TRINTIY COUNTY AIRPORT LAND USE COMPATIBILITY PLAN

Airport Land Use Commission
Trinity County

Prepared by Tangella Corporation
Trinity Center, California

Adopted November 12, 2009

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Trinity County Airport Land Use Commission

Keith Groves, Chairman
Ray Bushman
Donna Harman
Jim Jungwirth
Tom Miller
Hal Pflueger
Jack Razetto

Trinity County Airport Land Use Commission Staff

Rick Tippett, executive secretary, June 2009 to present
Jan Smith, senior environmental specialist
Jeanne Bonomini, senior planner
Carl Bonomini, past-executive secretary 2008-June 2009

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TABLE OF CONTENTS

Chapter 1 Introduction and Background

Chapter 2 ALUC Countywide Policies

Chapter 3 Individual Airport Policies and Compatibility Maps

Chapter 4 Airport Background Data

Appendix D Case Law

Appendix E General Plan Consistency Analysis

Appendix F Sample Buyer Awareness Documents

Appendix G Glossary of ALUCP Terms

CHAPTER

1

INTRODUCTION AND BACKGROUND

1.0 Overview of the Plan

The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses.

Additionally, compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances. Compatibility plans are also applicable to landowners (including special district and other local government entities as well as private parties) in their design of new development.

1.1 Function and Applicability of the Plan

This *Airport Land Use Compatibility Plan* (ALUCP) is the first such plan adopted by Trinity County. Prior to this plan, the commission had to follow compatibility zoning and criteria in the examples in the *Airport Land Use Planning Handbook* published by the California Division of Aeronautics.

The plan is primarily concerned with land uses near the five public use airports in Trinity County:

- Hayfork Airport
- Hyampom Airport
- Ruth Airport
- Trinity Center Airport
- Weaverville Airport

Details regarding the purpose, scope, and applicability of the ALUCP are set forth in the policy chapter that follows.

1.2 Jurisdictions Affected

The influence area for each of the airports, as defined herein, generally extends 9,000 feet from the airport runways. The influence areas encompass lands within the government jurisdictions in Trinity County.

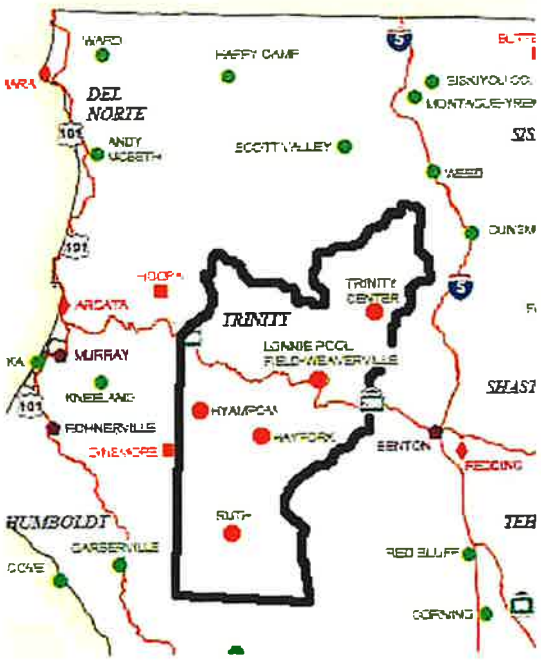
Additionally, portions of the airport influence area affect lands within the jurisdiction of the U.S. Forest Service and other federal agencies. Although the authority of the Trinity Airport Land Use Commission does not extend to federal lands, policies in the ALUCP address the importance of coordination on airport land use compatibility matters.

1.3 Geographic Coverage

This ALUCP covers the entire area of the County of Trinity located in northwestern California. To the extent that law precludes establishment of policy on federal land, such land is excluded from the area covered. There are no incorporated areas of Trinity County, and therefore, the Trinity County ALUC's purview is the entire county.

This ALUCP sets policies and procedures for land use compatibility around Trinity County's five public use airports:

- Hyampom
- Hayfork
- Ruth
- Trinity Center
- Weaverville



Trinity County, California

2.0 Statutory Requirements

2.1 Powers and Duties

Requirements for creation of airport land use commissions (ALUCs) were first established under the California State Aeronautics Act (Public Utility Code [PUC] Sections 21670 *et seq.*) in 1967. Although the law has been amended numerous times since then, the fundamental purpose of ALUCs to promote land use compatibility around airports has remained unchanged. As expressed in the present statutes, this purpose is:

> "...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."

The statutes give ALUCs two principal powers by which to accomplish this objective. First, ALUCs must prepare and adopt an airport land use plan. Secondly, they must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

2.2 Limitations

Also explicit in the statutes are two limitations on the powers of ALUCs. Specifically, ALUCs have no authority over existing land uses (PUC Section 21674(a)) or over the operation of airports (PUC Section 21674(e)).

Neither of these terms is defined within the statutes, although the interpretation of their meaning is fairly standard throughout the state.

- **Existing Land Uses**—The precise wording of the Aeronautics Act is that the authority of ALUCs extends only to land in the vicinity of airports that is "not already devoted to incompatible uses." The working interpretation of this language is that ALUCs have no state-empowered authority over existing land uses. The question then becomes one of determining what conditions qualify a land use as existing.

  For airport land use planning purposes, a land use can generally be considered existing once the local agency has completed all discretionary actions on the project and only ministerial approvals remain. The notion of "vested rights" in a development project is also relevant to considerations of "existing" use.

  Note that the issue of what is "existing" applies at the time of adoption of this ALUCP. See the definitions in Appendix G "Glossary of ALUCP Terms" under the terms "Existing Land Use" and "Vested Rights."

- **Operation of Airports**—Any actions pertaining to how and where aircraft operate on the ground or in the air around an airport are clearly not within the jurisdiction of ALUCs to regulate. ALUC involvement with

> aircraft operations is limited to taking the operational characteristics into account in the development of land use compatibility plans. This limitation on the jurisdiction of ALUCs cannot, however, be taken to mean that they have no authority with respect to new development on airport property. For example, the law specifically requires ALUCs to review proposed airport master plans for consistency with the commission's plans. ALUCs also are generally conceded to have authority to review proposals for nonaviation development on airport property.

A third, less absolute limitation concerns the types of land use actions that are subject to ALUC review. The law emphasizes local general plans as the primary mechanism for implementing the compatibility policies set forth in an ALUC's plan. Thus, it is required by statute that Trinity County make its General Plan consistent with the ALUC plan (or overrule the commission.)

Once the County has taken this action to the satisfaction of the Airport Land Use Commission, the ALUC's authority to review projects is narrowly limited. The only actions for which review remains mandatory are proposed adoption or amendment of general plans, specific plans, zoning ordinances, and building regulations affecting land within an Airport Influence Area. For an ALUC to review individual projects, the local agency must agree to submit them.

2.3 Trinity County Airport Land Use Commission

State law provides two basic options regarding the structure of airport land use commissions: a standard format, or the designation of an existing body to serve as the ALUC.

Membership on Trinity County ALUC is structured in the standard manner as follows:

- Three members appointed by the County Board of Supervisors
- Three members appointed by the airport manager. These member must have an aviation background.
- A seventh member, representing the general public, appointed by the other six.

The county agency assigned to provide support staff to the ALUC is the Trinity County Planning Department. The Director of the Planning Department serves as the ALUC Executive Secretary.

2.4 Relationship of the ALUC to County Government

The fundamental relationship between the Trinity County Airport Land Use Commission and the government of Trinity County is set by the State Aeronautics Act.

The ALUC is not simply an advisory body for the Trinity County Board of Supervisors in the manner that the Planning Commissions is. Rather, the ALUC is more equivalent to a Local Agency Formation Commission (LAFCo).

Within the bounds defined by state law, the decisions of the ALUC are final and are independent of the Board of Supervisors. Decisions by the ALUC may be appealed to the Board of Supervisors, but the board can overrule the ALUC only by following a specified formal procedure and by developing specific findings as to why the ALUC should be overruled.

Another aspect of the relationship between the ALUC and county government concerns implementation of the ALUCP. As noted earlier, although the ALUC has the sole authority to adopt this plan and to conduct compatibility reviews, the authority and responsibility for implementing the compatibility policies rests with the county government. Actions that Trinity County can take to implement the ALUCP are outlined later in this chapter.

3.0 ALUC and ALUCP Policy Framework

The policies in Chapters 2 and 3 of this ALUCP are based upon two primary sources: state law and guidance, and county-approved layout plans for the respective airports.

3.1 State Law and Guidelines

Although state law spells out the powers and duties of airport land use commissions and many of the procedural aspects of airport land use compatibility planning, it does not contain explicit compatibility guidelines. Rather, the law refers to another document, the *Airport Land Use Planning Handbook* published by the California Division of Aeronautics. Specifically, the statutes say that, when preparing compatibility plans for individual airports, ALUCs shall "be guided by" the information contained in the Handbook.

The most recent edition of the *Handbook* was completed in January 2002 and is available for downloading from the Division of Aeronautics web site.

The *Airport Land Use Planning Handbook* is comprised of two major parts. The first part deals with the formation and operation of ALUCs, the preparation of compatibility plans, procedures for review of local actions, and the responsibilities of local agencies. Part II contains background information regarding noise and safety compatibility concepts and sets forth basic guidelines for land use compatibility criteria.

This guidance is intended to serve as the starting point for compatibility planning around individual airports. The *Handbook* is not regulatory in nature and does not constitute formal state policy.

An additional function of the *Airport Land Use Planning Handbook* is established elsewhere in California state law. The Public Resources Code (PRC) creates a tie between the *Handbook* and California Environmental Quality Act (CEQA) documents. Specifically, PRC Section 21096 requires that lead agencies must use the *Handbook* as "a technical resource" when assessing airport-related noise and safety impacts of projects located in the vicinity of airports.

3.2 Relationship to the Airport Master Plans and Layout Plans

Airport land use compatibility plans are distinct from airport master plans in function and content. In simple terms, the issues addressed by airport master plans are primarily on-airport whereas those of concern in a compatibility plan are off-airport.

The purpose of airport master plans is to assess the demand for airport facilities and to guide the development necessary to meet those demands. An airport master plan is prepared for and adopted by the agency that owns and/or operates the airport.

In contrast, the purpose of a compatibility plan is to assure that incompatible development does not occur on lands surrounding the airport. The responsibility for preparation and adoption of compatibility plans lies with each county's airport land use commission.

This distinction notwithstanding, the relationship between the two types of plans is close. Specifically, Public Utilities Code Section 21675(a) requires that ALUC plans be based upon a long-range airport master plan adopted by the airport owner/proprietor. If a current master plan does not exist for a particular airport, which is the case for Trinity County airports, an airport layout plan may be used subject to approval by the CalTrans.

Approval to use airport layout plans in lieu of a master plan was granted by CalTrans in February, 2009, see Section 4.0 "CalTrans Division of Aeronautics Letter of Approval" of Appendix B "References".

Dates of FAA approval of the Airport Layout Plans used for this *Airport Land Use Compatibility Plan* are contained in Section 3.0 "Trinity County Airport Layout Plans" of Appendix B "References".

3.3 Plan Review and Adoption Process

In addition to the involvement of the Trinity County ALUC and staff, contributions to the planning process have been provided by the communities and the Hayfork Community Plan committee.

During preparation of the draft plan, landowner and general public input to the planning process took place both in conjunction with regular ALUC meetings at which the plan was discussed and at public workshops. Kickoff workshops were held in each airport community during October 2008. Public workshops were then held monthly in Weaverville from November 2008 through July 2009.

In June 2009, a public review draft of the Plan was released for agency and public review and comment. The draft plan was the subject of a series of public workshops in each airport community during the month of June 2009.

A revision to the draft plan resulted from the comments received at the workshops and in writing from affected local jurisdictions, special districts, the general public, and others. The Agency Review Draft was completed in July 2009. CalTrans, FAA, and local agencies completed their reviews by the end of September, 2009. Only minor editorial changes were identified. Those changes were incorporated into the Final Draft.

In October 2009, the ALUC made a finding that adoption of the ALUCP does not cause either a direct or foreseeable indirect physical change in the environment, and therefore, the adoption of this ALUCP is not a "project" as defined by CEQA. The ALUC signed a CEQA Notice of Exemption upon adoption of the ALUCP.

As required by state statute, at the November 3, 2009 Trinity County Board of Supervisors meeting, the ALUC consulted with the Board regarding the definitions and implications of the Airport Influence Areas (AIAs). After this consultation, the Board approved a resolution adopting the AIAs from the Agency Review Draft for the five county airports. The AIAs in the final draft are identical to those defined in the Agency Review Draft.

At the November 12, 2009 regularly scheduled ALUC meeting, the ALUC formally adopted the Trinity County Airport Land Use Compatibility Plan.

4.0 Plan Implementation

4.1 General Plan Consistency

As noted above, state law requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan. The law says that the local agency must take this action within 180 days of when the ALUC adopts or amends its plan. The only other course of action available to local agencies is to overrule the ALUC by a two-thirds vote after first holding a public hearing and making findings that the agency's plans are consistent with the intent of state airport land use planning statutes.

A general plan does not need to be identical with the ALUC plan in order to be consistent with it. To meet the consistency test, a general plan must do two things:

- It must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and
- It must avoid direct conflicts with compatibility planning criteria.

Many community general plans pay little attention to the noise and safety factors associated with airport land use compatibility. Also, some of the designated land uses of property near an airport frequently are contrary to good compatibility planning. It is anticipated that the County may need to make some modification to its General Plan and/or other land use policy documents in order to meet the plan consistency requirements.

An initial assessment of the consistency between the current General Plan and the policies set forth in this ALUCP is contained in Appendix E, "General and Community Plan Consistency Analysis".

Compatibility planning issues can be reflected in a general plan in several ways:

- **Incorporate Policies into Existing General Plan Elements**—One method of achieving the necessary planning consistency is to modify existing general plan elements. For example, airport land use 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. With this approach, direct conflicts would be eliminated and the majority of the mechanisms and procedures to ensure compliance with compatibility criteria could be fully incorporated into the general plan.
- **Adopt a General Plan Airport Element**—Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when the county's general plan also needs to

address on-airport development and operational issues. Modification of other plan elements to provide cross referencing and eliminate conflicts would still be necessary.

- **Adopt Compatibility Plan as Stand-Alone Document**—Jurisdictions selecting this option would simply adopt as a local policy document the relevant portions of the ALUCP—specifically, Chapters 2 and 3 plus any background information they wish to include. Changes to the community's existing general plan would be minimal. Policy reference to the separate ALUCP document would need to be added and any direct land use or other conflicts with compatibility planning criteria would have to be removed. Limited discussion of compatibility planning issues could be included in the general plan, but the substance of most compatibility policies would appear only in the stand-alone document.
- **Adopt Airport Combining District or Overlay Zoning Ordinance**—This approach is similar to the stand-alone document except that the County would not explicitly adopt the Compatibility Plan as policy. Instead, the compatibility policies would be restructured as an airport combining or overlay zoning ordinance. A combining zone serves as an overlay of standard community-wide land use zones and modifies or limits the uses permitted by the underlying zone. Flood hazard combining zoning is a common example.

  An airport combining zone ordinance can serve as a convenient means of bringing various airport compatibility criteria into one place. The airport-related height-limit zoning that many jurisdictions have adopted as a means of protecting airport airspace is a form of combining district zoning. Noise and safety compatibility criteria, together with procedural policies, would need to be added to create a complete airport compatibility zoning ordinance.

  Other than where direct conflicts need to be eliminated from the general plan, implementation of the compatibility policies would be accomplished solely through the zoning ordinance. Policy reference to airport compatibility in the general plan could be as simple as mentioning support for the airport land use commission and stating that policy implementation is by means of the combining zone.

4.2 Project Referrals

In addition to the types of land use actions for which referral to the ALUC is mandatory in accordance with state law, the ALUCP specifies other land use projects that either must or should be submitted for review. These major land use actions are defined in Chapter 2.

Beginning when this plan is adopted by the Airport Land Use Commission and continuing until such time as the County has made the necessary modifications to its General Plan, all of these major land use actions are to be submitted to the commission for review. After the County has made its

General Plan consistent with the ALUCP, the ALUC requests that these major actions continue to be submitted on a voluntary basis. These procedures must be indicated in the General Plan or other implementing policy document in order for the General Plan to be considered fully consistent with the ALUCP.

5.0 Plan Content

The ALUCP is organized into four chapters and a set of appendices. The intent of this introductory chapter is to set the overall context of airport land use compatibility planning in general and for the Trinity County Airport Land Use Commission in particular.

The policies, tables and maps in Chapters 2 and Chapter 3 constitute the most important components of the plan. The policies establish compatibility criteria for future land use development in the airport environs. The policies also define the types of actions to be submitted for ALUC review and the procedures that the ALUC will follow in making compatibility determinations.

Chapter 4 and the appendices contain background and supporting information used in creation of the ALUCP.

The ALUCP contains several major elements:

- The existing and planned-for facilities at the airports that are relevant to preparing the ALUCP
- Appropriate noise, height, and safety restriction policies and land use compatibility standards
- Specific findings of compatibility or incompatibility with respect to existing land uses, proposed General Plan land uses, or existing zoning controls
- Specific actions that need to be taken to make the Trinity County General Plan and/or zoning ordinances consistent with the ALUCP.
- Establishment of an airport land use planning area, referred to as the Airport Influence Area (AIA), which sets the boundaries for application of ALUC policy. The ALUCP contains the relevant policies and guidelines for land use compatibility and specific findings of compatibility or incompatibility of land uses within the AIA.

  Of particular interest to the ALUC are areas "not already devoted to incompatible uses" and, more specifically, undeveloped lands within the AIA. The planning effort is focused on identifying these lands because the policies and standards of the plan are intended to control the compatibility of future development in these areas.

CHAPTER

2

ALUC COUNTYWIDE POLICIES

References and citations in this chapter are defined as follows:

- CBC refers to the California Building Code
- GC refers to the California Government Code
- PUC refers to the California Public Utilities Code, State Aeronautics Act
- *Handbook* refers to the CalTrans Airport Land Use Planning Handbook, January 2002 edition

1.0 Geographic Scope

Policy objective: Specify the geographical scope of this ALUCP within Trinity County.

As established by the Trinity County Airport Land Use Commission (ALUC), the geographic scope of this *Trinity County Airport Land Use Compatibility Plan* (ALUCP) encompasses:

- Airport Influence Areas

  The Airport Influence Areas for those facilities listed in Table 2-1 "Trinity County Facilities" are depicted on the respective Compatibility Map for each facility as presented in Chapter 3.

- New Airports or Heliports

  New facilities that may be proposed anywhere in the county that require an Airport Permit from CalTrans.

- Other Areas in the County

  Other lands, regardless of their locations in the county, on which certain land use characteristics could adversely affect the safety of aircraft flight in Trinity County. The specific uses of concern are identified in Policy 8.3 "Height Compatibility".

Airport Identifier	Airport Name	Community
F62	Hayfork Airport	Hayfork
H47	Hyampom Airport	Hyampom
T42	Ruth Airport	Ruth
O86	James Swett Field	Trinity Center
O54	Lonnie Pool Field	Weaverville

Table 2-1 Trinity County Facilities

2.0 Types of Airport Impacts

Policy objective: Identify the broad categories of compatibility concerns that underlie the policies defined herein. Certain airport impacts not addressed by the ALUCP are identified.

