Aviation Administration in accordance with Federal Aviation Regulations, Part 77, Paragraph 77.13(a)(1).)

(h) Any other proposed land use action, as determined by the local planning agency, involving a question of compatibility with airport activities.

1.3.4. *Actions to be Reviewed After Local Agency Action on Its General Plan* — After a local agency has revised its general plan or specific plan or has overruled the Commission, the Commission no longer has the authority to require that all actions, regulations, and permits be referred for review. However, the Commission and the local agency can agree that the Commission should continue to review individual projects in an advisory capacity. The types of land use actions which the Commission requests local agencies to continue to submit are those listed in Section 1.3.3.

1.4. Review Process for Land Use Actions

1.4.1. *Project Submittal Information* — A proposed land use action submitted to the Commission for review shall include the following information:

(a) An accurately scaled map showing the relationship of the project site to the airport boundary and runways.

(b) If applicable, a detailed site plan showing ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees.

(c) A description of permitted or proposed land uses and restrictions on the uses.

(d) For residential uses, an indication of the potential or proposed number of dwelling units per acre; or, for non-residential uses, the number of people potentially occupying the total site or portions thereof at any one time.

(e) Other relevant information which the Commission or its staff determine to be necessary to enable a comprehensive review of the proposal.

1.4.2. *Timing of Project Submittal* — Proposed actions listed in Paragraph 1.3.3 must be submitted to the Commission for review prior to approval by the local government entity. All projects should be referred to the Commission at the earliest reasonable point in time so that the Commission's review can be duly considered by the local jurisdiction prior to formalizing its actions. At the local government's discretion, submittal of a project for Airport Land Use Commission review can be done before, after, or concurrently with review by the local planning commission or other local advisory bodies. This discretion gives the local agency the ability to obtain the ALUC review at the most effective point in the review process. The timing may vary depending upon the nature of the specific project.

1.4.3. *Commission Action Choices* — When reviewing a land use project proposal, the Airport Land Use Commission has a choice of either of two actions:

(a) Find the project *consistent* with the *Airport Land Use Compatibility Plan*; or,

(b) Find the project *inconsistent* with the Plan.

(1) In making a finding of inconsistency, the Commission may note the conditions under which the project would be consistent with the Plan.

(2) The Commission cannot find a project consistent with the Plan subject to the inclusion of certain conditions in the project.

1.4.4. *Response Time* — The Airport Land Use Commission must respond to a local agency's request for a consistency determination on a project within 60 days of referral (Section 21676 (d)). If the Commission fails to make the determination within that period, the proposed action shall be deemed consistent with the *Airport Land Use Compatibility Plan*. Regardless of Commission action or failure to act, the proposed action must also comply with other applicable local, state, and federal regulations and laws.

1.4.5. *Subsequent Review* — Once a project has been found consistent with the *Airport Land Use Compatibility Plan*, it need not be referred for review at subsequent stages of the planning process (e.g., for a general plan amendment and again for a zoning change) unless: (1) major changes to the project are made during subsequent review and consideration by the local jurisdiction; or (2) the local jurisdiction agrees that further review is warranted.

1.5. Review Process for Airport Master Plans and Plans for Airport Expansion

1.5.1. *Project Submittal Information* — An airport master plan, or other expansion plan for which an amended state airport permit is required, submitted to the Commission for review shall contain sufficient information to enable the Commission to adequately assess the noise, safety, height restriction, and overflight impacts of airport activity upon surrounding land uses. A master plan report should be submitted, if available. At a minimum, information to be submitted shall include:

(a) A layout plan drawing of the proposed facility showing the location of: (1) property boundaries; (2) runways or helicopter takeoff and landing areas; and (3) runway protection zones or helicopter approach/departure zones.

(b) Airspace surfaces in accordance with Federal Aviation Regulations, Part 77.

(c) Activity forecasts, including the number of operations by each type of aircraft proposed to use the facility.

(d) Proposed flight track locations and projected noise contours or other relevant noise impact data.

(e) A map showing existing and planned land uses in the vicinity of the proposed airport or heliport.

(f) Identification and proposed mitigation of impacts on surrounding land uses.

1.5.2. *Commission Action Choices* — When reviewing airport master plans for existing airports, the Commission has three action choices:

(a) Find the airport master plan consistent with the *Airport Land Use Compatibility Plan*.

(b) Disapprove the airport master plan on the basis that it is inconsistent with the Commission's Plan.

(c) Modify the *Airport Land Use Compatibility Plan* (after duly noticed public hearing) to reflect the assumptions and proposals in the airport master plan.

1.6. Review Process for New Airports or Heliports

1.6.1. *Project Submittal Information* — When submitted to the Commission for review, a proposal for a new airport or heliport shall include the same types of information required by Paragraph 1.5.1.

1.6.2. *Commission Action Choices* — When reviewing proposals for new airports or heliports, the Commission's choices of action are:

(a) Approve the proposal as being consistent with the specific review policies listed in Section 2.3 below.

(b) Approve the proposal and adopt a Compatibility Plan for that facility. Adoption of such a plan is required if the airport or heliport will be a public-use facility.