2.1 Principal Compatibility Concerns

The airport land use compatibility concerns of ALUCs fall under two broad headings identified in state law: noise and safety (PUC §21670(a)). However, for the purposes of formulating airport land use compatibility policies and criteria, further dividing these basic concerns into functional categories is more practical.

These categories are:

a) Noise: Mitigating the cumulative noise exposure from aircraft operations near an airport.

b) Overflight: Mitigating the impacts of routine aircraft flight over a community.

c) Safety: Minimizing the risks of aircraft accidents beyond the runway environment.

d) Airspace Protection: Limiting the heights of structures and other objects, and restricting other uses that potentially pose hazards to flight.

e) Wildlife hazards: Preventing development of wildlife attractions in the vicinity of airports.

2.2 Airport Impacts Not Considered

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. (*Handbook* Part I Chapter 2, page 2-9.)

Furthermore, in accordance with state law (PUC §21674(e)), neither this Plan nor the ALUC have authority over the operation of any airport (including where and when aircraft fly, airport security, and other such matters.)

3.0 Application of the ALUCP

Policy objective: The purpose of this Airport Land Use Compatibility Plan is to articulate procedures and criteria established in accordance with the California State Aeronautics Act (PUC §21670 *et seq.*) for use by the ALUC itself, the County, and other districts within the county.

3.1 The Trinity County Airport Land Use Commission

The Trinity County Airport Land Use Commission (ALUC)

a) Shall utilize the ALUCP when reviewing proposed land use development in Trinity County for compatibility with airport activity.

b) Shall utilize the ALUCP when evaluating certain types of airport development proposals, specified in Policy 4.0 "Types of Actions Reviewed", that also are subject to ALUC review and are addressed by the ALUCP.

3.2 The County of Trinity

Trinity County

a) Shall apply the ALUCP when modifying general plans, specific plans and zoning ordinances to be consistent with the ALUCP.

b) Shall consider ALUCP policies when making planning decisions regarding the proposed development of land within an Airport Influence Area.

c) Shall use the ALUCP as the basis for referring specified land use proposals to the ALUC for review. See Policy 4.0 "Types of Actions Reviewed".

3.3 Special Districts and School Districts

Special districts and school districts

a) Shall apply the ALUCP when creating plans and making other planning decisions regarding proposed facilities and other development within an Airport Influence Area.

b) Shall use the ALUCP as the basis for referring specified land use proposals to the Trinity County ALUC for review. See Policy 4.0 "Types of Actions Reviewed".

3.4 Incompatible Land Use

Local jurisdictions should encourage the conversion of land uses that are currently incompatible with this ALUCP to uses that are compatible, where feasible.

3.5 Conflicting guidelines or policies

In the case of conflicting guidelines or polices, the most restrictive guideline or policy shall be applied.

4.0 Types of Actions Reviewed

Policy objective: Identify land use actions that must be reviewed by the ALUC, and identify land use actions that should be reviewed by the ALUC in the best interests of the public.

4.1 Actions That Always Require ALUC Review

As required by state law, the following types of actions shall be referred to the ALUC or the Executive Secretary for determination of consistency with the ALUCP prior to 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 (PUC §21676(b)).

b) The adoption or approval of a zoning ordinance or building regulation that (1) affects property within an Airport Influence Area, and (2) involves the types of airport impact concerns listed in Policy 2.0 "Types of Airport Impacts" (PUC §21676(b)).

c) Adoption or modification of the airport master plan or airport layout plan for an existing public-use facility (PUC §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 (PUC §21664.5).

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

4.2 Other Land Use Actions Subject to ALUC Review

In addition to the above types of land use actions for which ALUC review is mandatory by state law, other types of land use actions are subject to review under the following circumstances:

a) Until such time as

1) the ALUC finds that a Local Agency's general plan or specific plan is consistent with the ALUCP, or

2) the Local Agency has overruled the ALUC's determination of inconsistency,

state law provides that the ALUC may require the Local Agency to refer all actions, regulations, and permits involving land within an Airport Influence Area to the ALUC for review (PUC §21676.5(a)).

Only those actions that the ALUC elects not to review are exempt from this requirement.

ALUC policy is that only the major land use actions listed in Policy 4.3 "Major Land Use Actions" shall be submitted for review.

b) After a Local Agency has revised its general plan or specific plan to be consistent with the ALUCP (see Policy 5.2 "General and Specific Plan Consistency") or has overruled the ALUC, the ALUC no longer has authority under state law to require that all actions, regulations, and permits be referred for review (PUC §21676.5(b)).

However, the ALUC and the Local Agency can agree that the ALUC should continue to review individual projects in an advisory capacity.

The ALUC requests local agencies to continue to submit major land use actions as listed in Policy 4.3 "Major Land Use Actions". ALUC review of these types of projects can serve to enhance their compatibility with airport activity.

Note that:

1) Review of these actions is requested only if a review has not previously been conducted as part of a general plan, specific plan, or zoning ordinance action; or if sufficient project-level detail to enable a full assessment of compatibility was not available at the time of a previous review.

2) Because the ALUC acts in an advisory capacity when reviewing projects under these circumstances, local jurisdictions are not required to adhere to the overruling process if they elect to approve a project without incorporating design changes or conditions suggested by the ALUC.

c) Proposed redevelopment of a property for which the existing use is consistent with the general plan and/or specific plan, but nonconforming with the compatibility criteria set forth in this plan, shall be subject to ALUC review. See Policy 9.4 "Redevelopment".

d) Proposed land use actions covered by Paragraphs (a), (b), and (c) above shall initially be reviewed by the ALUC Executive Secretary. If the Executive Secretary determines that significant compatibility issues are evident, the proposal shall be forwarded to the ALUC for review and decision. The ALUC may authorize the Executive Secretary to approve proposed actions having no apparent compatibility issues of significance using the Delegated Actions list as defined under Policy 5.1.3, "Executive Secretary Delegation."

4.3 Major Land Use Actions

The scope or character of certain major land use actions, as listed below, is such that their compatibility with airport activity is a potential concern.

Even though these actions may be basically consistent with the local general plan or specific plan, sufficient detail may not be known to enable a full airport compatibility evaluation at the time that the general plan or specific plan is reviewed.

To enable better assessment of compliance with the compatibility criteria set forth herein, ALUC review of these actions may be warranted. The circumstances under which ALUC review of these actions is to be conducted are indicated in Policy 4.2 "Other Land Use Actions Subject to ALUC Review".

4.3.1 Land Uses Within Any Compatibility Zone

The ALUC shall review the following actions affecting land uses within any compatibility zone:

a) Proposed development agreements or amendments to such agreements.

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

c) Any discretionary development proposal for projects having a building floor area of 20,000 square feet or greater unless only ministerial approval (*e.g.,* a building permit) is required.

d) Major capital improvements (*e.g.,* water, sewer, or roads) that would promote new uses in undeveloped or agricultural areas to the extent that such uses are not reflected in a previously reviewed general plan or specific plan.

e) Proposed land acquisition by a government entity for any facility accommodating a congregation of people (for example, a school or hospital).

f) Any off-airport, non-aviation use of land within Compatibility Zone A of any airport.

g) Proposals for new development (including buildings, antennas, and other structures) having a height of more than:

- 35 feet within Compatibility Zones B1 and C
- 70 feet within Compatibility Zones B2 and D
- 100 feet within Compatibility Zone E

See Policies 8.3.1 "FAR Part 77 Penetration", and 8.5.2 "ALUC Review of Height of Proposed Objects".

h) Any obstruction reviewed by the Federal Aviation Administration in accordance with Part 77 of the Federal Aviation Regulations that receives a finding of anything other than "not a hazard to air navigation." See Policy 8.3, "Height Compatibility."

i) Any project having the potential to create electrical or visual hazards to aircraft in flight, including:

- Electrical interference with radio communications or navigational signals;
- Lighting that could be mistaken for airport lighting;
- Glare in the eyes of pilots of aircraft using the airport; and
- Impaired visibility near the airport.

j) Projects having the potential to cause attraction of birds or other wildlife that can be hazardous to aircraft operations within the vicinity of an airport. See Policy 8.7 "Wildlife Compatibility".

4.3.2 Proposed Non-aviation Use of Airport Property

Proposed non-aviation development of airport property, if such development has not previously been included in an airport master plan or community general plan, shall be reviewed by the ALUC.

4.3.3 Tall Structures Anywhere in the County

Regardless of location within Trinity County, any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above ground level (AGL) at the site shall be reviewed by the ALUC. See Policy 8.3.3 "Construction Taller than 200 Feet".

4.3.4 Other Actions

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

5.0 Project Reviews Process

Policy objective: To provide an orderly and timely process for reviewing projects. To ensure the ALUC's inclusion in all projects that may affect public and aviation safety near an airport.

5.1 General Review Policies

Certain process elements apply to all forms of project review.

5.1.1 Timing of Project Submittal

Proposed actions listed in Policy 4.0 *should* be submitted to the ALUC at the earliest reasonable point in time so that the ALUC's (or ALUC Executive Secretary's) review can be duly considered by the local jurisdiction prior to formalizing its actions. The timing may vary depending upon the nature of the specific project. However, all project actions listed in Policy 4.0 *must* be submitted to the ALUC for review prior to final approval by the local government entity.

5.1.2 Public Input

Where applicable, the ALUC shall provide public notice and obtain public input in accordance with PUC §21675.2(d) before acting on any plan, regulation, or other land use proposal under consideration.

5.1.3 Executive Secretary Delegation

The ALUC may, from time to time, specify a set of land uses or project actions, called the Delegated Actions. These actions will have been deemed by the ALUC to have no apparent compatibility issues of significance. The Delegated Actions list shall be approved by resolution of the ALUC. The ALUC Executive Secretary is authorized by the ALUC to use the Delegated Actions list pursuant to Policy 4.2(d) "Other Land Use Actions Subject to ALUC Review".

5.2 General and Specific Plan Consistency

In order for a general or specific plan to be considered consistent with the ALUCP, the following process shall be followed:

5.2.1 Initial ALUC Review of General Plan Consistency

In conjunction with adoption or amendment of this ALUCP, the ALUC shall review the county general plan to determine its consistency with the ALUC's policies. See Appendix E, "General and Community Plan Consistency Analysis" for findings of consistency.

5.2.2 Subsequent Reviews

As indicated in Policy 4.1(b) "Actions That Always Require ALUC Review", prior to taking action on an amendment of a general plan or specific plan, or the addition or approval of a zoning ordinance or building regulation affecting an Airport Influence Area as defined herein, local agencies must submit the proposed plan, ordinance, or regulation to the ALUC for review.

Subsequent land use development actions that are consistent with applicable, previously reviewed, local plans, ordinances, and regulations are subject to ALUC review only under the conditions indicated in Policies 4.2 and 5.2.6.

5.2.3 Aligning the General and Specific Plans with the ALUCP

Pursuant to state law, within 180 days of the ALUC'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 ALUCP or, alternatively, adopt findings and overrule the ALUC in accordance with PUC §21676(b) and GC §65302.3.

Prior to taking action on a proposed amendment to bring a plan into consistency with the ALUCP, the Local Agency must submit a draft of the proposal to the ALUC for review and approval.

No direct conflicts can exist between the two plans. However, a general plan cannot be found inconsistent with the ALUCP because existing land use conflicts with the ALUC's compatibility criteria. Such an inconsistency is allowed only if the general plan includes policies setting limitations on expansion and reconstruction of nonconforming uses that are consistent with Policies 8.3.3 "Construction Taller than 200 Feet" and 9.2, "Reconstruction."

A general plan and/or implementing ordinance must include provisions ensuring long-term compliance with the compatibility criteria. For example, future reuse of a building must not result in a usage intensity that exceeds the applicable standard or other approved limit.

5.2.4 ALUC Action Choices

When reviewing a general plan, specific plan, zoning ordinance, or building regulation for consistency with the ALUCP, the ALUC has three choices of action:

a) Find the plan, ordinance, or regulation consistent with the ALUCP.

b) Find the plan, ordinance, or regulation consistent with the ALUCP subject to conditions and/or modifications that the ALUC may require. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed.

c) Find the plan, ordinance, or regulation inconsistent with the ALUCP. In making a finding of inconsistency, the ALUC shall note the specific conflicts or shortcomings upon which its determination is based.

5.2.5 Response Time

The ALUC must respond to a Local Agency's request for a consistency determination on a general plan, specific plan, zoning ordinance, or building regulation within 60 days from the date of referral (PUC §21676(d)).

The date of referral is deemed to be the date on which all applicable information is received by the ALUC Executive Secretary.

The 60-day review period may be extended if agreed upon in writing by the submitting agency or project applicant.

If the ALUC fails to make a determination within the 60-day period or agreed extension period, the proposed action shall be deemed consistent with the Compatibility Plan.

Regardless of ALUC action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.

The referring agency shall be notified of the ALUC's action in writing.

5.2.6 ALUC Response to Notification of Proposed Overruling

If a Local Agency proposes to overrule an ALUC action regarding a community land use plan or ordinance, it must provide a 45-day notice to both the ALUC and the California Division of Aeronautics and these agencies then have 30 days in which to respond (PUC §21676(a) and (b)).

The ALUC may authorize the Executive Secretary to respond as appropriate.

5.3 Major Land Use Actions

Review of major land use actions will follow these procedures:

5.3.1 Project Submittal Information

A proposed major land use action submitted to the ALUC (or to the ALUC Executive Secretary) for review shall include:

a) a completed, current edition of the "Application for Major Land Use Action Review" that includes at least the following information:

1) Property location data (assessor's parcel number, street address, subdivision lot number).

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

3) A description of the existing and proposed uses of the land in question.

4) The type of land use action being sought from the local jurisdiction (*e.g.*, zoning change, building permit, *etc.*).

5) For residential uses, an indication of the potential or proposed number of dwelling units per acre (including any secondary units on a parcel); or, for nonresidential uses, the number of people potentially occupying the total site or portions thereof at any one time.

6) 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.

7) Identification of any characteristics that could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight.

8) Any environmental document (initial study, draft environmental impact report, *etc.*) that may have been prepared for the project.

9) Any staff reports regarding the project that may have been presented to Local Agency decision makers.

10) Other relevant information that the ALUC or its staff determine to be necessary to enable a comprehensive review of the proposal.

b) Any applicable review fees as established by the ALUC.

5.3.2 ALUC Executive Secretary's Choices

When reviewing major land use actions in accordance with Policy 4.2(d), the ALUC Executive Secretary has two choices of action:

a) Find that the proposed project does not contain characteristics likely to result in inconsistencies with the compatibility criteria set forth in this plan. Upon said finding, the Executive Secretary may approve the project if authorized per Policy 4.2, "Other Land Use Actions Subject to ALUC Review."

b) Find that the proposed project may be inconsistent with the ALUCP. The Executive Secretary shall forward any such project to the ALUC for a consistency determination.

5.3.3 ALUC Action Choices

When reviewing a major land use project proposal, the ALUC has three choices of action:

a) Find the project consistent with the ALUCP.

b) Find the project consistent with the ALUCP subject to compliance with such conditions as the ALUC may specify. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed (*e.g.*, the height of a structure).

c) Find the project inconsistent with the ALUCP. In making a finding of inconsistency, the ALUC shall note the specific conflicts upon which the determination is based.

5.3.4 Response Time

In responding to major land use actions submitted for review, the policy of the ALUC is that:

a) When a major land use action is submitted for review on a mandatory basis as required by Policy 4.2(a):

1) Reviews by the ALUC Executive Secretary shall be completed within 30 days of when a complete application is submitted.

2) Reviews of projects forwarded to the ALUC for a consistency determination shall be completed within 60 days of the date of project referral. (PUC 21675.2(a))

3) The date of referral is deemed to be the date on which all applicable project submittal information as listed in Policy Project Submittal Information is received by the ALUC Executive Secretary.

4) If the ALUC Executive Secretary or the ALUC fails to make a determination within the above time periods, the proposed action shall be deemed consistent with the compatibility plan pursuant to GC §65943(a).

b) When a major land use action is submitted on an optional basis in accordance with Policy 4.2(b), review by the ALUC Executive Secretary and/or the ALUC should be completed in a timely manner enabling the comments to be considered by decision-making bodies of the submitting agency.

c) Regardless of action or failure to act on the part of the ALUC Executive Secretary or the ALUC, the proposed action still must comply with other applicable local, state, and federal laws and regulations.

d) The referring agency shall be notified of the ALUC Executive Secretary's and/or the ALUC's action in writing.

5.3.5 ALUC Response to Notification of Proposed Overruling

If a Local Agency proposes to overrule an ALUC action regarding a major land use action for which ALUC review is mandatory, that agency must provide a 45-day notice to both the ALUC and the California Division of Aeronautics and these agencies then have 30 days in which to respond (PUC §21676.5(a)).

The ALUC may authorize the Executive Secretary to respond as appropriate.

5.3.6 Subsequent Review

Once a project has been found consistent with the ALUCP, the project need not be referred for review at subsequent stages of the planning process (*e.g.,* for a use permit after a zoning change has been reviewed) unless:

a) Insufficient information was available at the time of the ALUC's original review of the project to assess whether the proposal would be fully in compliance with compatibility criteria (*e.g.,* the site layout and structure height might not be known at the time a general plan change or zoning amendment is requested).

b) The design of the project subsequently changes in a manner that reopens previously considered compatibility issues and could raise questions as to the validity of the earlier finding of compatibility. Proposed changes warranting a new review include, but are not limited to, the following:

1) An increase in the number of dwelling units, intensity of use (more people on the site), or other usage characteristics to levels exceeding the criteria set forth in this plan;

2) An increase in the height of structures or other design features such that the height limits established herein would be exceeded or exceeded by a greater amount than previously approved;

3) Major site design changes (such as incorporation of clustering or modifications to the configuration of open land areas proposed for the site) to the extent that site design was an issue in the initial project review; and/or

4) Any significant change to a proposed project for which a special exception was granted in accordance with Policy 9.7 "Other Special Conditions".

5.4 Airport Master Plans and Development Plans

Changes to an airport's infrastructure may affect compatible land use near the airport. The ALUC's inclusion in the review of airport landside projects is an important step in maintaining compatibility between the airport and surrounding land. (PUC §21676(c))

5.4.1 Project Submittal Information

An airport master plan, airport layout plan, or development plan submitted to the ALUC for review shall contain sufficient information to enable the ALUC to adequately assess the noise, safety, airspace protection, and overflight impacts of airport activity upon surrounding land uses.

A master plan or airport layout plan report should be submitted, if available.

a) At a minimum, information to be submitted shall include an Airport Layout Plan drawing of the proposed project.

b) Any applicable review fees as established by the ALUC shall accompany the application.

5.4.2 ALUC Action Choices for Plans of Existing Airports

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

a) Find the airport plan consistent with the ALUCP.

b) Find the airport plan inconsistent with the ALUCP.

c) Modify the ALUCP (after a duly noticed public hearing) to reflect the assumptions and proposals in the airport plan.