(c) Disapprove the proposal on the basis that the noise, safety, airspace, and overflight impacts it would have on surrounding land uses are not adequately mitigated.

2. COMPATIBILITY REVIEW CRITERIA

2.1. Land Use Actions

2.1.1. *Primary Land Use Compatibility Criteria* — The primary criteria for assessing whether a potential land use development is to be judged compatible with a nearby airport are set forth in the *Primary Compatibility Criteria* matrix, Table 2A. These criteria are to be used in conjunction with the compatibility map and policies for each airport as presented in Chapter 3.

2.1.2. *Function of Supporting Criteria* — The *Primary Compatibility Criteria* matrix represents a compilation of compatibility criteria associated with each of the four types of airport impacts listed in Section 1.2. For the purposes of reviewing proposed amendments to community land use plans and zoning ordinances, as well as in the review of most individual development proposals, the criteria in the matrix are anticipated to suffice. However, certain complex land use actions may require more intensive review. The Commission may refer to these additional policies to clarify or supplement its review of such actions.

2.1.3. *Special Conditions*

(a) *Infill* — Where substantial incompatible development 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 the *Compatibility Zone A*. Projects can be considered *infill* if they meet *all* of the following criteria:

(1) The project site is bounded by uses similar to those proposed.

(2) The proposed project would not extend the perimeter of the area developed with incompatible uses.

(3) The proposed project does not otherwise increase the intensity and/or incompatibility of use through use permits, density transfers or other strategy.

(4) The entity having land use authority (county of Kings, city of Corcoran, or city of Hanford) has determined that *substantial development* already

exists and has identified the area accordingly in its general plan or other adopted planning document.

(5) The Commission has concurred in the local agency delineation of areas of substantial development.

(b) *Nonconforming Uses* — In locations not designated as infill areas, nonconforming uses may be expanded by up to 20% of the existing structure floor area or 1,000 square feet, whichever is greater. Nonconforming single-family residences may be expanded provided that the expansion does not result in creation of an additional dwelling unit. These exceptions do not apply within *Compatibility Zone A*. Local ordinances may be used if they are more restrictive.

(c) *Reconstruction* — Where an *existing* incompatible development has been partially or fully destroyed, it may be allowed to be rebuilt to a size and density of use not exceeding that of the original construction. This exception does not apply within *Compatibility Zone A*.

2.2. Master Plans and Expansion Plans for Existing Airports

2.2.1. *Substance of Review* — When reviewing airport master plans and airport expansion plans, the Commission shall determine whether activity forecasts or proposed facility development identified in the plan differ from the forecasts and development assumed for that airport in this *Airport Land Use Compatibility Plan*. Attention should specifically focus on:

(a) Activity forecasts that are: (1) significantly higher than those in the *Airport Land Use Compatibility Plan*; or which (2) include a higher proportion of larger or noisier aircraft.

(b) Proposals to: (1) construct a new runway or helicopter takeoff and landing area; (2) change the length, width, or landing threshold location on an existing runway; or (3) establish an instrument approach procedure.

2.2.2. *Consistency Determination* — The Commission shall determine whether the proposed airport master plan or expansion plan is consistent with the *Airport Land Use Compatibility Plan*. The Commission shall base its determination of consistency on findings that the forecasts and development identified in the airport plan would not result in greater noise, overflight, and safety impacts or height restrictions on surrounding land uses than are presently assumed in the *Airport Land Use Compatibility Plan*.

2.3. Plans for New Airports or Heliports

2.3.1. *Substance of Review* — In reviewing proposals for new airports and heliports, the Commission shall focus on the noise, safety, height limit, and overflight impacts upon surrounding land uses.

(a) Other types of environmental impacts (e.g., air quality, water quality, natural habitats, vehicle traffic, etc.) are not within the scope of Commission review.

(b) The Commission shall evaluate the adequacy of the facility design (in terms of federal and state standards) only to the extent that it affects surrounding land use.

(c) The Commission must base its review on the proposed airfield design. The Commission does not have the authority to require alterations to the airfield design.

2.3.2. *Airport/Land Use Relationships* — The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport or heliport and the impacts that the proposed facility would have upon these land uses. Questions to be considered should include:

(a) Would the existing or planned land uses be considered incompatible with the airport or heliport if the latter were already in existence?

(b) What measures are included in the airport or heliport proposal to mitigate the noise, safety, and height restriction impacts on surrounding land uses? Such measures might include: (1) location of flight tracks so as to minimize the impacts; (2) other operational procedures to minimize impacts; (3) acquisition of property interests (fee title or easements) on the impacted land.

Appendix H
Glossary

ABOVE GROUND LEVEL (AGL): An elevation datum given in feet above ground level.

AIR CARRIER: A person who undertakes directly by lease, or other arrangement, to engage in air transportation. (FAR 1) (Also see Certificated Route Air Carrier)

AIR CARRIERS: The commercial system of air transportation, consisting of the certificated route air carriers, air taxis (including commuters), supplemental air carriers, commercial operators of large aircraft, and air travel clubs. (FAA Census)

AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC): A facility established to provide air traffic control service to aircraft operating on IFR flight plans within controlled airspace, principally during the en route phase of flight. (AIM)

AIR TAXI: A classification of air carriers which directly engage in the air transportation of persons, property, mail, or in any combination of such transportation and which do not directly or indirectly utilize large aircraft (over 30 seats or a maximum payload capacity of more than 7,500 pounds) and do not hold a Certificate of Public Convenience and Necessity or economic authority issued by the Department of Transportation. (Also see commuter air carrier and demand air taxi.) (FAA Census)

AIR TRAFFIC CONTROL (ATC): A service operated by appropriate authority to promote the safe, orderly, and expeditious flow of air traffic. (FAR 1)

AIRPORT TRAFFIC CONTROL TOWER (ATCT): A terminal facility that uses air/ground communications, visual signaling, and other devices to provide ATC services to aircraft operating in the vicinity of an airport or on the movement area. (AIM)

AIRCRAFT ACCIDENT: An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage. (NTSB)

AIRCRAFT OPERATION: The airborne movement of aircraft in controlled or non-controlled airport terminal areas and about given en route fixes or at other points where counts can be made. There are two types of operations - local and itinerant. (FAA Stats)

AIRCRAFT PARKING LINE LIMIT (APL): A line established by the airport authorities beyond which no part of a parked aircraft should protrude. (Airport Design)

AIRPORT: An area of land or water that is used or intended to be used for the landing and taking off of aircraft, and includes its buildings and facilities, if any. (FAR 1)

AIRPORT ELEVATION: The highest point of an airport's usable runways, measured in feet above mean sea level. (AIM)

AIRPORT HAZARD: Any structure or natural object located on or in the vicinity of a public airport, or any use of land near such airport, that obstructs the airspace required for the flight of aircraft in landing or taking off at the airport or is otherwise hazardous to aircraft landing, taking off, or taxiing at the airport. (Airport Design)

AIRPORT LAYOUT PLAN: A scale drawing of existing and proposed airport facilities, their location on the airport, and the pertinent clearance and dimensional information required to demonstrate conformance with applicable standards.

AIRPORT RADAR SERVICE AREA (ARSA): Regulatory airspace surrounding designated airports wherein FAA Air Traffic Control provides radar vectoring and sequencing on a full-time basis for all IFR and VFR aircraft. (AIM)

AIRPORT REFERENCE POINT: A point established on an airport, having equal relationship to all existing and proposed landing and takeoff areas, and used to geographically locate the airport and for other planning purposes. (Airport Design)

AIRWAY/FEDERAL AIRWAY: A control area or portion thereof established in the form of a corridor, the centerline of which is defined by radio navigational aids. (AIM)

ALERT AREA: A special use airspace which may contain a high volume of pilot training activities or an unusual type of aerial activity, neither of which is hazardous to aircraft. (AIM)

APPROACH LIGHT SYSTEM (ALS): An airport lighting system 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 runway centerline during a final approach to landing. Among the specific types of systems are:

- LDIN - Lead-in Light System.
- MALSR — Medium-intensity Approach Light System with Runway Alignment Indicator Lights.
- ODALS - Omnidirectional Approach Light System, a combination of LDIN and REILS.
- SSALR - Simplified Short Approach Light System with Runway Alignment Indicator Lights. (AIM)

APPROACH SPEED: The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of an approach as well as for aircraft weight and configuration. (AIM)

AUTOMATED WEATHER OBSERVING SYSTEM (AWOS): Airport electronic equipment which automatically measures meteorological parameters, reduces and analyzes the data via computer, and broadcasts weather information which can be received on aircraft radios in some applications, via telephone.

AUTOMATIC DIRECTION FINDER (ADF): An aircraft radio navigation system which senses and indicates the direction to a L/MF nondirectional radio beacon (NDB) ground transmitter. (AIM)

AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS): The continuous broadcast of recorded non-control information in selected terminal areas. (AIM)

BACK COURSE APPROACH: A non-precision instrument approach utilizing the rearward projection of the ILS localizer beam.

BASED AIRCRAFT: Aircraft stationed at an airport on a long-term basis.

BUILDING RESTRICTION LINE (BRL): A line which identifies suitable building area locations on airports.

CEILING: Height above the earth's surface to the lowest layer of clouds or obscuring phenomena that is reported as "broken", "overcast", or "obscuration" and is not classified as "thin" or "partial". (AIM)

CERTIFICATED ROUTE AIR CARRIER: An air carrier holding a Certificate of Public Convenience and Necessity issued by the Department of Transportation authorizing the performance of scheduled service over specified routes, and a limited amount of nonscheduled service. (FAA Census)

CIRCLING APPROACH/CIRCLE-TO-LAND MANEUVER: A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible or not desirable. (AIM)

COMMERCIAL OPERATOR: A person who, for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, other than as an air carrier. (FAR 1)

COMPASS LOCATOR: A low power, low or medium frequency radio beacon installed at the site of the outer or middle marker of an instrument landing system (ILS). (AIM)

COMPASS ROSE: A circle, graduated in degrees, printed on some charts or marked on the ground at an airport. It is used as a reference to either true or magnetic direction. (AIM)

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL): The noise rating adopted by the State of California for measurement of airport noise. It represents the average daytime noise level during a 24-hour day, measured in decibels and adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and nighttime periods.