5.4.3 ALUC Action Choices for Reviews of New Airports or Heliports

When reviewing proposals for new airports or heliports, the ALUC's choices of action are:

a) Approve the proposal as being consistent with the specific review policies listed in Policy 11.2 "Criteria for Proposed New Airports or Heliports".

b) Approve the proposal and adopt a Compatibility Plan for that facility. State law requires adoption of such a plan if the airport or heliport will be a public-use facility (PUC §21675(a)).

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

5.4.4 Response Time

The ALUC must respond to a Local Agency's submittal of an airport master plan or development plan within 60 days from the date of referral (PUC §21676(d)).

a) If the ALUC fails to make a determination within that period, the proposed action shall be deemed consistent with the ALUCP.

b) Regardless of ALUC action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.

c) The referring agency shall be notified of the ALUC's action in writing.

5.4.5 ALUC Response to Notification of Proposed Overruling

If a Local Agency proposes to overrule an ALUC action regarding an airport master plan, airport layout plan or development plan, it must provide a 45-day notice to both the ALUC and the California Division of Aeronautics and these agencies then have 30 days in which to respond (PUC §21676(c)).

6.0 Review Fees

Policy objective: As allowed by state law, to fund the ALUC staff, direct expenses, and ALUCP updates. ALUC funding will reduce expenditures from the county general fund.(PUC §21671.5(f))

For the purpose of defraying costs for providing the service for which the fee or deposit is collected, the fees and deposits contained in this section shall accompany the respective submittal.

6.1 Filing Fees and Deposits

The ALUC will use a staff work study to determine appropriate fees for the following types of cases and other costs. A fee schedule will be published effective on January 1 of the subsequent year.

6.1.1 Types of Cases

Minor Cases: A fee shall be paid with the submittal. Minor cases involve projects within established airport planning boundaries that require review of one or more of the following: zone changes, zoning ordinance amendments, individual development projects, extensions or re-alignments of existing airport runways, or heliports or helistops regardless of their location.

Major Cases: A deposit, subject to adjustment to defray the actual cost of the review, shall be paid with the submittal. Major cases involve projects within established Airport Influence Area boundaries that require review of one or more of the following:

a) general plans or amendments thereto;

b) community plans or amendments thereto;

c) specific plans or amendments thereto;

d) airport master plans or airport layout plans; or

e) construction plans for new airports or heliports regardless of their location.

6.1.2 Subsequent Costs

For Major Cases, when the actual costs incurred by the ALUC staff exceed 80% of the deposit, the applicant will be charged a supplemental deposit as follows:

a) Each time the ongoing costs of processing the case reaches 80% of the deposit balance, the supplemental deposit will be charged.

b) There is no limit to the number of supplemental deposits that may be required prior to completion or withdrawal of the review case. At the

sole discretion of the applicant, the amount of an initial or supplemental deposit may exceed the minimum amounts specified in the current fee schedule, except that at no time shall such initial or supplemental deposit be less than specified in the fee schedule.

c) The final fee shall be based on actual costs incurred to review and process the case. Costs are computed and deducted monthly from the amount on deposit. The fee shall be considered final upon completion of the review process. If final costs do not exceed the amount on deposit, the unused portion shall be refunded to the applicant.

d) Should the application be withdrawn, costs to date shall be computed and the unused portion of the amount on deposit shall be refunded to the applicant.

e) If the County hires a consultant to assist in the review of material associated with the processing of an aviation case, those costs shall be considered actual costs, which shall be added to the staff costs.

f) Cost data used to determine fees shall be maintained by the Planning Department office and made available for public review while work is in progress and for three years following final action or withdrawal of the application.

g) Except as specified in (c) above, there shall be no refund of any portion of the fees collected pursuant to this section, after said fee has been processed for payment.

6.2 Annual Fee Adjustment

The fee for minor aviation cases shall be reviewed annually by the County Auditor-Controller. Beginning on January 1, 2010, and thereafter on each succeeding January 1st, the amount of the fee shall be adjusted based upon actual costs incurred by ALUC staff the prior year. However, no adjustment shall decrease the fees and no fee shall exceed the reasonable cost of providing services.

7.0 Primary Compatibility Criteria and Airport Influence Area

Policy objective: To define the dimensions and land use restrictions within Compatibility Zones and the Airport Influence Area.

7.1 Overview

The Airport Influence Area (AIA) defines the notion of the "vicinity of the airport." Many statutes and regulations, such as real estate disclosure law, refer to taking action within the vicinity of an airport. It is considered the land around an airport influenced or impacted in some way by the presence of the airport and the associated air traffic.

The Primary Compatibility Criteria matrix, Table 2-3, presents a summary of common compatibility criteria associated with each of the County airports. These criteria are to be used in conjunction with the compatibility map and policies for each airport as presented in Chapter 3 "Individual Airport Policies and Compatibility Maps".

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 Primary Compatibility Criteria matrix are anticipated to suffice.

However, certain complex land use actions may require more intensive review. The ALUC may refer to the supporting criteria, as listed in Policy 8.0 "Supporting Compatibility Criteria", to clarify or supplement its review of such actions.

Note: A Local Agency is not precluded from establishing land use policies and guidelines that are more restrictive than those described in this ALUCP.

7.2 Criteria Guidance

The principal source for airport land use compatibility planning is the January 2002 California Airport Land Use Planning Handbook (the *Handbook*) published by the California Department of Transportation, Division of Aeronautics (CalTrans). (PUC §21674.7)

7.3 Airport Influence Area

The ALUC shall establish an Airport Influence Area (AIA) for each airport in the county in consultation with the affected local jurisdiction. The ALUC recommends that the Trinity County Board of Supervisors adopt all of the AIAs.

The AIA encompasses those areas adjacent to an airport that could be impacted by noise levels exceeding the California Sate Noise Standards or where height restrictions are needed to prevent obstructions to navigable airspace, as outlined in FAA regulations. The AIA must include all compatibility zones.

The Airport Influence Area (AIA) for Trinity County airports is delineated by the outer edge of the Federal Aviation Regulations (FAR) Part 77 conical surface unless specified otherwise in Chapter 3 for a particular airport. Land use planning areas within the AIA consist of specific compatibility zones.

See Chapter 3 for individual airport AIA maps.

7.4 Compatibility Zones

There are six types of compatibility zones used at Trinity County airports.

A summary of zone risk characteristics is provided in Table 2-2 "Compatibility Zone Factors" on page 2-35.

Guidelines for land use within each zone is summarized in Table 2-3 "Primary Compatibility Criteria" on page 2-36.

Figure 2-1 "Generalized Compatibility Zone Dimensions" provides the standard dimensions of the Compatibility Zones except for the RPZ (which is defined in Policy 7.4.2.) Figure 2-2 "Generalized Compatibility Zones for a Two-sided Traffic Pattern" and Figure 2-3 "Generalized Compatibility Zones for a One-sided Traffic Pattern" provide graphical representations of the standard zone layouts. The standard dimensions specified in this section are applied to each airport unless overridden for a specific airport in Chapter 3.

7.4.1 Airport Property

Notwithstanding Policy 4.3.2 "Proposed Non-aviation Use of Airport Property", all property within the boundaries of an airport is controlled by the Airport Master Plan and is, therefore, excluded from the provisions of this *Airport Land Use Compatibility Plan.*

7.4.2 Zone A - Runway Protection Zone and Object Free Area

Location: Runway Protection Zone (RPZ) and Object Free Area (OFA)

Relative Risk Level: Very High

Dimensions: Compatibility Zone A includes at least all RPZs and the runway OFA. A typical RPZ for an A-I utility airport with a runway less than 4,000 feet and a visual approach is 250 feet by 450 feet by 1,000 feet long. RPZs extend outward beginning 200 feet from the runway end or landing threshold. For this type of runway, the OFA is 250 feet wide and extends 240 feet beyond the end of the runway.

The dimensions of these areas as well as the definition of an "A-I utility airport" are defined in the *Airport Design Advisory Circular* (AC 150/5300-13) and FAR Part 77, and are shown on the individual County-approved Airport Layout Plan diagrams contained in Chapter 4.

RPZs are trapezoidal areas at each end of the runway that have a critical need for protection from incompatible land uses. In some cases, multiple RPZs can exist at a runway end; see Policy 7.6, "Runways With Multiple RPZs."

Zone A is intended to provide a clear area that is free of above-ground construction and structures. This zone is closest to the individual runway ends and sides.

Land uses that are prohibited in Zone A include:

- Fuel storage facilities
- Residential structures (homes, condominiums, apartments, and manufactured housing parks)
- Places of public assembly (places of worship, schools, hospitals, office buildings, shopping centers, or other uses with similar concentrations of people)

Where the County does not own or control the entire Zone A, and where it has been determined to be impractical to purchase the property, the Advisory Circular's RPZ land use standards should be consulted to determine the appropriate recommendations for the portion not owned by the County. If residential structures are currently located within Zone A, the airport should attempt to acquire the property. However, if this option is impractical, the County should consider an avigation easement to provide control over the RPZ area.

7.4.3 Zone B1 - Inner Approach/Departure Area

Location: Compatibility Zone B1 lies immediately beyond the runway, and it surrounds the RPZ(s) and the last 1000 feet of runway.

Relative Risk Level: High

Dimensions: Zone B1 is centered on the extended runway centerline. The sides of the zone are parallel lines 500 feet each side of the extended runway centerline. The outer edge is an arc created by swinging a 3000-foot radius emanating from a point on the runway centerline 1,200 feet from the inner edge of the respective RPZ. The Zone B1 inner edges are line segments of radii, emanating from the same point used for the outer arc, between Zone A and the sides of Zone B1, and 30 degrees each side of the centerline.

Zone B1 is a critical airport overlay zone that reflects the approach and departure areas for each runway at an airport. Airplane approach profiles often terminate 1,000 feet down a runway (the "aiming point"); and on takeoff, light aircraft often become airborne and begin turns well before the end of a runway. Therefore, Zone B1 begins near that point.

Zone B1 includes area where aircraft are commonly below 400 feet above the ground level (AGL.)

Land use applications in Zone B1 typically require additional review to maintain compliance with land use guidelines that limit concentrations of people, wildlife attractants, visual obstructions, tall structures, and noise sensitive developments. For example, residential developments should be largely precluded from this area.

7.4.4 Zone B2 - Extended Approach/Departure Area and Turning Areas

Location: The extended approach and departure areas lie beyond Zone B1. Turning areas are adjacent to Zone B1.

Relative Risk Level: Moderate to Low

Dimensions: Zone B2 is comprised of two areas: the *extended approach/ departure area* and the *turning areas*. The extended approach/departure area is centered on the extended runway centerline and is 1,000 feet wide. The sides are parallel lines, the outer edge is a line 3,500 feet from the end of the runway, and the inner edge is the outer arc of Zone B1. The turning area consists of two segments, one on either side of Zone B1. The segments are formed by extending the 30 degree radii from Zone B1 out to 3,000 feet from the center point, and extending the arc from Zone B1 to intersect the 30 degree radii.

The purpose of Zone B2 is to apply a stronger safety restriction to those area of the common traffic pattern that have a higher accident risk. Zone B2 must be free of airspace obstructions.

The turning area encompasses the base leg of the traffic pattern as commonly flown. In the turning area, aircraft are maneuvering—climbing, descending, turning—at low altitude. Both portions of Zone B2 are subject to high levels of aircraft noise on departure.

For airports where the traffic pattern exists on only one side of the runway, the turning areas on the opposite side of the runway are eliminated.

Land uses allowed in Zone B2 should not congregate people, generate visual obstructions, attract wildlife hazards, nor include tall structures. Noise sensitive developments should be discouraged.

7.4.5 Zone C - Runway Sideline

Location: The sideline areas parallel the runway on either side of the runway.

Relative Risk Level: Low to Moderate

Dimensions: Zone C extends laterally from Zone A to 500 feet from the runway centerline, and abuts Zone B1 at either end of the runway.

The purpose of Zone C is to provide an area relatively free of obstructions in close proximity to the runway side environs. This area is essentially a buffer between the runway and the area where a standard airport traffic pattern is located.

Within this area consideration should be given to the potential for aircraft loss of control on the runway or immediately after taking off, especially by twin-engine aircraft.

Land uses allowed in Zone C should not congregate people, generate visual obstructions, attract wildlife hazards, nor include tall structures. Noise sensitive developments should be discouraged as well because this area will experience engine-run-up and general operational noise from the aircraft during takeoff and landing.

7.4.6 Zone D - Primary Traffic Pattern

Location: Compatibility Zone D generally contains the common aircraft flight path.

Relative Risk Level: Low

Dimensions: Zone D includes the area outside Zones B1, B2 and C, and inside the perimeter defined by swinging arcs with radii of 4,500 feet from points 500 feet from each end of the runway on the extended runway centerline. The arcs are connected by lines parallel to, and 4,500 feet on either side of the runway.

Zone D has a substantial number of aircraft over-flights within its boundary during approaches and departures at an airport. The outer boundary of Zone D is defined to include the area where aircraft are commonly operating at traffic pattern altitudes. See Figure 2-1 "Generalized Compatibility Zone Dimensions" and Figure 2-2, "Generalized Compatibility Zones for a Two-sided Traffic Pattern." For runways having an established traffic pattern only on one side, the shape of the zone is modified accordingly. See Figure 2-3, "Generalized Compatibility Zones for a One-sided Traffic Pattern."

Zone D should be clear of all uses that may generate visual distractions, wildlife attractants, or tall structures because aircraft typically operate at lower altitudes and slower air speeds in this area. Land uses that encourage large congregations of people should also be discouraged.

Zone D is not typically impacted by high noise levels. However, an individual may notice the noise of overflight and perceive that a single event is louder than generally considered objectionable. Certain non-residential uses, such as music concerts, may find any overflight objectionable. Little can be done to mitigate noise impacts for the property owner; therefore, residential development or outdoor uses should be considered with care in Zone D.

7.4.7 Zone E - Other Airport Environs

Location: Compatibility Zone E includes area not normally under the flight path of low-altitude aircraft, but which should still have minor restrictions due its proximity to the airport. (See Policy 7.5 "Single-sided Traffic Patterns".)

Relative Risk Level: Low.

Dimensions: Zone E has the same dimensions as Zone D. Typically, a standard Zone D is divided into a partial Zone D and a Zone E due to traffic patterns. See Figure 2-3, "Generalized Compatibility Zones for a One-sided Traffic Pattern."

Zone E has the least number of land use restriction considerations. This zone is intended to preclude the development of any land uses that may generate concerns related to significant height limitations, wildlife attractants, and visual distractions. Concentrations of people and noise-sensitive land uses should also be evaluated to ensure compatibility within the airport's environs.

7.5 Single-sided Traffic Patterns

Based on guidance from the *Handbook*, the ALUC has determined that it is unnecessary to provide a full-size Zone D at a single-runway airport on the side opposite to the traffic pattern. Consequently, this ALUCP defines a Zone E to be used at such airports.

Zone E replaces a portion of Zone D generally with an area the same shape as the replaced portion. The dividing line between Zone D and Zone E is the extension of the edge of Zone B2 extended approach area on the side away from the traffic pattern. This Zone B2 edge extension continues outward until it intersects Zone D.

This definition of the dividing line between Zones D and E applies even if Zone B2 is non-standard unless this policy is overridden at a particular airport.

7.6 Runways With Multiple RPZs

Sometimes multiple Runway Protection Zones are defined at the end of a runway. This typically occurs when there is a displaced threshold, but can also occur if a runway has a planned extension.

When there is a displaced threshold:

- one RPZ is defined relative to the threshold to protect arriving aircraft, and
- a second RPZ is defined relative to the end of the runway to protect aircraft departing in the opposite direction.

The RPZs normally begin 200 feet from the end of a runway or from a threshold. Therefore, when there are two RPZs off one end of a runway, the outer RPZ will be displaced from the inner RPZ by exactly the same amount as the threshold is displaced from the runway end.

If additional RPZs are defined due to runway extensions shown in the ALP, they will be defined similarly from the planned end of the extension.

With multiple RPZs, Zone A is defined to include all RPZs, and the outer corners of the innermost RPZ will be connected to the outer corners of the outermost RPZ by straight lines. The small additional area thus defined will be included in Zone A.

7.7 Residential Development

The following criteria shall be applied to evaluation of the compatibility of proposed residential development.

a) Any subdivision of land for residential uses within Compatibility Zones A, B1, B2, C, and D shall not result in a density greater than that indicated in Table 2-3 "Primary Compatibility Criteria".

   1) Secondary units, as defined by state law, shall be included in density calculations.

   2) Clustering of development shall be limited in accordance with Policy 8.4.7 "Limitations on Clustering".

Within Compatibility Zone D, local land use jurisdictions have two options. The basic option is to limit densities to no more than 4 dwelling units per acre.

Additionally, a high-density option is provided. This option requires that densities be a minimum of 8 dwelling units per acre (*i.e.*, an average parcel size less than 0.125 gross acres). See Table 2-2 "Compatibility Zone Factors" for an explanation of the rationale behind these options.

a) Other development conditions as also listed in Table 2-3 apply to sites within certain compatibility zones.

b) Mixed use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. The occupancy of the residential portion shall be added

to that of the nonresidential portion and evaluated with respect to the nonresidential usage intensity criteria below.

This mixed-use development policy is intended for dense, urban-type developments where the resultant ambient noise levels are relatively high (*e.g.,* in Weaverville.) The policy is not intended to apply to projects in which the residential component is isolated from the nonresidential uses of the site.

Noise attenuation and other requirements that may be specifically relevant to residential uses shall still apply.

7.8 Nonresidential Development

The compatibility of nonresidential development shall be assessed primarily with respect to its usage intensity (the number of people per acre) and the noise-sensitivity of the use. Additional criteria listed in Table 2-3 "Primary Compatibility Criteria" shall also apply.

a) The total number of people permitted on a project site at any time, except for rare special events, must not exceed the indicated usage intensity times the gross acreage of the site.

   1) Usage intensity calculations shall include all people (*e.g.,* employees, customers, visitors, *etc.*) who may be on the property at any single point in time, whether indoors or outside.

   2) Rare special events are ones (such as an air show at an airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

b) No single acre of a project site shall exceed the number of people per acre indicated in Policy 8.4.7(b) "Limitations on Clustering" and listed in Table 2-3 "Primary Compatibility Criteria" unless special risk reduction building design measures are taken as described in Policy 8.4.11 "Risk Reduction Through Building Design".

c) The noise exposure limitations cited in Policy 8.2 "Noise Compatibility" and listed in Table 2-4 "Noise Compatibility Criteria"shall be the basis for assessing the acceptability of proposed nonresidential land uses relative to noise impacts. The ability of buildings to satisfy the interior noise level criteria noted in Policy 8.2.5 "Interior Noise Levels" shall also be considered.

7.9 Prohibited Uses

Regardless of usage intensity, certain types of uses are deemed unacceptable within portions of an Airport Influence Area. See Policy 8.4.10 "Land Uses of Special Concern" and Table 2-3 "Primary Compatibility Criteria".

In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones if they do not meet the usage intensity criteria.