COMMUTER AIR CARRIER: An air taxi operator which performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the week and places between which such flights are performed. (FAA Census)

CONTROLLED AIRSPACE: Any of several types of airspace within which some or all aircraft may be subject to air traffic control. (FAR 1)

CONTROL ZONE: Controlled airspace surrounding one or more airports, normally a circular area with a radius of 5 statute miles plus extensions to include instrument arrival and departure paths. Most control zones surround airports with air traffic control towers and are in effect only for the hours the tower is operational.

DEMAND AIR TAXI: Use of an aircraft operating under Federal Aviation Regulations, Part 135, passenger and cargo operations, including charter and excluding commuter air carrier. (FAA Census)

DISPLACED THRESHOLD: A threshold that is located at a point on the runway other than the designated beginning of the runway. (See Threshold) (AIM)

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. (AIM)

FAR PART 77: The part of the Federal Aviation Regulations which deals with objects affecting navigable airspace.

FAR PART 77 SURFACES: Imaginary surfaces established with relation to each runway of an airport. There are five types of surfaces: (1) primary; (2) approach; (3) transitional; (4) horizontal; and (5) conical.

FEDERAL AVIATION ADMINISTRATION (FAA): The United States government agency which is responsible for insuring the safe and efficient use of the nation's airspace.

FIXED BASE OPERATOR (FBO): A business operating at an airport that provides aircraft services to the general public, including but not limited to sale of fuel and oil; aircraft sales, rental, maintenance, and repair; parking and tiedown or storage of aircraft; flight training; air taxi/charter operations; and specialty services, such as instrument and avionics maintenance, painting, overhaul, aerial application, aerial photography, aerial hoists, or pipeline patrol.

FLIGHT SERVICE STATION (FSS): FAA facilities which provide pilot briefings on weather, airports, altitudes, routes, and other flight planning information.

GENERAL AVIATION: That portion of civil aviation which encompasses all facets of aviation except air carriers. (FAA Stats)

GLIDE SLOPE: An electronic signal radiated by a component of an ILS to provide descent path guidance to approaching aircraft.

GLOBAL POSITIONING SYSTEM (GPS): A space-based radio positioning, navigation, and time-transfer systsem being developed by the U.S. Department of Defense. This newly-emerging technology may eventually become the principal system for air navigation throughout the world.

HELIPAD: A small, designated area, usually with a prepared surface, on a heliport, airport, landing/takeoff area, apron/ramp, or movement area used for takeoff, landing, or parking of helicopters. (AIM)

INSTRUMENT APPROACH PROCEDURE: 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. It is prescribed and approved for a specific airport by competent authority. (AIM)

INSTRUMENT FLIGHT RULES (IFR): Rules governing the procedures for conducting instrument flight. Also term used by pilots and controllers to indicate a type of flight plan. (AIM)

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. (AIM)

INSTRUMENT OPERATION: An aircraft operation in accordance with an IFR flight plan or an operation where IFR separation between aircraft is provided by a terminal control facility. (FAA ATA)

INSTRUMENT RUNWAY: A runway equipped with electronic and visual navigation aids for which a precision or non-precision approach procedure having straight-in landing minimums has been approved. (AIM)

ITINERANT OPERATION: An arrival or departure performed by an aircraft from or to a point beyond the local airport area.

LARGE AIRCRAFT: An aircraft of more than 12,500 pounds maximum certificated takeoff weight. (FAR 1)

LIMITED REMOTE COMMUNICATIONS OUTLET (LRCO): An unmanned, remote air/ground communications facility which may be associated with a VOR. It is capable only of receiving communications and relies on a VOR or a remote transmitter for full capability.

LOCALIZER (LOC): The component of an ILS which provides course guidance to the runway. (AIM)

LOCAL OPERATION: An arrival or departure performed by an aircraft: (1) operating in the traffic pattern, (2) known to be departing or arriving from flight in local practice areas, or (3) executing practice instrument approaches at the airport. (FAA ATA)

LORAN: An electronic ground-based navigational system established primarily for marine use but used extensively for VFR and limited IFR air navigation.

MARKER BEACON (MB): The component of an ILS which informs pilots, both aurally and visually, that they are at a significant point on the approach course.

MEAN SEA LEVEL (MSL): An elevation datum given in feet above mean sea level.

MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM (MALS): The MALS is a configuration of steady-burning lights arranged symmetrically about and along the extended runway centerline. MALS may also be installed with sequenced flashers – in this case, the system is referred to as MALSF.

MICROWAVE LANDING SYSTEM (MLS): A precision instrument approach system providing a function similar to an ILS, but operating in the microwave spectrum. It normally consists of three components: azimuth station, elevation station, and precision distance measuring equipment.