7.10 Other Development Conditions

All types of proposed development shall be required to meet the additional conditions listed in Table 2-3 "Primary Compatibility Criteria" for the respective compatibility zone where the development is to be located. Among these conditions are the following:

a) Avigation Easement Dedication: See Policy 8.5.3.

b) Deed Notice: See Policy 8.6.3.

c) Real Estate Disclosure: See Policy 8.6.2.

d) Noise Level Reduction: See Policy 8.2.5.

e) Airspace Review: See Policy 8.5.2.

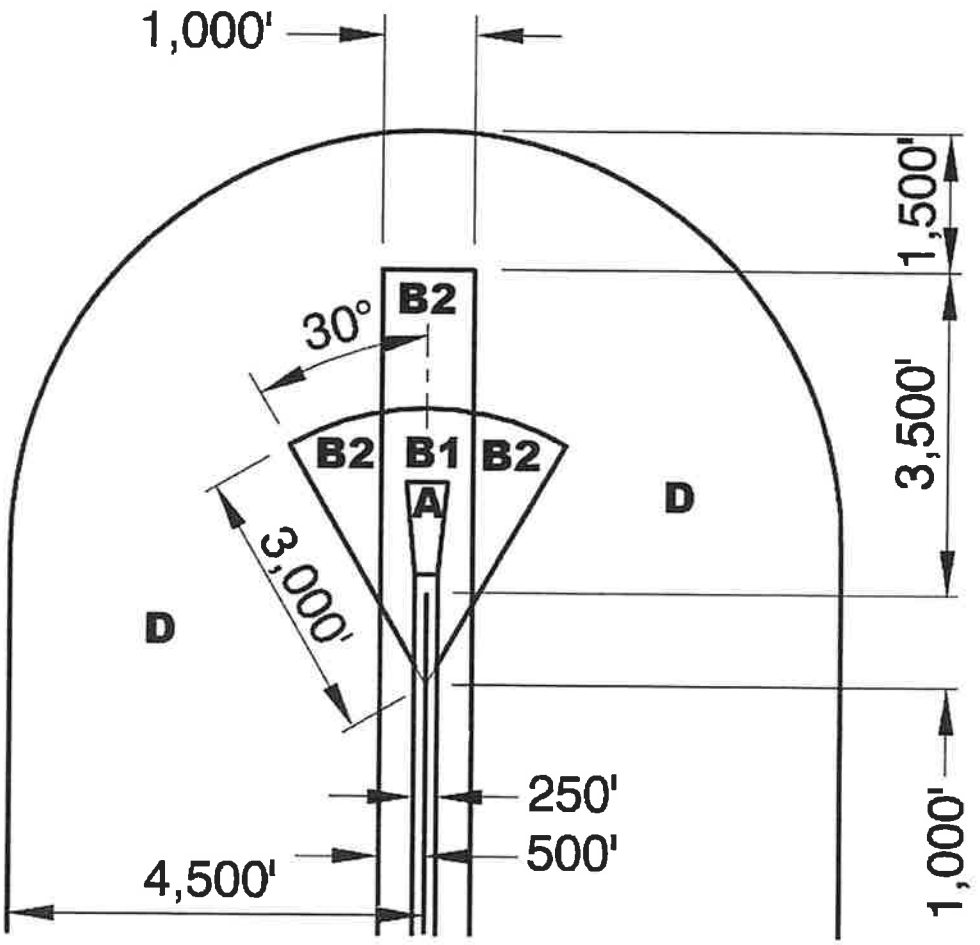


Figure 2-1 General Compatibility Zone Dimensions

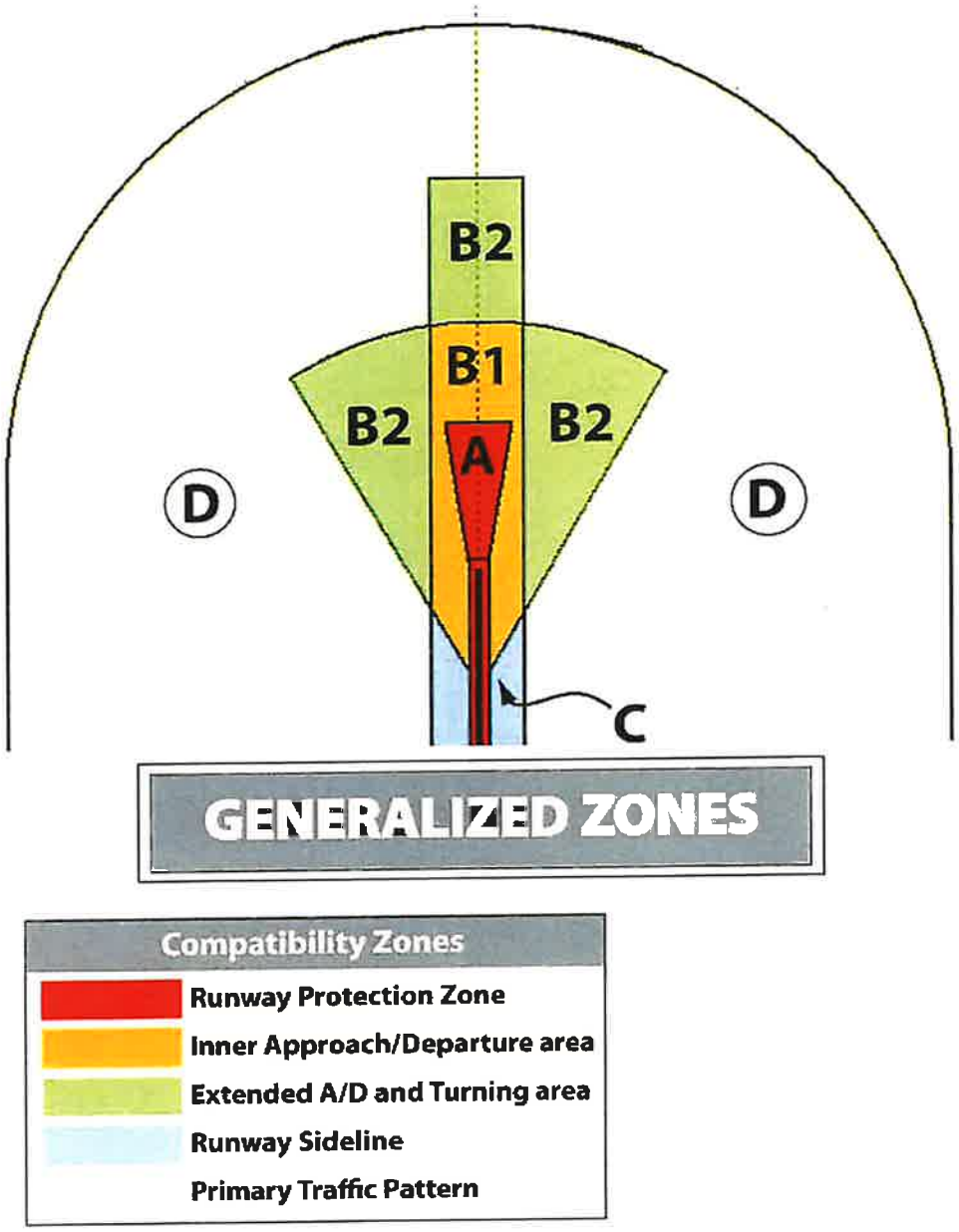


Figure 2-2 Generalized Compatibility Zones for a Two-sided Traffic Pattern

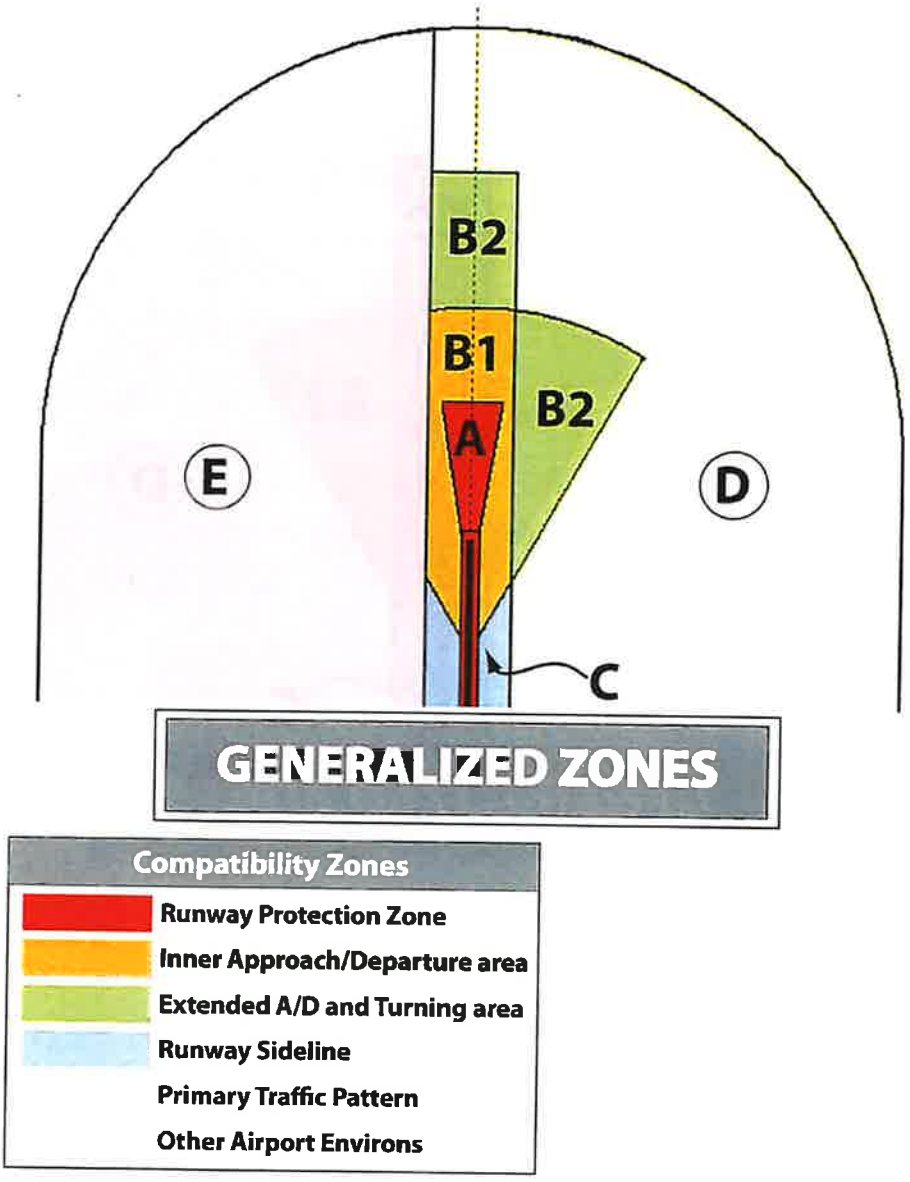


Figure 2-3 Generalized Compatibility Zones for a One-sided Traffic Pattern

Zone	Noise and Overflight Factors		Safety and Airspace Protection Factors	
	Noise Impact	Overflight Factors	Relative Risk Level (% of accidents)	Nature of Accident Risk[1]
A *Runway Protection Zone and Object Free Area*	Very High	• Contains the 65-CNEL contour. • Exposed to loud overflight of departing aircraft.	Very High - 39%	• Landing undershoots and overshoots; overruns on aborted takeoffs; loss of control on takeoff.
B1 *Inner Approach/ Departure Area*	High	• Generally contains the 60-CNEL contour. • Single-event aircraft noise sufficient to disrupt wide range of land use activities including indoors if windows open.	High - 22%	• Aircraft at low altitude with limited directional options in emergencies, typically below 200-400 feet on approach, engine at maximum stress on takeoff with essentially no chance of turning back to the airport.
B2 *Extended Approach/ Departure Area and Turning Area*	Moderate	• Aircraft typically below 1,000 feet above ground on arrival and departure. • Individual events occasionally loud enough to intrude upon indoor activities; may disrupt noise-sensitive outdoor activities such as music concerts.	Moderate - 6%	• Includes areas where aircraft turn from base to final approach legs of standard pattern and descend toward runway. • On departure, normally complete transition from takeoff power and flap settings to climb configuration and begin turns
C *Runway Sideline*	Moderate to High	• Generally contains the 60-CNEL contour. • Exposed to loud single-event from takeoffs and jet thrust-reverse on landing; also from pre-flight run-ups and extended idling on the ramp.	Low to Moderate - 5%	• Area not normally overflown by aircraft; primary risk is with aircraft (especially twins) losing directional control on takeoff.
D *Primary Traffic Pattern*	Moderate	• Aircraft at or above traffic pattern altitude. • More concern with respect to individual loud events than with cumulative noise contours. • Outdoor events, such as music concerts, may be affected by single events or repetitive overflight. • Residential density criteria for this zone provide two options on the basis that noise concerns can be minimized either by limiting number of dwelling units in affected areas or by allowing high-density development that tends to have comparatively high ambient noise levels.	Low - 18%	• Aircraft at traffic pattern altitude • Risk concern is primarily with uses for which potential consequence are severe (e.g., very busy day, high intensity of activity in a confined area) • Significant percentage of accidents, but spread over a wide area.
E *Other Airport Environs*	Low	• Occasional overflights intrusive to some outdoor activities	Low	• Risk concerns only with uses for which potential consequences are severe.

Table 2-2 Compatibility Zone Factors

1.Accident rates are based on the CalTrans *Handbook*

Zone	Location	Maximum Densities / Intensities				Req'd Open Land[3]	Additional Comments	
		Residential (du/ac)[1]	Other Uses (People/ac)[2]				Prohibited Uses[4]	Other Development Conditions[5]
			Avg[6]	Single Acre[7]	with Bonus[8]			
A	Runway Protection Zone, and Object Free Area	0	10	10	10	All remaining land	• All structures except ones with location set by aeronautical function • Assemblages of people • Objects exceeding FAR Part 77 height limits • Storage of hazardous materials • Hazards to flight[9]	• Avigation easement dedication
B1	Inner Approach / Departure area	.1 (10-acre parcel)	40	80	60	30%	• Children's schools, day care centers, libraries • Hospitals, nursing homes • Noise-sensitive outdoor nonresidential use[16] • Critical community infrastructure facilities[13] • Above ground bulk storage of hazardous materials[10] • Hazards to flight[9] • Bldgs with >2 above-ground habitable floors	• Aviation easement dedication • Locate structures maximum distance form extended runway centerline • Maximum of 45db CNEL in residential and office buildings[11] • Airspace review required for objects >35 feet tall[12]
B2	Extended Approach / Departure area, and Turning areas	.4 (2.5 acre parcel)	60	120	120	20%	• Children's schools, day care centers, libraries • Hospitals, nursing homes • Highly noise-sensitive uses • Hazards to flight[9] • Bldgs with >2 above-ground habitable floors	• Aviation easement dedication • Locate structures maximum distance from extended runway centerline • Maximum of 45db CNEL in residential and office buildings[11] • Airspace review required for objects >70 feet tall[12]
C	Runway Sideline	.2 (5-acre parcel)	80	160	160	30%	Same as B1	Same as B1
D	Primary Traffic Pattern	Single Family: 4 du/ac Multi-[18] Family: ≥8 du/ac	150	450	300	10%	• Noise-sensitive outdoor nonresidential use[16] • Hazards to flight[9]	• Deed notice required • Airspace review required for objects >70 feet tall[14] • Children's schools, hospitals, nursing home discouraged[15]
E	Other Airport Environs	No limit		No limit[17]		No Req't	• Hazards to flight[9]	• Airspace review required for objects >150 feet tall[14] • Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks[17]

Table 2-3 Primary Compatibility Criteria

Primary Criteria Footnotes:

1 Residential development should not contain more than the indicated number of dwelling units (both primary and secondary) per gross acre. Clustering of units is encouraged. See Policy 8.4.7 "Limitations on Clustering".

2 Usage calculations shall include all people who may be on the property (e.g., employees, customers/ visitors, etc.) both indoors and outside. These criteria 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, but may also apply to large (10 acres or more) development projects. See supporting compatibility policies on safety for a definition of open land. Policy 8.4.6 "Open Space Requirement"

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

5 Airport proximity and the existence of aircraft overflights should be disclosed as part of all real estate transactions involving property within an Airport Influence Area. Easement dedication and deed notice requirements apply only to new development.

6 The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used, and for which extra safety precautions can be taken as appropriate.

7 Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 8.4.7 "Limitations on Clustering"

8 An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See policy 8.4.11 "Risk Reduction Through Building Design".

9 Hazards to flight include physical, visual, and electric forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is prohibited. See policies in Policy 8.5 "Airspace Protection Compatibility" and 8.7 "Wildlife Compatibility".

10 Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy8.4.10 "Land Uses of Special Concern".

11 See the supporting compatibility policy on interior noise, Policy 8.2.5 "Interior Noise Levels"

12 Objects up to the specified height are permitted. However the FAA may require marking and lighting of certain objects. See Policy 8.5.2 "ALUC Review of Height of Proposed Objects".

13 Critical community facilities including power plants, electrical substations, and public communications facilities. See Policy 8.4.10(d).

14 This height criteria is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See policies in 8.3 "Height Compatibility".

15 Discouraged uses should generally not be permitted unless no feasible alternative is available.

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

17 Although no explicit upper limit on usage intensity is defined for Zone E, land uses of the types listed--uses that attract very high concentrations of people in confined areas-are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in Zone E if its usage intensity is such that it would be permitted in Zone D.

18 Two options are provided for residential densities in Zone D. Option 1 has a density limit of 4 dwelling units per acre (*i.e.*, an average parcel size of 1/4 gross acre). Option 2 requires that the density be a *minimum* of 8 dwelling units per acre (*i.e.*, multifamily). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2-2 for an explanation of the rationale. All other criteria for Zone D apply to both options.

Table 2-3 "Primary Compatibility Criteria" (continued)

8.0 Supporting Compatibility Criteria

8.1 Special Provisions for Compatibility Zone A

Policy objective: To meet FAA guidance that the Runway Protection Zone be free of objects not directly associated with the air navigation or aircraft ground maneuvering purposes (FAA AC 150/5300-13 Paragraphs 212 and 307).

In accordance with FAA guidance, the basic compatibility criteria for Compatibility Zone A (the Runway Protection Zones and within the runway Obstacle Free Area), as listed in Table 2-3, preclude most uses, including any new structures and uses having an assemblage of people.

In instances where the affected property is privately owned and the County does not intend to acquire property interests, the following uses shall be considered acceptable:

a) Within the runway object free area (OFA): No uses except FAA-approved uses related to aeronautical functions.

b) Within the extended runway object free area:

- Roads
- Farm crops that do not attract birds

c) Outside the runway object free area and extended runway object free area.

- Uses listed in Paragraph (b)
- Surface automobile parking
- Other uses not in structures and not exceeding a usage intensity of 10 people per any single acre

The acceptability of uses not listed shall be consistent with FAA guidance and the ALUC determination shall be made in consultation with the FAA and the County.

8.2 Noise Compatibility

Policy objective: To avoid establishment of noise-sensitive land uses in the portions of airport environs that are exposed to significant levels of aircraft noise.

8.2.1 Determining Specific Land Use Consistency

In addition to the other guidelines and policies herein, the Noise Compatibility Guidelines presented in Table 2-4 "Noise Compatibility Criteria"shall be used to determine if a specific land use is consistent with this ALUCP.

Land Use Category (by noise sensitivity)	CNEL (dB) <60	60-65	>65
Residential / Lodging /Care			
Single-family, Nursing, Mobile homes	+	–	– –
Retirement homes, Multi-family, Intermediate care facilities, hospitals	+	o (45db)	– –
Hotels, motels, other transient lodging	+	o (45 db)	o (45db)
Public			
Schools, libraries	o	–	– –
Churches, auditoriums, concert halls	– (45db)	o (45db)	– –
Transportation, parking, cemeteries	++	++	o
Commercial and Industrial			
Offices, retail trade	+	o	–
Service commercial, wholesale trade, warehousing, light industrial	++	+	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
Outdoor spectator sports	+	+	o
Amphitheaters	o	–	– –

	Land Use Acceptability	Interpretations/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. 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 that provide sufficient noise attenuation are used. Required decibel levels may be indicated. 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 that have conventionally constructed structures and/or involve outdoor activities that would be disrupted by noise should generally 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.

Table 2-4 Noise Compatibility Criteria

8.2.2 Evaluating Noise Impact

Unless otherwise indicated in the airport-specific policies listed in Chapter 3, the maximum Community Noise Equivalent Level (CNEL) considered normally acceptable for new residential land uses in the vicinity of the airports covered by this ALUCP is 60 dB for all airports.

8.2.2.1 Residential Construction within the 65db CNEL contour

No residential construction shall be permitted within the 65 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential project. All property owners within the 65 dB CNEL contour boundary who rent or lease their property for residential use shall include in their rental/lease agreement with the tenant, a statement advising that they (the tenants) are living within a high noise area and the exterior noise level is predicted to be greater than 65 dB CNEL.

8.2.2.2 Residential Construction within the 60db CNEL contour

Residential construction will not be permitted within the 60 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound level will be no greater than 45 dB CNEL.

8.2.2.3 Non-Residential Construction within the Noise Contours

Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. Table 2-4 "Noise Compatibility Criteria" presents acceptable noise levels for other land uses in the vicinity of the airport.

8.2.3 Noise Contours

The CNEL method of representing noise levels shall be used to determine if a specific land use is consistent with the ALUCP.

The evaluation of airport/land use noise compatibility shall consider both the current and future CNEL contours of each airport as depicted in Chapter 4, "Airport Data" of this ALUCP.

8.2.4 Application of Noise Contours

The locations of CNEL contours are among the factors used to define compatibility zone boundaries and criteria. 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 on a specific site or a portion thereof.

Noise contours can only quantify noise impacts in a general manner. Except on large parcels or blocks of land (sites large enough to have 3 dB or more of variation in CNELs), they should *not* be used as site design criteria. (Note, though, that the airport noise contours set forth in this ALUCP are to be used as the basis for determining compliance with interior noise level criteria as listed in Policy 8.2.2.)

8.2.5 Interior Noise Levels

Land uses for which interior activities may be easily disrupted by noise shall be required to comply with the following interior noise level criteria.

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

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

b) The noise contours depicted in Chapter 4 of this ALUCP for each airport shall be used in calculating compliance with these criteria. The calculations should assume that windows are closed.

c) When reviewed as part of a general plan or zoning ordinance amendment, or as a major land use action, evidence that proposed structures will be designed to comply with the above criteria shall be submitted to the ALUC under the following circumstances:

1) Any mobile home situated within an airport's 60 dB CNEL contour.

2) Any single- or multi-family residence situated within an airport's 60-dB CNEL contour.

3) Any hotel or motel, hospital, nursing home, church, meeting hall, office building, mortuary, school, library, or museum situated within an airport's 65 dB CNEL contour.

8.3 Height Compatibility

Policy objective: The objective of height compatibility criteria is to avoid development of land uses, which, by posing hazards to flight, can increase the risk of an accident occurring.

8.3.1 FAR Part 77 Penetration

Any structure or object that penetrates the Federal Aviation Regulations Part 77, Objects Affecting Navigable Airspace, (FAR Part 77) surfaces shall be considered an incompatible land use.

8.3.2 FAA Notification of Construction

Any project that may exceed a FAR Part 77 surface must notify the Federal Aviation Administration (FAA) as required by FAR Part 77, Subpart B on FAA Form 7460-1, Notice of Proposed Construction or Alteration. (Notification to the FAA 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 FARs.)

A copy of the FAA Form 7460-1 package submitted to the FAA and any FAA response shall be included in the project submission to the ALUC.

8.3.3 Construction Taller than 200 Feet

The applicant for any proposed project anywhere in the County (*i.e.*, not just within any AIA) for construction or alteration of a structure (including antennas) higher than 200 feet above ground level shall:

a) Submit to the FAA a completed copy of FAA Form 7460-1, Notice of Proposed Construction or Alteration. A copy of the submitted form shall be submitted to the Trinity County ALUC as well as a copy of the FAA's response to this form.

b) Comply with FAR 77.13(a)(1) and shall be determined inconsistent if deemed to be a hazard by the FAA or if the ALUC determines that the project has any impact on normal aircraft operations or would increase the risk to aircraft operations.

8.4 Safety Compatibility

Policy objective: The objective of safety compatibility criteria is to minimize the risks associated with potential aircraft accidents. These considerations include the safety of people on the ground and the safety of aircraft occupants.

8.4.1 Overview

Land uses of particular concern are those in which the occupants have reduced effective mobility or are unable to respond to emergency situations. In particular,

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

b) The most stringent land use controls shall be applied to the areas with the greatest potential risks.

c) 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. The usage intensity criteria cited in Table 2-3 reflect the risks associated with various locations in the environs of the airports in the county. The challenge in

applying the "people per acre" criteria in Table 2-3 is that Building and Planning Departments typically do not use that metric. For guidance on converting the more common methods of determining intensity to people per acre, see Appendix C of the *Handbook*.

8.4.2 Safety Compatibility Guidance

The policies in this chapter and the Safety Zone Compatibility Guidelines presented in Table 2-4 shall be used to determine if a specific land use is consistent with the ALUCP. Safety impacts shall be evaluated according to the Airport Safety Zones presented in Chapter 3 "Individual Airport Policies and Compatibility Maps".

8.4.3 Schools, Hospital, Nursing Homes, and Similar Uses

Schools, hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or disabled shall be prohibited within Compatibility Zones A, B1, B2, and C as shown in Table 2-3.

These uses should also be discouraged in Compatibility Zone D.

8.4.4 High Concentrations of People

Amphitheaters, sports stadiums and other very high concentrations of people shall be prohibited within Compatibility Zone A, B1, B2, and C as defined in Table 2-3. Consideration should be given to outdoor noise-sensitive uses in Zone D.

8.4.5 Fuel and Other Hazardous Material Storage

Storage of fuel or other hazardous materials shall be prohibited in Compatibility Zone A.

Above ground storage of fuel or other hazardous materials shall be prohibited in Compatibility Zone B1.

Beyond these zones, storage of fuel or other hazardous materials not associated with aircraft use should be discouraged.

8.4.6 Open Space Requirement

In the event that a light 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 light 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.

The requirements for open space specified in Table 2-3 is as follows:

a) To qualify as open space, an area should be:

1) Free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires, and

2) Have minimum dimensions of approximately 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 shall initially be accomplished at the general plan or specific plan level or as part of large (10 acres or more) development projects.

d) Clustering of development (subject to the limitations in Policy 8.4.7) and providing contiguous landscaped and parking areas are encouraged as means of increasing the size of open space areas.

e) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for projects located within the Airport Influence Areas covered by this ALUCP. Portraying this information is intended to assure that individual development projects provide the open space areas identified in the applicable general plan, specific plan, or other large-scale plan.

In addition, a clear path must exist that allows aircraft to reach the open space. Structures or trees that would create a problem for an aircraft attempting a controlled emergency landing in a compatibility zone open area are not permitted.

8.4.7 Limitations on Clustering

Policy 8.4.6(d) notwithstanding, limitations shall be set on the maximum degree of clustering or usage intensity acceptable within a portion of a large project site. Clustering criteria are intended to limit the number of people at risk in a concentrated area.

a) Clustering of new residential development shall be limited as follows:

1) Within Compatibility Zone A, clustering is not applicable.

2) Within Compatibility Zones B1, B2, C, and D, buildings shall be located as far as practical from the extended runway centerline and normal aircraft flight paths.

b) Unless special design measures as listed in Policy 8.4.11 are utilized, usage intensity of new nonresidential development shall be limited as follows:

1) Within Compatibility Zone A, clustering is not applicable.

2) Within Compatibility Zone B1, uses shall be limited to a maximum of 80 people per any individual acre (*i.e.,* a maximum of double the average intensity criterion set in Table 2-3). Theaters, restaurants, most shopping centers, motels, intensive manufacturing or office uses, and other similar uses typically do not comply with this criterion.

3) Within Compatibility Zone B2, uses shall be limited to a maximum of 120 people per any individual acre (*i.e.,* a maximum of double the average intensity criterion set in Table 2-3). Theaters, major shopping centers (500,000 or more square feet), large motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.

4) Within Compatibility Zone C, uses shall be limited to a maximum of 160 people per any individual acre (*i.e.,* a maximum of double the average intensity criterion set in Table 2-3). Theaters, fast-food establishments, high-intensity retail stores or shopping centers, motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.

5) Within Compatibility Zone D, uses shall be limited to a maximum of 300 people per any individual acre (*i.e.,* a maximum of triple the average intensity criterion set in Table 2-3.)

c) For the purposes of the above policies, the one-acre areas to be evaluated shall be rectangular (reasonably close to square, not elongated or irregular) in shape.

d) In no case shall a proposed development be designed to accommodate more than the total number of dwelling units per acre (for residential uses) or people per acre (for nonresidential uses) indicated in Table 2-3 times the gross acreage of the project site. A project site may include multiple parcels.

8.4.8 Restrictions in all Compatibility Zones

The following uses shall be prohibited in all Airport Safety Zones:

a) Any use that would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

b) Any use that would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

c) Any use that would generate smoke or water vapor, or which would attract large concentrations of birds, or which may otherwise negatively affect safe air navigation within the area.

d) Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation, or airborne or ground-based communication or navigation equipment.

8.4.9 Safety Policy Variance

In exceptional cases, a variance can be granted, at the discretion of the ALUC, on the basis of mitigation measures proposed by the applicant that would result in the final project improving the overall safety in the safety zones in comparison to the situation existing prior to the project.

An example of such a possible mitigation is the removal of existing incompatible structures in exchange for constructing less incompatible structures. The following conditions must be met for this variance to be granted:

a) There must be a clear, demonstrable net improvement in safety.

b) The mitigation must provide a permanent improvement in safety. For instance, in the example above, the removed structures could not be replaced by other structures at a later date.

8.4.10 Land Uses of Special Concern

Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses.

Land uses of particular concern include:

a) Uses Having Vulnerable Occupants: Uses in which the occupants have reduced effective mobility or are unable to respond to emergency situations shall be prohibited within all Compatibility Zones except Zone D and E.

These uses include children's schools and day care centers (with 7 or more children), hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped.

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

Hospitals are medical facilities that include provision for overnight stays by patients. Medical clinics (as opposed to hospitals) are permitted in Compatibility Zone D and E provided that these facilities meet the maximum intensity standards listed in Table 2-3 "Primary Compatibility Criteria".

b) Multi-story Buildings: In the event of an emergency resulting from an aircraft accident, low-rise buildings can be more readily evacuated than those with more floors.

On this basis, the following limitations are established:

Within Compatibility Zone A, new occupied structures are not permitted.

Within Compatibility Zones B1, B2, and C, new buildings shall be limited to no more than two occupied floors above ground.

c) Hazardous Materials Storage: Construction of facilities for the manufacture or storage of fuel, explosives, and other hazardous materials within the airport environs is restricted as follows:

1) Within Compatibility Zone A and B1, manufacture or storage of any such substance is prohibited.

2) Within Compatibility Zones B2 and C, only the following are permitted:

i) Fuel or hazardous substances stored in underground tanks.

ii) On-airport storage of aviation fuel and other aviation-related flammable materials.

iii) Above ground storage of less than 6,000 gallons of non-aviation flammable materials (this limit coincides with a break-point used in the Uniform Fire Code to distinguish between different classes of tanks).

3) Within Compatibility Zones D and E, manufacture or storage of hazardous materials other than the types listed in (2) above is prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.

d) Critical Community Infrastructure: Construction of power plants, electrical substations, water purification or treatment plants, public communications facilities, and other critical community infrastructure shall be restricted as follows:

1) Within Compatibility Zone A, all such uses are prohibited.

2) Within Compatibility Zone B1, such uses are prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.

8.4.11 Risk Reduction Through Building Design

The number of people permitted to occupy a single nonresidential building may be increased to the Bonus intensities specified in Table 2-3 "Primary Compatibility Criteria" if special measures are taken to reduce the risks to building occupants in the event that the building is struck by an aircraft.

This "intensity bonus" is not applicable within Compatibility Zone A (no buildings are permitted) or Zone E (densities and intensities are not limited.)

Building design features that would enable application of an intensity bonus include, but are not limited to, the following:

- Using concrete walls
- Limiting the number and size of windows
- Upgrading the strength of the building roof
- Avoiding skylights
- Enhancing the fire sprinkler system
- Limiting buildings to a single story
- Increasing the number of emergency exits

Project proponents who wish to request an intensity bonus must include appropriate details of the building design along with their project review application. Intensity bonuses shall be considered and approved by the ALUC on a case-by-case basis.

8.5 Airspace Protection Compatibility

Policy objective: In conjunction with regulations established by local land use jurisdictions and the state government, to ensure that hazardous obstructions to the navigable airspace do not occur.

8.5.1 Overview

Tall structures, trees, and other objects, particularly when located near airports or on high terrain, may constitute hazards to aircraft in flight. Federal regulations establish the criteria for evaluating potential obstructions. These regulations also require that the Federal Aviation Administration be notified of proposals for creation of certain such objects.

The FAA conducts "aeronautical studies" of these objects and determines whether they would be hazards, but it does not have the authority to prevent their creation.

The criteria for limiting the height of structures, trees, and other objects in the vicinity of an airport shall be based upon:

- Part 77, Subpart C, of the Federal Aviation Regulations (FAR 77);
- The United States Standard for Terminal Instrument Procedures (FAA Order 8260.3B - TERPS); and
- Applicable airport design standards published by the Federal Aviation Administration (*e.g.*, Advisory Circular 150/5300-13 "Airport Design").

Airspace plans depicting the critical areas for airspace protection around each of the airports covered by this ALUCP are depicted in Chapter 4.

8.5.2 ALUC Review of Height of Proposed Objects

Based upon FAA criteria, proposed objects that would exceed the heights indicated below for the respective compatibility zones potentially represent airspace obstructions issues.

Development proposals that include any such objects shall be reviewed by the ALUC. Objects of lesser height normally would not have a potential for being airspace obstructions and therefore do not require ALUC review with respect to airspace protection criteria (noise, safety, and overflight concerns may still be present). Caution should be exercised, however, with regard to any object more than 35 feet high proposed to be located on a site that is substantially higher than surrounding terrain.

Except where the height of a a proposed object is within 20 feet of a Part 77 surface, which shall always require ALUC review, the following applies to development within an Airport Influence Area:

a) Within Compatibility Zone A:

1) (1) The height of all objects shall be limited in accordance with applicable Federal Aviation Administration criteria including FAR Part 77, TERPS, and/or airport design standards.

b) Within Compatibility Zones B1 and C:

1) Objects up to 35 feet tall are acceptable and do not require ALUC review for the purposes of height factors.

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

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

c) Within Compatibility Zones B2 and D:

1) Generally, there is no concern with regard to any object up to 70 feet tall unless it is located on high ground or it is a solitary object (*e.g.*, an antenna) more than 35 feet taller than other nearby objects.

d) Within Compatibility Zone E:

1) Generally, there is no concern with regard to any object up to 150 feet tall unless it is located on high ground or it is a solitary object (*e.g.*, an antenna) more than 35 feet above the ground.

Notwithstanding the foregoing, all projects where the ground either penetrates a FAR Part 77 surface or comes within 35 feet of such a surface shall be reviewed by the ALUC.

8.5.3 Avigation Easement Dedication

The local jurisdiction shall require the owner of any property proposed for development within Compatibility Zones A, B1, B2, and C to dedicate an avigation easement to the airport sponsor per Policy 10.1, "Avigation Easements."

8.5.4 FAA Notification

Proponents of a project involving objects that may exceed a Part 77 surface must notify the Federal Aviation Administration as required by FAR Part 77, Subpart B, and by PUC §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 the FAR for the specific FAA 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 Airport Land Use Commission if the project is otherwise in conformance with the compatibility criteria established herein.

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

d) Any project submitted to the ALUC for airport land use compatibility review for reason of height-limit issues shall include a copy of FAR

Part 77 notification to the Federal Aviation Administration and the FAA findings if available.

8.6 Overflight Compatibility

Policy objective: To notify current and future property owners about the presence of overflights near airports so that they can make more informed decisions regarding acquisition, lease or use of property in the affected areas. Overflight compatibility is particularly important with regard to residential land uses.

8.6.1 Overview

Noise from individual operations, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the mapped noise contours. Sensitivity to aircraft overflights varies from one person to another.

8.6.2 State Law Requirements Regarding Real Estate Transfer Disclosure

Effective January 1, 2004, California statutes (Business and Professional Code §11010(b)(12) and Civil Code §1102.6, §1103.4, and §1353) require as part of residential real estate transactions that information be disclosed regarding whether the property is situated within an Airport Influence Area.

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

The statutes define an *airport influence area* as "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use ALUC." The Airport Influence Area for each of the airports in Trinity County subject to this ALUCP is indicated on that airport's compatibility map contained in Chapter 3.

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

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

For the purposes of this ALUCP, the above real estate disclosure provisions of state law shall continue in effect as Airport Land Use Commission policy with respect to new development even if the law is rescinded. Furthermore, Trinity County should adopt a policy designating the Airport Influence Area as the area wherein disclosure of airport influences is required in conjunction with the transfer of residential real estate.

8.6.3 Deed Notices

In addition to the preceding real estate transfer disclosure requirements, a deed notice shall be recorded for each parcel associated with any discretionary land use action affecting property within compatibility zones as specified in Table 2-3 "Primary Compatibility Criteria" per Policy 10.2, "Recorded Deed Notices."

8.6.4 Land Use Conversion

The compatibility of uses in the Airport Influence 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, open space, industrial, or commercial use to residential uses within Compatibility Zones A, B1, B2, and C is strongly discouraged.

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

8.7 Wildlife Compatibility

Policy objective: To minimize the creation of wildlife attractions near airports.

Any proposed use that creates an increased attraction for large flocks of birds is discouraged. (Refer to FAA Order 5200.5A, *Waste Disposal Sites on or Near Airports* and Advisory Circular 150/5200-33, *Hazardous Wildlife Attractants On or Near Airports.)*

8.7.1 Waste Disposal Landfills

Landfills are prohibited within 5,000 feet of any runway.

8.7.2 Agricultural Uses

There is no limitation on types of crops.

Confined livestock operations (*i.e.*, feedlots, dairy operations, hog or chicken production facilities, or egg laying operations) that require a Use Permit are prohibited in Zones, A, B1, B2 and C.