MILITARY OPERATIONS AREA (MOA): A type of special use airspace of defined vertical and lateral dimensions established outside of Class A airspace to separate/segregate certain military activities from IFR traffic and to identify for VFR traffic where these activities are conducted. (AIM)

MINIMUM DESCENT ALTITUDE (MDA): The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is provided. (FAR 1)

MISSED APPROACH: A maneuver conducted by a pilot when an instrument approach cannot be completed to a landing. (AIM)

NAVIGATIONAL AID/NAVAID: Any visual or electronic device airborne or on the surface which provides point-to-point guidance information or position data to aircraft in flight. (AIM)

NONDIRECTIONAL BEACON (NDB): A 4 MF or UHF radio beacon transmitting nondirectional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine his bearing to or from the radio beacon and "home" on or track to or from the station. (AIM)

NONPRECISION APPROACH PROCEDURE: A standard instrument approach procedure in which no electronic glide slope is provided. (FAR 1)

NONPRECISION INSTRUMENT RUNWAY: A runway with an instrument approach procedure utilizing air navigation facilities, with only horizontal guidance, or area-type navigation equipment for which a straight-in nonprecision instrument approach procedure has been approved or planned, and no precision approach facility or procedure is planned. (Airport Design)

OBSTACLE: An existing object, object of natural growth, or terrain, at a fixed geographical location, or which may be expected at a fixed location within a prescribed area, with reference to which vertical clearance is or must be provided during flight operation. (AIM)

OBSTACLE FREE ZONE (OFZ): A volume of space above and adjacent to a runway and its approach lighting system if one exists, free of all fixed objects except FAA-approved frangible aeronautical equipment and clear of vehicles and aircraft in the proximity of an airplane conducting an approach, missed approach, landing, takeoff, or departure.

OBSTRUCTION: An object/obstacle, including a mobile object, exceeding the obstruction standards specified in FAR Part 77, Subpart C. (AIM)

OUTER MARKER: A marker beacon at or near the glide slope intercept position of an ILS approach. (AIM)

PRECISION APPROACH PATH INDICATOR (PAPI): An airport landing aid similar to a VASI, but which has light units installed in a single row rather than two rows.

PRECISION APPROACH PROCEDURE: A standard instrument approach procedure in which an electronic glide slope is provided. (FAR 1)

PRECISION INSTRUMENT RUNWAY: A runway with an instrument approach procedure utilizing an instrument landing system (ILS), microwave landing system (MLS), or precision approach radar (PAR). (Airport Design)

RELOCATED THRESHOLD: The portion of pavement behind a relocated threshold that is not available for takeoff and landing. It may be available for taxiing and aircraft. (Airport Design)

REMOTE COMMUNICATIONS AIR/GROUND FACILITY (RCAG): An unmanned VHF/UHF transmitter/receiver facility which is used to expand ARTCC air/ground communications coverage and to facilitate direct contact between pilots and controllers. (AIM)

REMOTE COMMUNICATIONS OUTLET (RCO) AND REMOTE TRANSMITTER/RECEIVER (RTR): An unmanned communications facility remotely controlled by air traffic personnel. RCO's serve FSS's. RTR's serve terminal ATC facilities. (AIM)

RESTRICTED AREA: Designated airspace within which the flight of aircraft, while not wholly prohibited, is subject to restriction. (FAR 1)

RUNWAY CLEAR ZONE: A term previously used to describe the runway protection zone.

RUNWAY EDGE LIGHTS: Lights used to define the lateral limits of a runway. Specific types include:

- HIRL - High-Intensity Runway Lights.
- MIRL - Medium-Intensity Runway Lights.

RUNWAY END IDENTIFIER LIGHTS (REIL): Two synchronized flashing lights, one on each side of the runway threshold, which provide a pilot with a rapid and positive visual identification of the approach end of a particular runway. (AIM)

RUNWAY PROTECTION ZONE: A trapezoidal area at ground level, under the control of the airport authorities, for the purpose of protecting the safety of approaches and keeping the area clear of the congregation of people. The runway protection zone begins at the end of each primary surface and is centered upon the extended runway centerline. (Airport Design)

RUNWAY SAFETY AREA: A cleared, drained, graded, and preferably turfed area symmetrically located about the runway which, under normal conditions, is capable of supporting snow removal, fire fighting, and rescue equipment and of accommodating the occasional passage of aircraft without causing major damage to the aircraft.

SMALL AIRCRAFT: An aircraft of 12,500 pounds or less maximum certificated takeoff weight. (FAR 1)

SPECIAL USE AIRSPACE: Airspace of defined horizontal and vertical dimensions identified by an area on the surface of the earth wherein activities must be confined because of their nature and/or wherein limitations may be imposed upon aircraft operations that are not a part of those activities. (AIM)

STANDARD INSTRUMENT DEPARTURE (SID): A preplanned instrument flight rules (IFR) air traffic control departure procedure printed for pilot use in graphic and/or textual form. SID's provide transition from the terminal to the appropriate en route structure. (AIM)

STANDARD TERMINAL ARRIVAL ROUTE (STAR): A preplanned instrument flight rule (IFR) air traffic control arrival route published for pilot use in graphic and/or textual form. STARs provide transition from the en route structure to an outer fix or an instrument approach fix/arrival waypoint in the terminal area. (AIM)

STOPWAY: An area beyond the takeoff runway, no less wide than the runway and centered upon the extended centerline of the runway, able to support the airplane during an aborted takeoff, without causing structural damage to the airplane, and designated by the airport authorities for use in decelerating the airplane during an aborted takeoff. (FAR 1)