8.7.3 Water Impoundments

ALUC policy with respect to water impoundments follows:

a) No new or expanded water impoundments of one-quarter acre in size or larger are permitted within 5,000 feet from the end or edge of a runway.

b) The establishment of a new water impoundment one-quarter acre in size or larger within 5,000 to 10,000 feet from the edge or end of a runway may be permitted only upon determination that such water impoundment, with reasonable and practicable mitigation measures, is not likely to result in a significant increase in hazardous movements of birds feeding, watering or roosting in areas across runways or approach surfaces.

   For water impoundments individually or cumulatively exceeding five (5) acres in size on the subject property, the applicant shall prepare a draft bird strike study per FAA guidelines.

Note: FAA Part 77 discourages water impoundments within 50,000 feet of a runway within an approach surface.

9.0 Special Conditions

Certain non-conforming situations arise that require further consideration. These conditions that arise from uses that exist at the time the ALUCP is adopted include:

- Existing residential or non-residential use
- Reconstruction of damaged structures
- Infill of vacant property
- Redevelopment of existing structures within the same use or a different use category

9.1 Nonconforming uses

Policy objective: To specify nonconforming existing use projects that may be undertaken without additional ALUC review.

Existing uses (including a parcel or building) not in conformance with this ALUCP are subject to the following restrictions:

9.1.1 Nonconforming residential uses

A nonconforming single-family residence may be reconstructed (see Policy 9.2 "Reconstruction") or expanded in building size provided that the reconstruction or expansion does not increase the number of dwelling units. For example, a bedroom could be added to an existing residence, but, subject to Policy 9.5 "Development by Right", an additional dwelling unit could not be built.

A nonconforming multi-family use may be reconstructed in accordance with Policy 9.2, but not expanded in number of dwelling units or floor area of the building.

No ALUC review of these improvements is required. However, the noise attenuation and avigation easement dedication requirements set by Policies 7.0 and 8.0 apply.

9.1.2 Nonconforming nonresidential uses

A nonconforming nonresidential use may be continued, leased, or sold and the facilities may be maintained, altered, or, if required by state law, reconstructed (see Policy 9.2) provided that neither the portion of the site devoted to the nonconforming use nor the building's floor area are expanded and that the usage intensity is not increased above the levels existing at the time of adoption of this ALUCP.

No ALUC review of such changes is required. However, the sound attenuation and avigation easement dedication requirements set by Policies 7.0 and 8.0 apply.

9.2 Reconstruction

Policy objective: To specify the conditions under which reconstruction of a nonconforming use can be approved.

Reconstruction as used in this ALUCP is the rebuilding of a legally established structure located in any of the safety zones, to its original condition after it has been damaged (typically due to fire or earthquake damage.) "Original condition" means the same or lesser footprint, height and intensity of use.

Reconstruction projects may be approved under the following policies:

9.2.1 Rebuilding Criteria

An existing, nonconforming development that has been fully or partially destroyed as the result of a calamity may be rebuilt only under the following conditions:

a) Nonconforming residential uses may be rebuilt provided that:

1) reconstruction does not result in more dwelling units than existed on the parcel at the time of the damage,

2) the reconstructed dwelling is no larger than twice the square footage of the dwelling at the time of adoption of this ALUCP,

3) the reconstructed dwelling has no more bedrooms than the dwelling had at the time of adoption of this ALUCP,

4) the reconstructed dwelling meets all height requirements of Policies 7.0 and 8.0.

b) A nonconforming nonresidential development may be rebuilt provided that the reconstruction does not increase the floor area of the previous structure or result in an increased intensity of use.

c) Reconstruction under Paragraphs (a) or (b) above must begin within 60 months of the date the damage occurred.

d) The above exceptions do not apply within Compatibility Zone A or where such reconstruction would be in conflict with a county or city general plan or zoning ordinance.

e) Reconstruction must not result in a reduction of open space.

f) Nothing in the above policies is intended to preclude work required for normal maintenance and repair.

9.2.2 Reconstruction and Avigation Easements

Reconstruction projects that are not subject to a previous avigation easement shall not be required to provide an avigation easement as a condition for approval except as required by Policy 9.2.4, "Increase in Structure Size and/or Intensity Variance."

9.2.3 Interior Noise Insulation

Residential reconstruction projects must include noise insulation to assure interior noise levels of less than 45 dB CNEL (CBC §1208A).

9.2.4 Increase in Structure Size and/or Intensity Variance

An application for reconstruction increasing the structure's internal square footage, footprint square footage, height, and/or intensity of use may be approved if the ALUC determines that such increase will have no adverse impact beyond that which existed with the original structure.

However, a project approved under this policy shall require the property owner to provide an avigation easement to the jurisdiction operating the airport (see Policy 10.1.)

9.3 Infill Development

Policy objective: To specify the conditions under which infill development in a safety zone can be approved.

Infill as used in this ALUCP is defined as the development of vacant or underutilized properties largely surrounded by existing development, especially development that is similar in character.

Except in Compatibility Zone A, where development not in conformance with the criteria set forth in this ALUCP 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, subject to the following:

9.3.1 Criteria

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

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

   Criterion objective: To control the size of projects that can be approved without ALUC review.

2) At least 65% of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed.

   Criterion objective: To ensure that infill development is of like kind.

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

   Criterion objective: To prevent the increase of area with nonconforming uses.

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

   Criterion objective: To control nonconforming use, *i.e.*, if the existing surrounding residential density is 1 du per 2 acres, then 1 du per acre would not be allowed.

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

   Criterion objective: To preserve open space for in-flight emergencies.

b) For residential development, the average development density of the site shall not exceed the lesser of:

   1) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel; or

   2) Double the density permitted in accordance with the criteria for that location as indicated in Table 2-3, "Primary Compatibility Criteria."

   Criterion objective: To provide a cap in increased nonconforming density.

c) For nonresidential development, the average usage intensity of the site's proposed use shall not exceed the lesser of:

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

   2) Double the intensity permitted in accordance with the criteria for that location as indicated in Table 2-3, "Primary Compatibility Criteria."

   Criterion objective: To provide a cap in increased nonconforming intensity.

d) The single-acre and risk-reduction design density and intensity multipliers described in Policies 8.4.7 and 8.4.11 and listed in Table 2-3 are applicable to infill development.

Criterion objective: To provide consistency with, and encourage, development that implements mitigation to the inherent safety risks associated with development in safety zones.

e) Infill development on some parcels shall not enable additional parcels to then meet the qualifications for infill. Parcels eligible for infill shall be determined just once.

Within 60 days of the adoption of this ALUCP, the Planning Department shall identify parcels in the general plan or specific plans eligible for infill development. After ALUC review, the ALUC shall adopt the final list by resolution.

Criterion objective: To control expansion of infill areas based upon approval of prior infill projects. The 60-day time period is intended to gain ALUC approval of a final list in time for any relevant changes to be adopted in the general plan within the statutory 180 period.

9.3.2 Infill Project Guidance

Infill projects must comply with all safety policies and guidelines of this ALUCP.

Infill projects must comply with the noise attenuation and avigation easement dedication requirements set by Policies 7.0, 8.0, and 10.0 in this chapter.

9.4 Redevelopment

Policy objective: To specify conditions applicable to development of nonconforming land uses in locations with existing nonconforming land use.

For the purposes of this ALUCP, redevelopment is defined as development of a new use (not necessarily a new type of use) to replace an existing use at a density or intensity that may vary from the existing use. Redevelopment projects are subject to the provisions of the ALUCP to the same extent as other forms of proposed development.

In particular, proposed redevelopment of a property for which the existing use is consistent with the general plan and/or specific plan, but nonconforming with the compatibility criteria set forth in this ALUCP, shall be subject to ALUC review pursuant to Policy 4.2(c).

(Also see Policies 9.1 "Nonconforming uses" and 9.2 "Reconstruction".)

9.5 Development by Right

Policy objective: To clarify that the ALUCP does not supersede development rights otherwise conferred by law at the time of this ALUCP adoption.

a) Nothing in these policies prohibits the following if vested rights exist at the time of ALUCP adoption:

1) Other than in Compatibility Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record if such use is permitted by local land use regulations.

2) Construction of other types of uses if local government approvals qualify the development as effectively existing (see Glossary definition for Existing Use.)

3) Lot line adjustments provided that new developable parcels would not be created and the resulting gross density or intensity of the affected property would not exceed the applicable criteria indicated in Table 2-3 "Primary Compatibility Criteria".

b) The noise attenuation and avigation easement dedication requirements set by Policies 7.0, 8.0, and 10.0 in this chapter shall apply to development permitted under this policy.

9.6 Parcels Lying within Two or More Compatibility Zones

Policy objective: To clarify how a parcel is considered when it lies partially within multiple zones.

For the purposes of evaluating consistency with the compatibility criteria set forth herein, any parcel that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the compatibility zone boundary line.

However, the density or intensity of development allowed within the more restricted portion of the parcel can (and is encouraged to) be transferred to the less restricted portion. This transfer of development is permitted even if the resulting density or intensity in the less restricted area would then exceed the limits that would otherwise apply within that compatibility zone.

9.7 Other Special Conditions

Policy objective: Allow a special condition at one airport to enable approval of a normally incompatible use without creating a precedent at other sites or airports.

The compatibility criteria set forth in this ALUCP are intended to be applicable to all locations within each Airport Influence Area. However, it is recognized that there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site.

After due consideration of all the factors involved in such situations, the ALUC may find a normally incompatible use to be acceptable with these considerations:

a) In reaching such a decision, the ALUC shall make specific findings as to why the exception is being made and that the land use will not create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure for the proposed use. Findings also shall be made as to the nature of the extraordinary circumstances that warrant the policy exception.

b) The burden for demonstrating that special conditions apply to a particular development proposal rests with the project proponent and/ or the referring agency, not with the ALUC.

c) The granting of a special conditions exception shall be considered site specific and shall not be generalized to include other sites.

d) Special conditions that warrant general application in all or part of the AIA of one airport, but not at other airports, are set forth in Chapter

e) "Individual Airport Policies and Compatibility Maps" of this ALUCP.

10.0 Buyer Awareness Programs

Policy objective: Specify the various buyer awareness measures that shall be applied in various compatibility zones as specified in Table 2-3.

Buyer awareness is an umbrella category for several measures whose objective is to ensure that prospective buyers of airport area property, particularly residential property, are informed about the airport's impact on the property.

Buyer awareness programs include:

- avigation easements
- deed notices
- real estate disclosures

Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.

10.1 Avigation Easements

Avigation easements go beyond mere buyer awareness by setting limitations on the heights of structures and other objects on the affected property. An avigation easement thus conveys to the airport owner not only rights associated with aircraft overflight of the property, but also the right to limit the height of objects and, after reasonable notice, the right to access the property in order to assure compliance with those limitations.

Within zones as specified in Table 2-3 "Primary Compatibility Criteria", the owners of properties, which are the subjects of applications for land use or limited land use decisions, shall dedicate an avigation easement to the airport sponsor as a condition of obtaining such approval or permits for:

- building permits for new residential, commercial, industrial, institutional or recreational buildings or structures intended for inhabitation or occupancy by humans or animals;
- encroachment permits or through-the-fence permits providing access to an airport; and/or
- expansions of such buildings or structures by the lesser of 50% or 1,000 square feet.

The avigation easement shall convey:

a) A right-of-way for free and unobstructed passage of aircraft through the airspace over the property at any altitude above a surface specified in the easement (usually set in accordance with FAR Part 77 criteria).

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

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

d) A right-of-entry onto the property, with proper advance notice, for the purpose of removing, marking, or lighting any structure or other object that enters the acquired airspace.

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

An example of an avigation easement is provided in Appendix F.

The avigation easement shall be in a form acceptable to the airport sponsor and shall be signed and recorded in the deed records of the County. The avigation easement shall allow unobstructed passage for aircraft and ensure safety and use of the airport for the public.

Property owners or their representatives are responsible for providing the recorded instrument prior to issuance of building permits.

10.2 Recorded Deed Notices

A deed notice is an official statement that is recorded in county records as part of a tentative or final subdivision map prepared at the time a parcel is subdivided. As used for airport compatibility planning, the purpose of a deed notice is to disclose that the property is subject to routine overflights and associated nose and other impacts by aircraft operations at a nearby airport.

A deed notice shall be recorded for each parcel associated with any discretionary land use action affecting property within compatibility zones as specified in Table 2-3, "Primary Compatibility Criteria." Discretionary actions include zoning changes, subdivisions, *etc.*

An example of a deed notice is provided in Appendix F.

Note that the avigation easement required by Policy 10.1 to be dedicated in conjunction with development in certain zones serves as a deed notice in those locations.

10.3 Real Estate Disclosure

A less definitive, but more all-encompassing buyer awareness measure is the establishment, by the ALUC and local jurisdictions, of a policy indicating that information about an Airport Influence Area should be disclosed to prospective buyers of all airport-vicinity properties prior to the transfer of title.

The advantage of this type of program is that it applies to previously existing land uses as well as to new development. This requirement already exists in California state real estate law (see discussion at Policy 8.6.2 "State Law Requirements Regarding Real Estate Transfer Disclosure"), but it can be reinforced by local policy.

A real estate disclosure policy can be included as a component of an airport compatibility zone ordinance. Additionally, notification describing the Airport Influence Area and discussing its significance could be formally sent to all local real estate brokers and title companies. Having received this information, the brokers would be obligated by state law to pass it along to prospective buyers.

As part of real estate transactions involving residential property within an Airport Influence Area, information regarding airport proximity and the existence of aircraft overflights must be disclosed. At a minimum, the area covered by a real estate disclosure program shall include the Airport Influence Area.

An example of a real estate disclosure form is provided in Appendix F.

11.0 Compatibility Criteria for Airport Development Actions

Policy objective: Identify the ALUC review required when the County plans projects at existing facilities, or plans for a new facility.

ALUC review may be required to determine if County projects or plans at airport or heliport facilities are consistent with this ALUCP, or would be consistent with land use where the project is planned.

11.1 Criteria for Master or Development Plans of Existing Airports

11.1.1 Substance of Review

When reviewing airport master plans, airport layout plans or development plans for existing airports, the ALUC 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 this Plan; or that (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 of an existing runway; or (3) establish an instrument approach procedure.

11.1.2 Noise Impacts of New or Expanded Airports or Heliports

Any proposed construction of a new airport or heliport or expansion of facilities at an existing airport or heliport that would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than significant level.

For the purposes of this plan (see the *Handbook* Part II Chapter 7, page 7-40), a noise increase shall be considered significant if:

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

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

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

11.1.3 Consistency Determination

The ALUC shall determine whether the proposed airport plan or development plan is consistent with this ALUCP.

The ALUC shall base its determination of consistency on;

a) 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 assumed in the ALUCP.

b) A determination that any non-aviation development proposed for locations within the airport boundary (excluding federal- or state-owned property) will be consistent with the compatibility criteria and policies indicated in this Plan with respect to that airport.

11.2 Criteria for Proposed New Airports or Heliports

In the event that a new airport or heliport is proposed, it is necessary to understand the land use compatibility surrounding the new facility.

11.2.1 Substance of Review

In reviewing proposals for new airports and heliports, the ALUC shall focus on the noise, safety, airspace protection, 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 ALUC review.

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

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

11.2.2 Airport/Land Use Relationship

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.

a) Questions to be considered should include:

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

2) What measures are included in the airport or heliport proposal to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses?

3) Such measures might include:

- Location of flight tracks so as to minimize the impacts
- Other operational procedures to minimize impacts
- Acquisition of property interests (fee title or easements) on the impacted land.

b) The noise impact assessment criteria listed in Policy 11.1.2 "Noise Impacts of New or Expanded Airports or Heliports" with respect to airport expansion projects shall also be considered with regard to the review of new airport development.

11.3 Projects on Airport Property

A project on airport property is exempt from the policies of this ALUCP if the project is directly related to airport operations (examples: terminals, FBOs, fuel storage, passenger and employee parking).

The policies of this ALUCP apply to all land uses on airport property that are not directly related to airport operations (examples: commercial non-aviation uses, athletic fields).

In the case of mixed use, the primary use of the project shall be used to determine if the project is exempt, for example:

- A terminal building would be considered related to airport operations even though it also provided retail food and product sales.
- A commercial office complex would not be considered related to airport operations even though some of the office space might be used for airport administration.

In cases of uncertainty, the ALUC is available to help determine if a land use is or is not directly related to airport operations.

This policy does not relieve the airport sponsor of its other obligations to the ALUC, such as providing Airport Master Plan and Airport Layout Plan updates for ALUC review.

CHAPTER

3

INDIVIDUAL AIRPORT POLICIES AND COMPATIBILITY MAPS

1.0 Chapter Overview

The policies and maps presented in this chapter provide the connection between the countywide compatibility criteria and the specific features and surrounding geography of each individual airport.

Included for each airport is the overall compatibility map that works in conjunction with the Primary Compatibility Criteria matrix (see Chapter 2, Table 2-3, "Primary Compatibility Criteria.") Maps of the noise contours and airspace protection (height limit) surfaces, along with the Airport Layout Plans, are found in Chapter 4. The airspace protection surfaces are as defined by Federal Aviation Regulations Part 77 for the respective airport.

At some airports, special conditions, as provided for in countywide policy, may be acknowledged by the Airport Land Use Commission in adoption of this ALUCP. These special conditions result in establishment of compatibility zone boundaries and/or compatibility criteria different from standard zones and criteria.

Where any such additional policies have been adopted for a particular airport, they are listed in this chapter. These special policies are not to be generalized or considered as precedent applicable to other locations addressed by this plan. For most airports, no special policies are noted and the countywide policies prevail.

References to "standard zone definitions" mean that the dimensions and definitions of Chapter 2, Policy 7.4 "Compatibility Zones" apply.

2.0 Hayfork Airport

2.1 Compatibility Map Delineation

2.1.1 Compatibility Map

The Compatibility Map for Hayfork Airport is presented in Figure 3-1 and is to be used in conjunction with the criteria set forth in Chapter 2, Table 2-3.

2.1.2 Boundary Determinants

Hayfork Airport has a single-sided traffic pattern and therefore the considerations discussed in Chapter 2, Policy 7.5 "Single-sided Traffic Patterns" apply.

All section references are based on the MD meridian for Hayfork zones.

Compatibility zone boundaries are defined as follows:

2.1.2.1 Zone A

Zone A has the standard Zone A definition.

2.1.2.2 Zone B1

The west portion of Zone B1 (*i.e.,* Runway 7 inner approach zone) is a standard shape except that its northern boundary is modified as follows:

- The boundary coincides with the airport property line between the 30 degree radius defining its inner edge and the western edge of the Highway 3 easement.
- The zone boundary follows the western edge of the state highway property boundary north to a point 500 feet from the extended runway centerline.
- From that point, the zone boundary runs westerly at the standard 500 foot offset from the extended runway centerline.

The east portion of Zone B1 (*i.e.,* Runway 25 inner approach zone) is a standard shape except that its southern boundary is modified as follows:

- The boundary coincides with the southern section boundary of Township 31N, Range 12W, Section 12 between the 30-degree radius and the outer arc of the zone.