STRAIGHT-IN INSTRUMENT APPROACH – IFR: An instrument approach wherein final approach is begun without first having executed a procedure turn; it is not necessarily completed with a straight-in landing or made to straight-in landing weather minimums. (AIM)

TAXILANE: The portion of the aircraft parking area used for access between taxiways, aircraft parking positions, hangars, storage facilities, etc. (Airport Design)

TAXIWAY: A defined path, from one part of an airport to another, selected or prepared for the taxiing of aircraft. (Airport Design)

TERMINAL CONTROL AREA (TCA): Controlled airspace extending upward from the surface or higher to specified altitudes, within which all aircraft are subject to operating rules and pilot and equipment requirements specified in FAR Part 91. (AIM)

TERMINAL INSTRUMENT PROCEDURES (TERPS): Procedures for instrument approach and departure of aircraft to and from civil and military airports. There are four types of terminal instrument procedures: precision approach, nonprecision approach, circling, and departure.

TERMINAL RADAR SERVICE AREA (TRSA): Airspace surrounding designated airports wherein ATC provides radar vectoring, sequencing, and separation on a full-time basis for all IFR and participating VFR aircraft. (AIM)

THRESHOLD: The beginning of that portion of the runway usable for landing. (AIM) (Also see Displaced Threshold)

TOUCH-AND-GO: An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway A touch-and-go is defined as two operations. (AIM)

TRAFFIC PATTERN: The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach. (AIM)

TRANSIENT AIRCRAFT: Aircraft not based at the airport.

TRANSMISSOMETER: An apparatus used to determine visibility by measuring the transmission of light through the atmosphere. (AIM)

TRANSPORT AIRPORT: An airport designed, constructed, and maintained to serve airplanes having approach speeds of 121 knots or more. (Airport Design)

UNICOM (Aeronautical Advisory Station): A nongovernment air/ground radio communication facility which may provide airport information at certain airports. (AIM)

UTILITY AIRPORT: An airport designed, constructed, and maintained to serve airplanes having approach speeds less than 121 knots. (Airport Design)

VERY-HIGH-FREQUENCY OMNIDIRECTIONAL RANGE (VOR): The standard navigational aid used throughout the airway system to provide bearing information to aircraft. When combined with Tactical Air Navigation (TACAN) the facility, called VORTAC, provides distance as well as bearing information.

VISUAL APPROACH SLOPE INDICATOR (VASI): An airport landing aid which provides a pilot with visual descent (approach slope) guidance while on approach to landing. Also see PAPI.

VISUAL FLIGHT RULES (VFR): Rules that govern the procedures for conducting flight under visual conditions. The term "VFR" is also used by pilots and controllers to indicate type of flight plan. (AIM)

VISUAL GLIDE SLOPE INDICATOR (VGSI): A generic term for the group of airport visual landing aids which includes Visual Approach Slope Indicators (VASI), Precision Approach Path Indicators (PAPI), and Pulsed Light Approach Slope Indicators (PLASI). When FAA funding pays for this equipment, whichever type receives the lowest bid price will be installed unless the airport owner wishes to pay the difference for a more expensive unit.

VISUAL RUNWAY: 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. (Airport Design)

WARNING AREA: Airspace which may contain hazards to nonparticipating aircraft in international airspace. (AIM)

SOURCES

FAR 1: Federal Aviation Regulations Part 1, Definitions and Abbreviations. (1993)

AIM: Airman's Information Manual, Pilot/Controller Glossary. (1993)

Airport Design: Federal Aviation Administration. *Airport Design*. Advisory Circular 150/5300-13. (1992)

FAA ATA: Federal Aviation Administration. *Air Traffic Activity*. (1986)

FAA Census: Federal Aviation Administration. *Census of U.S. Civil Aircraft*. (1986)

FAA Stats: Federal Aviation Administration. *Statistical Handbook of Aviation*. (1984)

NTSB: National Transportation Safety Board. *U.S. NTSB 830-3*. (1989)

BEFORE THE BOARD OF SUPERVISORS
COUNTY OF KINGS, STATE OF CALIFORNIA

IN THE MATTER OF)
THE KINGS COUNTY AIRPORT)
LAND USE COMPATIBILITY PLAN)
_____)

RESOLUTION NO. 94-030

Re: CLUP AIRPORTS

WHEREAS, Public Utilities Code Section 21675 requires the preparation of the Comprehensive Land Use Plan for Airports (CLUP) for all public use airports; and

WHEREAS, the Cities of Corcoran and Hanford contain public airports; and

WHEREAS, the purpose of the CLUP is to establish procedures and criteria by which the County of Kings and the Cities of Corcoran and Hanford can address compatibility issues when making planning decisions regarding public airports and the land uses around them; and

WHEREAS, the CLUP was prepared by the County of Kings in association with the Cities of Corcoran and Hanford with funding provided by a grant from Caltrans - Division of Aeronautics; and

WHEREAS, a 30-day public review period was held for the CLUP during which time no comments were received from the public; and

WHEREAS, on March 14, 1994, the Kings County Environmental Review Committee recommended that a Negative Declaration be approved for the proposal; and

WHEREAS, on April 4, 1994, the Kings County Planning Commission recommended to the Board of Supervisors that the CLUP be accepted as complete.