2.1.2.3 Zone B2

The west portion of Zone B2 (*i.e.,* Runway 7 extended approach and turning areas) is a standard shape except that the southern boundary of the turning area coincides with the boundary of Zone B1.

The east portion of Zone B2 (*i.e.,* Runway 25 extended approach and turning areas) is a standard shape except that the southern boundary of the extended approach area coincides with the southern section boundaries of Township 31N, Range 12W, Section 12 and Township 31N, Range 11W, Section 7.

2.1.2.4 Zone C

The northern portion of Zone C is defined as follows:

- The zone extends laterally northward from Zone A and is bounded by Zone B1 at the east and west ends of Zone C.
- The outer boundary of Zone C extends from its northwestern corner at the point where Zones B1 and B2 meet on the 30 degree radius eastward along the airport property line.
- The Zone C boundary turns north and proceeds along the eastern section boundary of Township 31N Range 12W, Section 11 to a point 500 feet from the runway centerline.
- From that point, the Zone C boundary proceeds easterly parallel to, and 500 feet from, the runway centerline to the point where it meets the east portion of Zone B1.

The southern portion of Zone C is defined as follows:

- The zone extends laterally southward from Zone A and is bounded by Zone B1 at the east and west ends of Zone C.
- The outer boundary of Zone C begins at the point where the southwest 30-degree radius line of the western portion of Zone B1 intersects the southern section boundary of Township 31N, Range 12W, Section 11. This boundary is approximately the south edge of Old Morgan Hill Road.
- The boundary of Zone C proceeds easterly along section lines until it intersects the southeast 30-degree radius.

2.1.2.5 Zones D and E

Because Hayfork Airport has one-sided traffic, only the northern portion of Zone D exists.

Zone D is of standard dimensions where it exists.

The remaining southern portion of a standard Zone D is replaced by a Zone E. The dividing lines between Zones D and E are as specified in Chapter 2, Policy 7.5, "Single-sided Traffic Patterns.".

2.2 Airport Influence Area

Hayfork Airport has a standard Airport Influence Area as defined in Chapter 2, Policy 7.3 "Airport Influence Area".

2.3 Additional Compatibility Policies

None are defined.

2.4 Maps

This section contains these Hayfork maps:

- Compatibility Zone Map, Figure 3-1 "Hayfork Airport Compatibility Zone Map"
- AIA Map, Figure 3-2 "Hayfork Airport Influence Area"

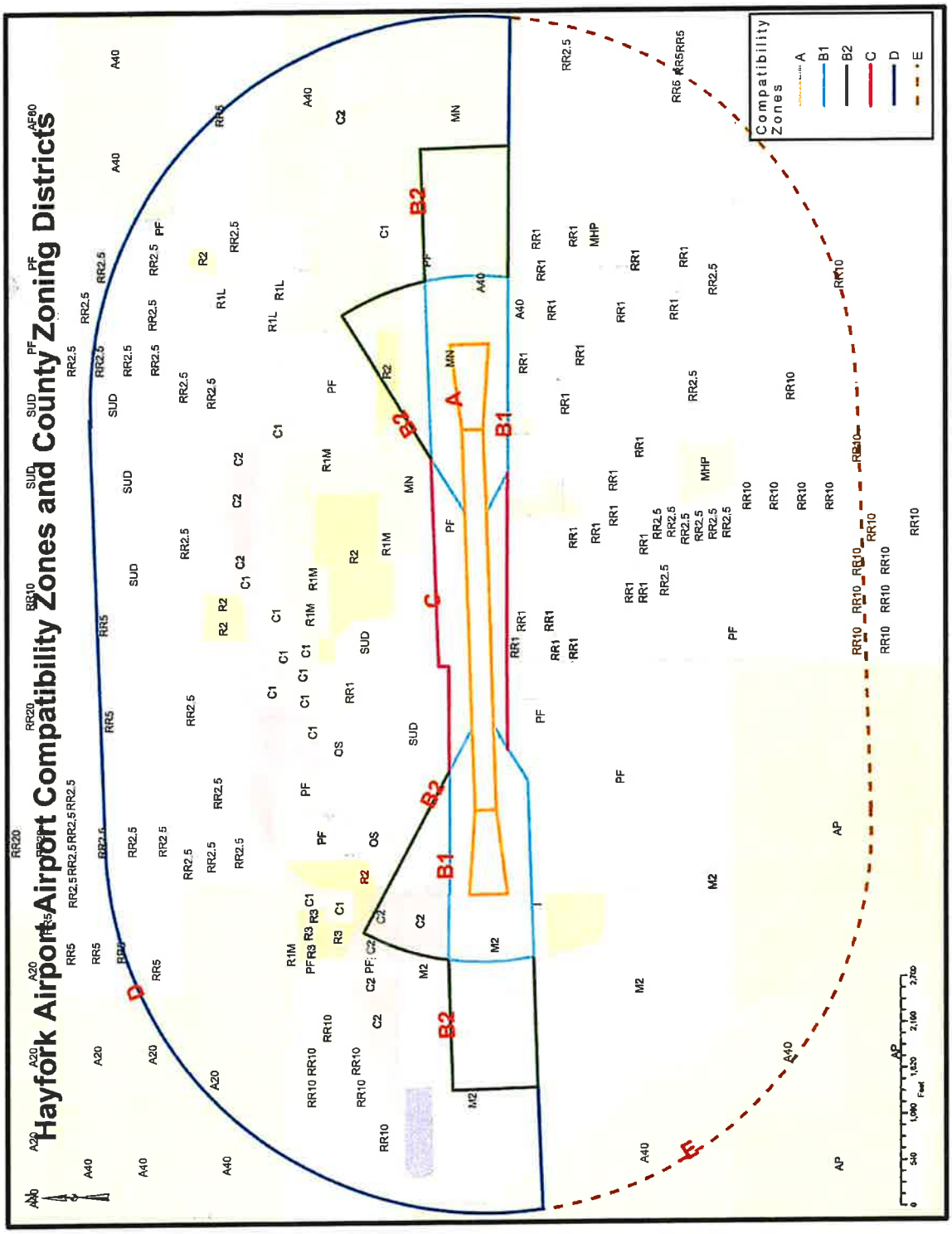


Figure 3-1 Hayfork Airport Compatibility Zone Map

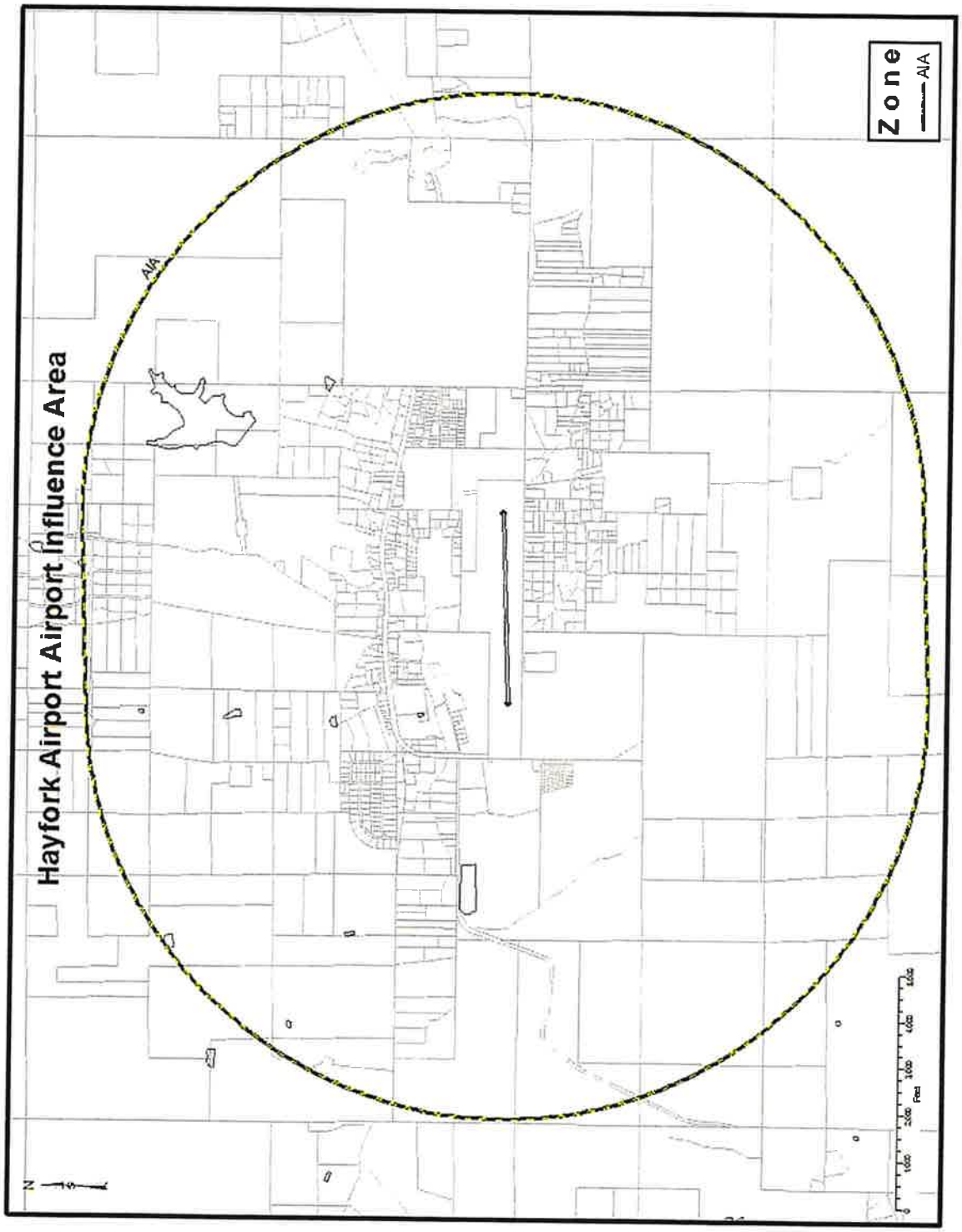


Figure 3-2 Hayfork Airport Influence Area

3.0 Hyampom Airport

3.1 Compatibility Map Delineation

3.1.1 Compatibility Map

The Compatibility Map for Hyampom Airport is presented in Figure 3-3 and is to be used in conjunction with the criteria set forth in Chapter 2, Table 2-3.

3.1.2 Boundary Determinants

Hyampom Airport has a single-sided traffic pattern and therefore the considerations discussed in Chapter 2, Policy 7.5 "Single-sided Traffic Patterns" apply.

Compatibility zone boundaries are defined as follows:

3.1.2.1 Zone A

Zone A has the standard Zone A definition with the following exception

- as long as Runway 32 has a displaced threshold, Zone A will include the area of both the Runway 32 arrival RPZ as well as the Runway 14 departure RPZ consistent with Chapter 2, Policy 7.6, "Runways With Multiple RPZs."
- If the displaced threshold is removed from Runway 32, Zone A will revert to the standard definition with a single RPZ.

3.1.2.2 Zone B1

The northwest portion of Zone B1 has the standard definition.

The southeast portion of Zone B1 is similar to standard dimensions except that because multiple RPZs exist for this zone,

- to determine the point from which the 30-degree radii radiate, the Runway 32 approach RPZ is used, and
- to determine the center point used for the 3000-foot radii from which the outer arc is swung, the departure RPZ for Runway 14 is used.

If the displaced threshold is removed from Runway 32, the southeast portion of Zone B1 will revert to the standard definition with a single RPZ.

3.1.2.3 Zone B2

The northwest portion of Zone B2 has standard dimensions.

The southeast portion of Zone B2 is similar to standard dimensions except that

- because multiple RPZs exist for this zone, the turning area is extended due to the increased size of Zone B1,
- the 30-degree radius and the Zone B2 turning area arc are connected by a straight line parallel to, and 1,500 feet from, the extended runway centerline.
- If the displaced threshold is removed from Runway 32, Zone B2 will revert to the standard definition with a single RPZ.

3.1.2.4 Zone C

Zone C has the standard Zone C definition.

3.1.2.5 Zones D and E

Because Hyampom Airport has one-sided traffic, only the southwestern portion of Zone D exists.

Zone D is of standard dimensions where it exists.

The remaining northeastern portion of a standard Zone D is classified as Zone E. The dividing lines between Zones D and E are as specified in Chapter 2, Policy 7.5, "Single-sided Traffic Patterns."

3.2 Airport Influence Area

Hyampom Airport has a standard Airport Influence Area as defined in Chapter 2, Policy 7.3 "Airport Influence Area".

3.3 Additional Compatibility Policies

None are defined.

3.4 Maps

- Compatibility Zone Map, Figure 3-3 "Hyampom Airport Compatibility Zone Map"
- AIA Map, Figure 3-4 "Hyampom Airport Influence Area"

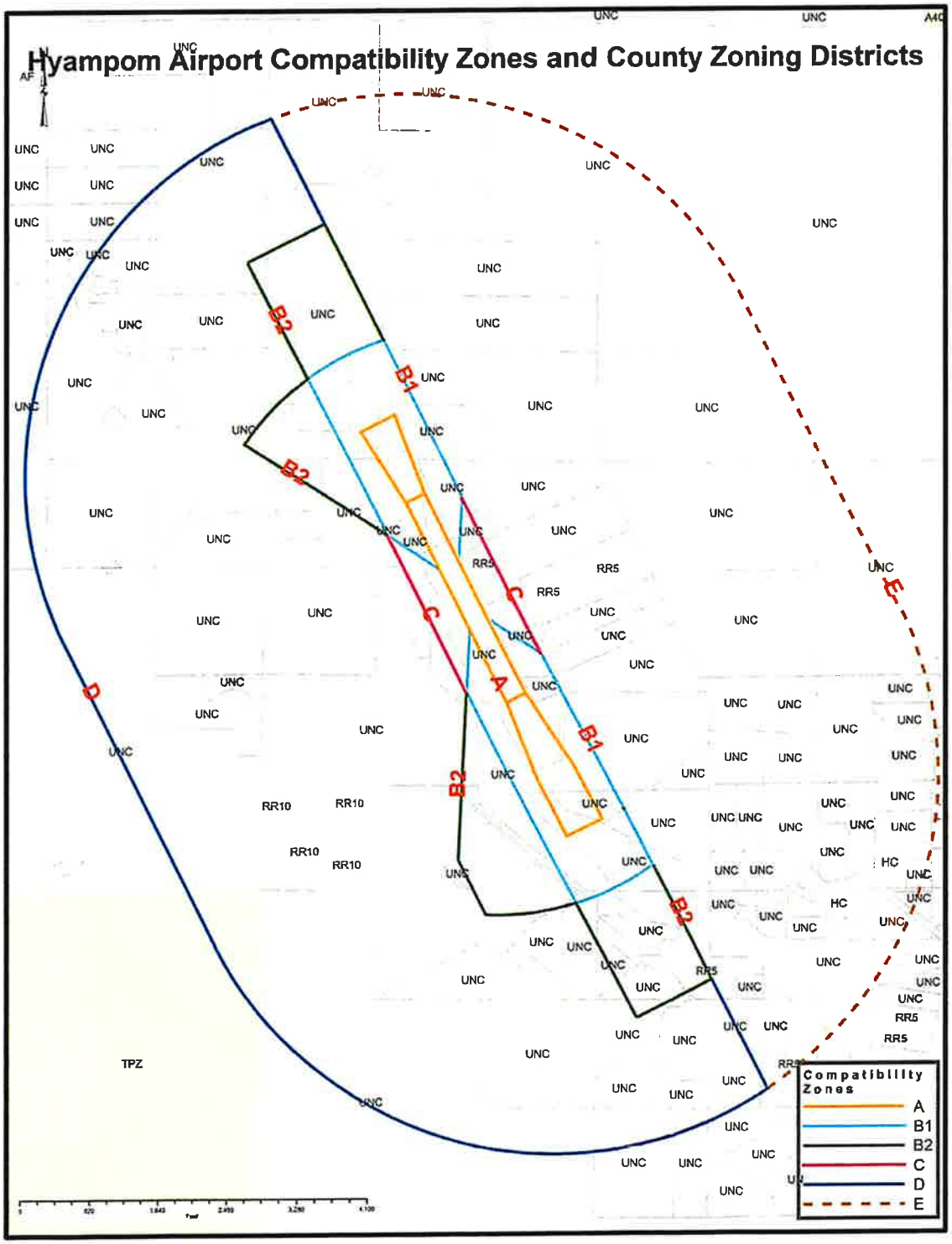


Figure 3-3 Hyampom Airport Compatibility Zone Map

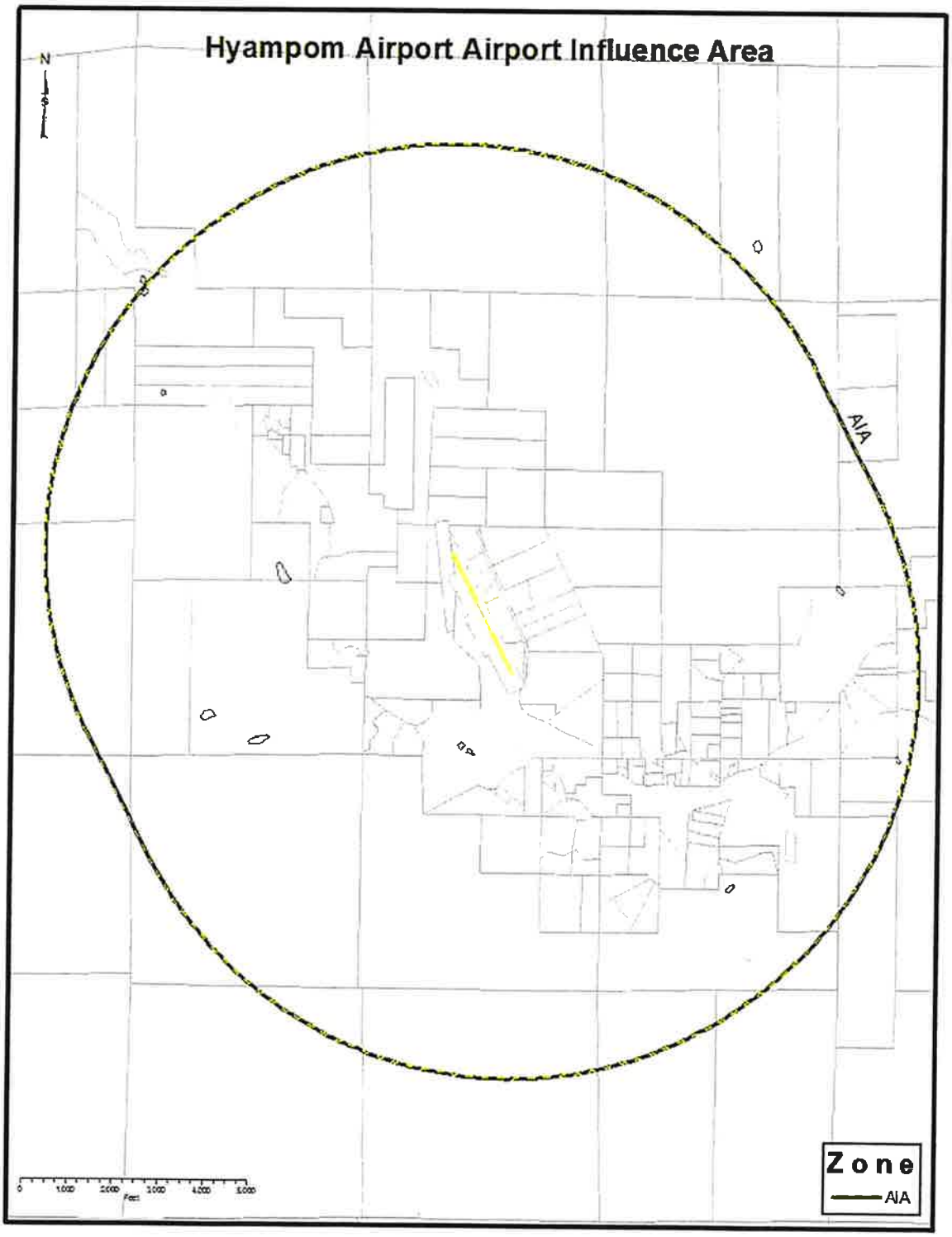


Figure 3-4 Hyampom Airport Influence Area

4.0 Ruth Airport

4.1 Compatibility Map Delineation

4.1.1 Compatibility Map

The Compatibility Map for Ruth Airport is presented in Figure 3-5 and is to be used in conjunction with the criteria set forth in Chapter 2, Table 2-3.