NOW THEREFORE, BE IT RESOLVED that:

1. An Initial Study of the project has been conducted by the Lead Agency to evaluate the potential for any adverse environmental impact.

2. There is no evidence in the record that indicates that the project has potential for adverse effect on wildlife, resources, or habitat for wildlife.

3. The presumption that the project will have a potential for adverse effect on fish and wildlife resources or the habitat upon which wildlife depends is rebutted based on evidence in the record that: a) the project does not involve any riparian land, rivers, streams, watercourses, or wetlands under State and Federal jurisdiction; b) the project does not disturb any plant life required to sustain habitat for fish or wildlife; c) the project does not disturb any rare or unique plant life or ecological communities dependent on plant life; d) the project does not threaten any listed or endangered plant or animals or the habitat in which they are believed to reside; e) the project does not disturb any plants or animals that are subject to special management in the Fish and Game Code, Public Resources Code, the Water Code or any regulations thereto;

f) the project does not disturb any marine or terrestrial species which are subject to the jurisdiction of the Department of Fish and Game and ecological communities in which they reside; g) the project will not degrade any air or water resources which will individually or cumulatively result in a loss of biological diversity among plants and animals residing in the air or water.

4. The project will not have a significant impact on the environment.

5. The Kings County Board of Supervisors have reviewed the Kings County Comprehensive Airport Land Use Plan and the proposed negative declaration and accepts the Plan as being complete with the changes listed on Exhibit A attached to this resolution.

The foregoing Resolution was adopted on a motion by Supervisor KINNEY, and seconded by Supervisor EDWARDS, at a regular meeting held April 12, 1994, by the following vote:

AYES: KINNEY, EDWARDS, BEZERRA, MEIRELLES, HAMMOND
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

KINGS COUNTY BOARD OF SUPERVISORS

Joe Hammond, Chairman of the Board of Supervisors

WITNESS, my hand this 12th day of April, 1994.

Rosie Martinez, Clerk to the Board of Supervisors

cc: Caltrans - Division of Aeronautics

STATE OF CALIFORNIA,) ss.
COUNTY OF KINGS)

I, ROSIE MARTINEZ, Clerk of the Board of Supervisors of said County and State, do hereby certify the foregoing to be a full, true and correct copy of the original thereof on file in my office.

Witness my hand and Seal of said Board, this 13 day of Apr 19 94

ROSIE MARTINEZ
Clerk of the Board of Supervisors

By , Deputy Clerk

Exhibit A

CHANGES TO THE DRAFT KINGS COUNTY AIRPORT LAND USE COMPATIBILITY PLAN

Page 3-2: Policy 2.1. - Delete reference to acquisition of Corcoran Airport by the City of Corcoran.

Page 3-4: Policy 3.3.1. - Change reference from Figure 2B to 3B.

Page 4-8: Table 4D - Change the summary of City of Hanford General Plan to note that "continued agricultural uses south and east of the airport approach from the south" are proposed.

Page 4-9: Table 4E - A non precision, circle-to-land, instrument approach currently exists at Hanford Municipal Airport.

MINUTES
CORCORAN CITY COUNCIL
REGULAR MEETING
July 5, 1994

The regular meeting of the Corcoran City Council was called to order by Vice-Mayor Jon Rachford, in the City Council Chambers, 1015 Chittenden Avenue, Corcoran, CA, at 6:00 P.M.

1. ROLL CALL

Council members present: Jon Rachford, Bob Hansen, Dan Leon, and Ruben Quintanilla.

Council member absent: Terry Kwast

Staff present: Donald Pauley, Connie Harris, Jeri Grant, Joyce Venegas, John Cook and Mike Nordstrom.

Press present: Robert Jump, "The Hanford Sentinel"

8. PUBLIC HEARINGS

B. Hearing to receive public testimony regarding General Plan Amendment No. 94-01, submitted by the City of Corcoran, to include the Kings County Airport Land Use Compatibility Plan in the General Plan was declared open at 6:09 P.M.

Pat O'Donnell, 2001 Niles Avenue, Corcoran, asked that if the General Plan was going to be changed Council consider returning Dairy Avenue between Orange and Niles Avenue to 60 feet instead of 80 feet.

Mr. O'Donnell was informed that this was not under discussion at this time but when the entire General Plan is changed it will certainly be given consideration.

Staff reported on the issue at hand, being the Airport Land Use Compatibility Plan.

There being no written or oral testimony, the public hearing was closed at 6:22 P.M.

Staff confirmed for Council that any reference in the old document would be superseded by the new Plan.

Motion made by Hansen, seconded by Quintanilla, to adopt the Kings County Airport Land Use Compatibility Plan as an element of the City of Corcoran General Plan. Motion carried by the following vote:

AYES: 4 NOES: 0 ABSENT: 1 (Kwast)

HANFORD CITY COUNCIL RESOLUTION NO. 94-33-R
PERTAINING TO
THE KINGS COUNTY AIRPORT LAND USE COMPATIBILITY PLAN

At a regular meeting of the City Council of the City of Hanford duly called and held on June 21, 1994, on motion of Council Member Lehn, seconded by Council Member Lakritz, and duly carried, the following resolution was adopted:

WHEREAS, Public Utilities Code Section 21675 requires the preparation of the Comprehensive Land Use Plan for Airports (CLUP) for all public use airports; and

WHEREAS, the City of Hanford contains a public airport; and

WHEREAS, the purpose of the CLUP is to establish procedures and criteria by which the City of Hanford can address compatibility issues when making planning decisions regarding public airports and the land uses around them; and

WHEREAS, the CLUP titled "Kings County Airport Land Use Compatibility Plan" dated February, 1994, was prepared by the County of Kings in association with the Cities of Corcoran and Hanford with funding provided by a grant from Caltrans-Division of Aeronautics; and

WHEREAS, a 30-day public review period was held by Kings County for the CLUP during which time no comments were received from the public; and

WHEREAS, on March 14, 1994, the Kings County Environmental Review Committee recommended that a Negative Declaration be approved for the proposal; and

WHEREAS, on June 6, 1994, a 10-day public notice was provided in the Hanford Sentinel newspaper advertising the public hearing before the Hanford City Planning Commission and City Council pertaining to the "Kings County Airport Land Use Compatibility Plan"; and

WHEREAS, Policy Statement HZ 4.3 of the Hazards Management Element of the Hanford General Plan, by reference, has made the "Kings County Airport Land Use Compatibility Plan" a part of the Hanford General Plan and is, therefore, consistent with the General Plan; and

WHEREAS, the Planning Commission has carefully considered the staff report recommendations and testimony presented at their public hearing of June 14, 1994, and has recommended to the City Council that the "Kings County Airport Land Use Compatibility Plan" be adopted:

NOW THEREFORE, BE IT RESOLVED THAT: The City Council of the City of Hanford makes the following findings and recommendations:

1. That an Initial Study of the project has been conducted by Kings County as the Lead Agency to evaluate the potential for any adverse environmental impact.

2. That there is no evidence in the record that indicates that the project has potential for adverse effect on wildlife, resources, or habitat for wildlife.

3. That the presumption the project will have a potential for adverse effect on fish and wildlife resources or the habitat upon which wildlife depends is rebutted based on evidence in the records that: a) the project does not involve any riparian land, rivers, streams, watercourses, or wetlands under State and Federal jurisdiction; b) the project does not disturb any plant life required to sustain habitat for fish or wildlife; c) the project does not disturb any rare or unique plant life or ecological communities dependent on plant life; d) the project does not threaten any listed or endangered plant or animals or the habitat in which they are believed to reside; e) the project does not disturb any plants or animals that are subject to special management in the Fish and Game Code, Public Resources Code, the Water Code or any regulations thereto; f) the project does not disturb any marine or terrestrial species which are subject to the jurisdiction of the Department of Fish and Game and ecological communities in which they reside; g) the project will not degrade any air or water resources which will individually or cumulatively result in a loss of biological diversity among plants and animals residing in the air or water.

4. That the project will not have a significant impact on the environment.

5. That the following corrections pertaining to the Hanford Airport become a part of the Compatibility Plan:

   Page 3-4: Policy 3.3.1. - Change reference from Figure 2B to 3B.

   Page 4-8: Table 4D - Change the summary of City of Hanford General Plan to note that "continued agricultural uses south and east of the airport approach from the south" are proposed.

   Page 4-9: Table 4E - A non precision, circle-to-land, instrument approach currently exists at Hanford Municipal Airport.

   Figure 3B: That the Coe Colony Subdivision (south of Hanford-Armona Road along both sides of 9 3/4 Avenue in Kings County) be changed from a B1 Zone (1 unit per 10 acres) to a B2 Zone (1 unit per 2 acres) designation to recognize that this subdivision has existed for over 100 years and has 27 lots which average 2.27 acres each.

6. That the City Council of the City of Hanford has reviewed the Kings County Comprehensive Airport Land Use Plan titled "Kings County Airport Land Use Compatibility Plan" dated February, 1994, and the negative declaration prepared by Kings County and hereby reaffirms the County Negative Declaration and accepts the Compatibility Plan as being complete and consistent with the Hanford General Plan.

Passed and adopted at a regular meeting of the City of Hanford City Council, held on the 21st day of June, 1994, by the following vote:

AYES: Council Member Lehn
Lakritz
Buford
Frazier

NOES: Council Member None

ABSTAIN: Council Member None

ABSENT: Council Member Hill

Approved _____
Vice- MAYOR

Attest: _____

STATE OF CALIFORNIA}
COUNTY OF KINGS }
CITY OF HANFORD } ss

I, Karen McAlister, City Clerk of the City of Hanford, do hereby certify that the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on the 21st day of June, 1994.

Date: June 22, 1994

_____
City Clerk

Hodges & Shutt

David E. Hodges	Principal-in-Charge
Kenneth A. Brody	Project Manager
David P. Dietz	Director of Planning P
Rhonda G. Lee	Assistant Planner
Marilyn Ashe	Graphics
Jacquie DeRaedt	Publication Coordinat