4.1.2 Boundary Determinants

Compatibility zone boundaries are defined as follows:

4.1.2.1 Zone A

Zone A has the standard Zone A definition.

4.1.2.2 Zone B1

Zone B1 has the standard Zone B1 definition.

4.1.2.3 Zone B2

Zone B2 has the standard Zone B2 definition.

4.1.2.4 Zone C

Zone C has the standard Zone C definition.

4.1.2.5 Zones D

Zone D has the standard Zone D definition.

4.2 Airport Influence Area

Ruth Airport is located in a steep valley. Pilots often fly final approach to Runway 31 by turning around hills and following the river. Upon departure, pilots often follow the river northwest after initial climbout, due to rising terrain in the area. Because of the nature of the terrain, and the traffic down the river, the potential for noise exists down river from the airport.

Therefore, the Ruth Airport Influence Area is defined as the area inside Zone D plus the area defined as follows:

Using the Humboldt Meridian for all section references in this paragraph, beginning at the point where Zone D intersects the southern section boundary of Township 3S, Range 8E, Section 7, then:

- proceed west along the section boundary to its southwest corner, then
- proceed north along the section boundary to its northwest corner, then

- proceed north along the western boundary of Township 2S, Range 8E, Section 6 to its northwest corner, then
- proceed east along the northern boundaries of Township 2S, Range 8E, Sections 6 and 5 to the northeast corner of Township 2S, Range 8E, Section 5, then
- proceed due south along section boundaries until intersecting Zone D.

4.3 Additional Compatibility Policies

None are defined.

4.4 Maps

- Compatibility Zone Map, Figure 3-5 "Ruth Airport Compatibility Zones"
- AIA Map, Figure 3-6 "Ruth Airport Influence Area"

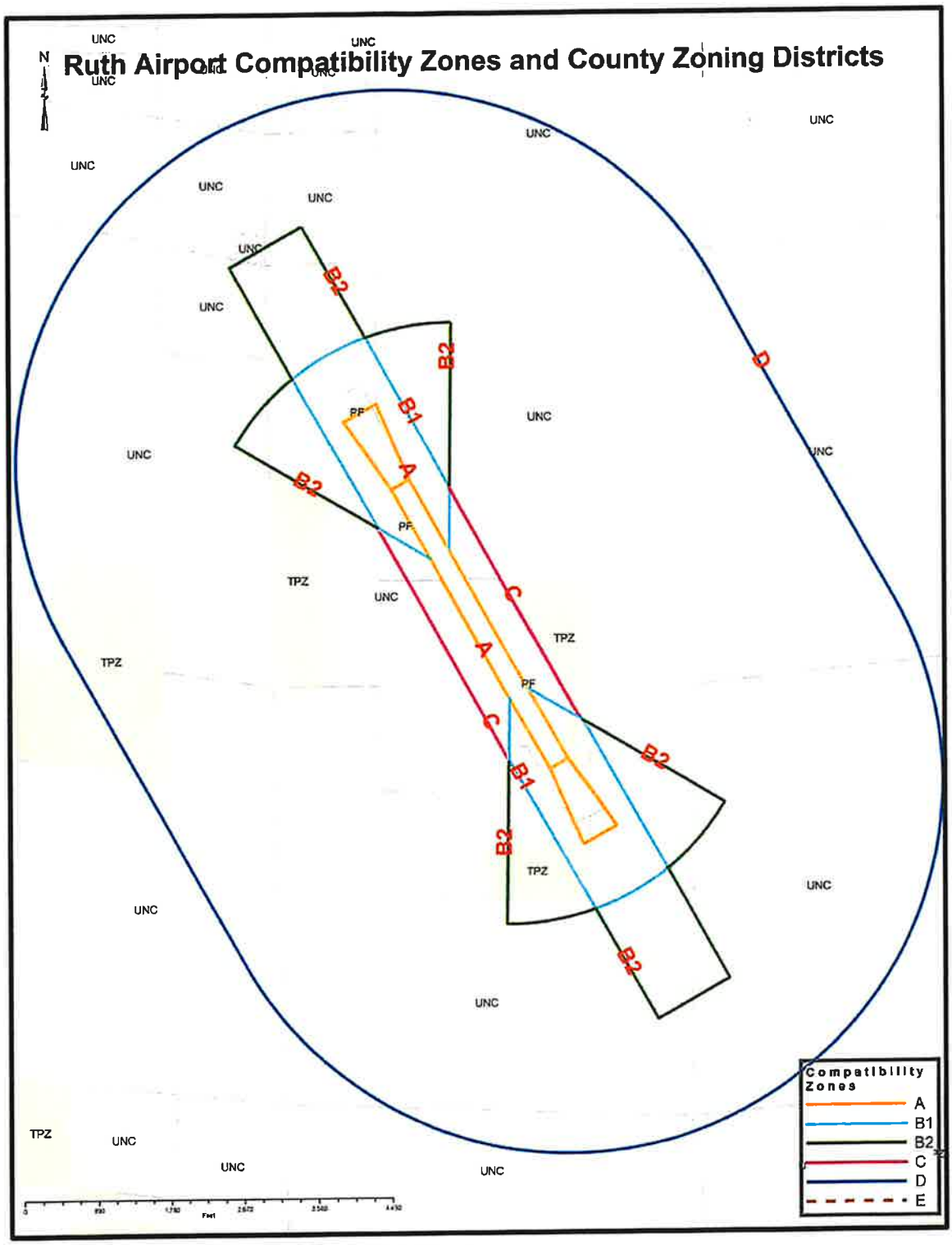


Figure 3-5 Ruth Airport Compatibility Zones

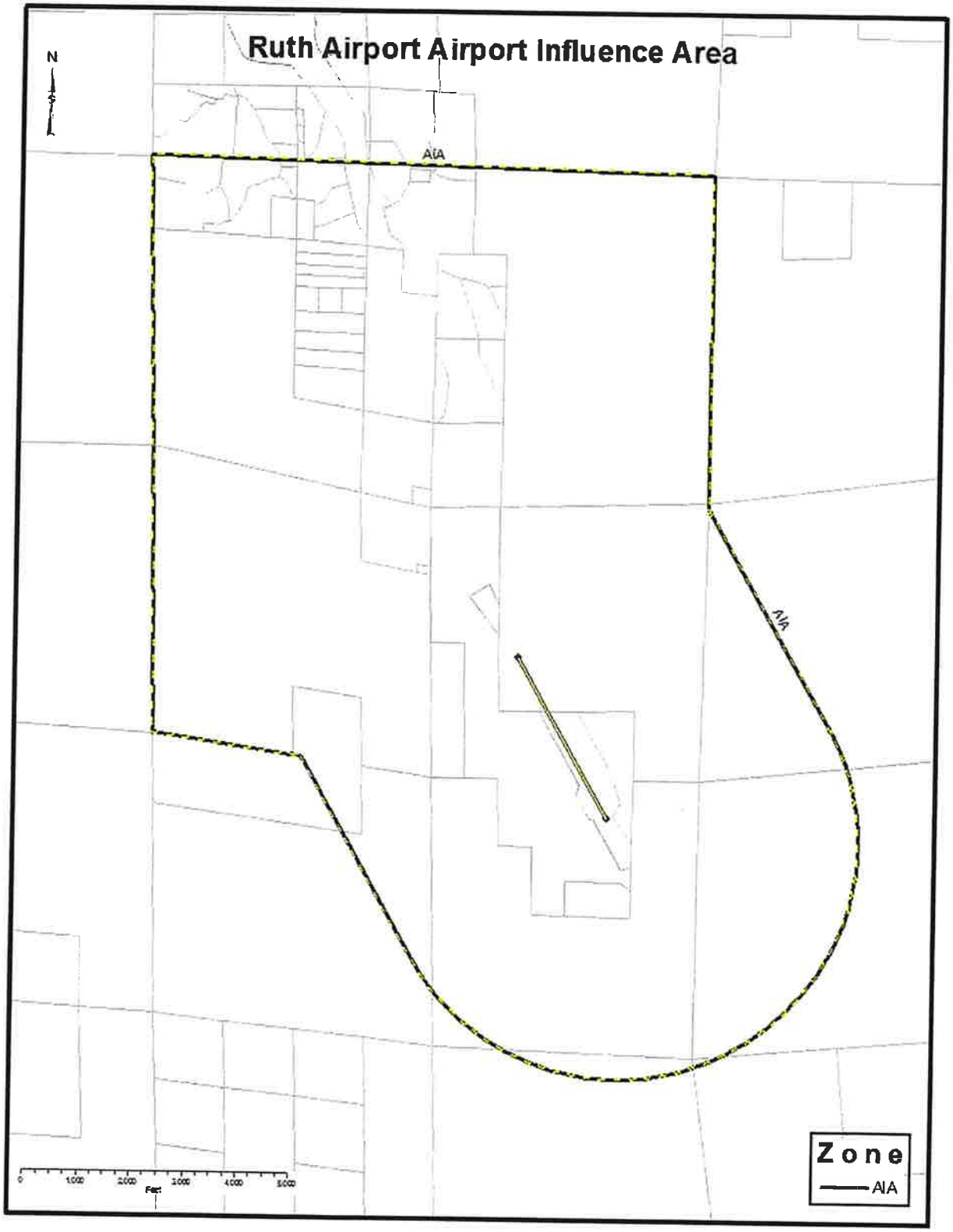


Figure 3-6 Ruth Airport Influence Area

5.0 Trinity Center Airport

5.1 Compatibility Map Delineation

5.1.1 Compatibility Map

The Compatibility Map for Trinity Center Airport is presented in Figure 3-7 and is to be used in conjunction with the criteria set forth in Chapter 2, Table 2-3.

5.1.2 Boundary Determinants

Trinity Center Airport has a single-sided traffic pattern and therefore the considerations discussed in Chapter 2, Policy 7.5, "Single-sided Traffic Patterns." apply.

Compatibility zone boundaries are defined as follows:

5.1.2.1 Zone A

Zone A has the standard Zone A definition with the following exceptions:

- as long as Runway 14 has a displaced threshold, Zone A will include the area of both the Runway 14 arrival RPZ as well as the Runway 32 departure RPZ consistent with Chapter 2, Policy 7.6, "Runways With Multiple RPZs.",
- as long as Runway 32 has a displaced threshold, Zone A will include the area of both the Runway 32 arrival RPZ as well as the Runway 14 departure RPZ consistent with Chapter 2, Policy 7.6, "Runways With Multiple RPZs.", and
- because the Trinity Center Airport Layout Plan includes a runway extension to the southeast, an RPZ has been created for the future runway based on the ultimate runway end. Zone A includes the area of the future RPZ consistent with Chapter 2, Policy 7.6, "Runways With Multiple RPZs."

5.1.2.2 Zone B1

The northwest portion of Zone B1 is similar to standard dimensions except that because multiple RPZs exist for this zone,

- to determine the point from which the 30-degree radii radiate, the Runway 14 approach RPZ is used, and
- to determine the center point used for the 3,000-foot radii from which the outer arc is swung, the departure RPZ for Runway 32 is used.

Furthermore, the northwest portion of Zone B1 is modified as follows on the southwest side of the runway:

- From the point where the 30-degree radius intersects the property boundary of the airport, the zone boundary follows the airport boundary northwesterly to the point where the airport boundary first intersects the county property containing Lakeview Drive.
- The zone boundary then follows southern boundary of the county property containing Lakeview Drive in a straight line until that line intersects the radius.

The southeast portion of Zone B1 is similar to standard dimensions except that because multiple RPZs exist for this zone,

- to determine the point from which the 30-degree radii radiate, the Runway 32 approach RPZ is used, and
- to determine the center point used for the 3,000-foot radii from which the outer arc is swung, the ultimate runway RPZ is used.

5.1.2.3 Zone B2

The northwest portion of Zone B2 is similar to standard dimensions except that because multiple RPZs exist for this zone, the turning area is extended due to the increased size of Zone B1:

- the 30-degree radius and the Zone B1 outer arc are connected by a straight line parallel to, and 1,500 feet from, the extended runway centerline.

The southeast portion of Zone B2 is similar to standard dimensions except that because multiple RPZs exist for this zone, the turning area is extended due to the increased size of Zone B1

- the 30-degree radius and the Zone B2 turning area arc are connected by a straight line parallel to, and 1,500 feet from, the extended runway centerline.

5.1.2.4 Zone C

Zone C has the standard Zone C definition except that the outer (west-southwestern) boundary of the portion of Zone C west of the runway is modified as follows:

- The southwest corner of Zone C begins a standard 500 feet from the runway centerline on the 30-degree radius where it meets Zone B1.
- The Zone C boundary parallels the runway centerline to the point where it intersects the ultimate boundary of the airport as shown in the Trinity Center ALP airport layout drawing dated June 27, 2007.

- From that point, the zone boundary proceeds northwest in a straight line to join the western edge of the county-owned property containing Lakeview Drive until that straight line intersects the northwest 30-degree radius.

The northern boundary of the portion of Zone C west of the runway is modified to follow the boundary of Zone B1 between the airport boundary and the point where Zone B1 intersects the 30-degree radius.

5.1.2.5 Zones D and E

Because Trinity Center Airport has one-sided traffic, only the northeastern portion of Zone D exists.

Zone D is of standard dimensions where it exists.

The remaining southwestern portion of a standard Zone D is classified as Zone E. The dividing lines between Zones D and E are as specified in Chapter 2, Policy 7.5, "Single-sided Traffic Patterns."

5.2 Airport Influence Area

Trinity Center Airport has a standard Airport Influence Area as defined in Chapter 2, Policy 7.3 "Airport Influence Area".

5.3 Additional Compatibility Policies

5.3.1 Modified Transitional Slope

Trinity Center airport operates under a California Department of Transportation Division of Aeronautics (CalTrans) permit that provides a variance on the west side of the airport. The variance specifies that the transition surface on the west side rises at a slope of 4:1 rather than 7:1.

Nevertheless, the standard criteria of Zones B1, C and E apply.

5.4 Maps

- Compatibility Zone Map, Figure 3-7 "Trinity Center Airport Compatibility Zones"
- AIA Map, Figure 3-8 "Trinity Center Airport Influence Area"

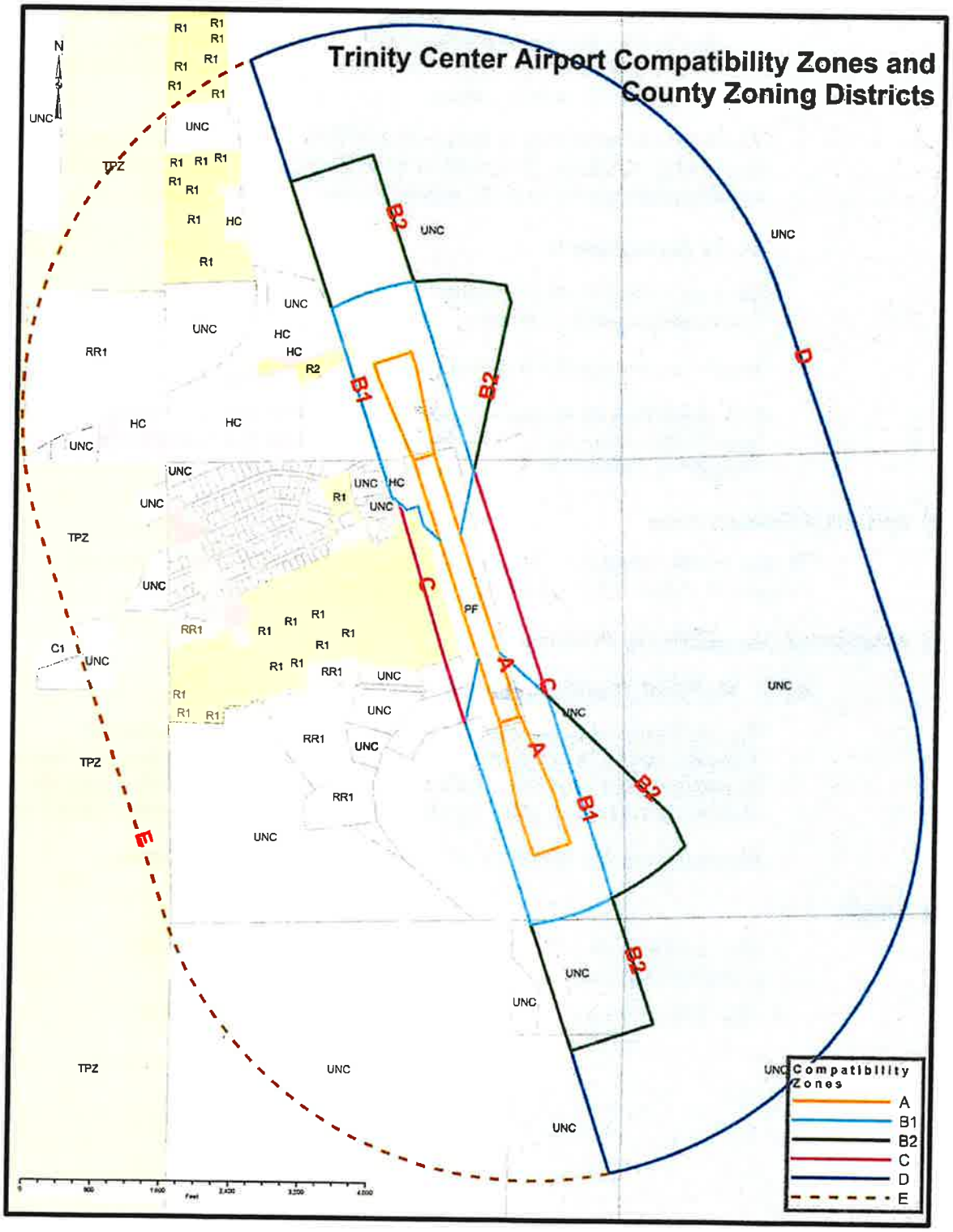


Figure 3-7 Trinity Center Airport Compatibility Zones

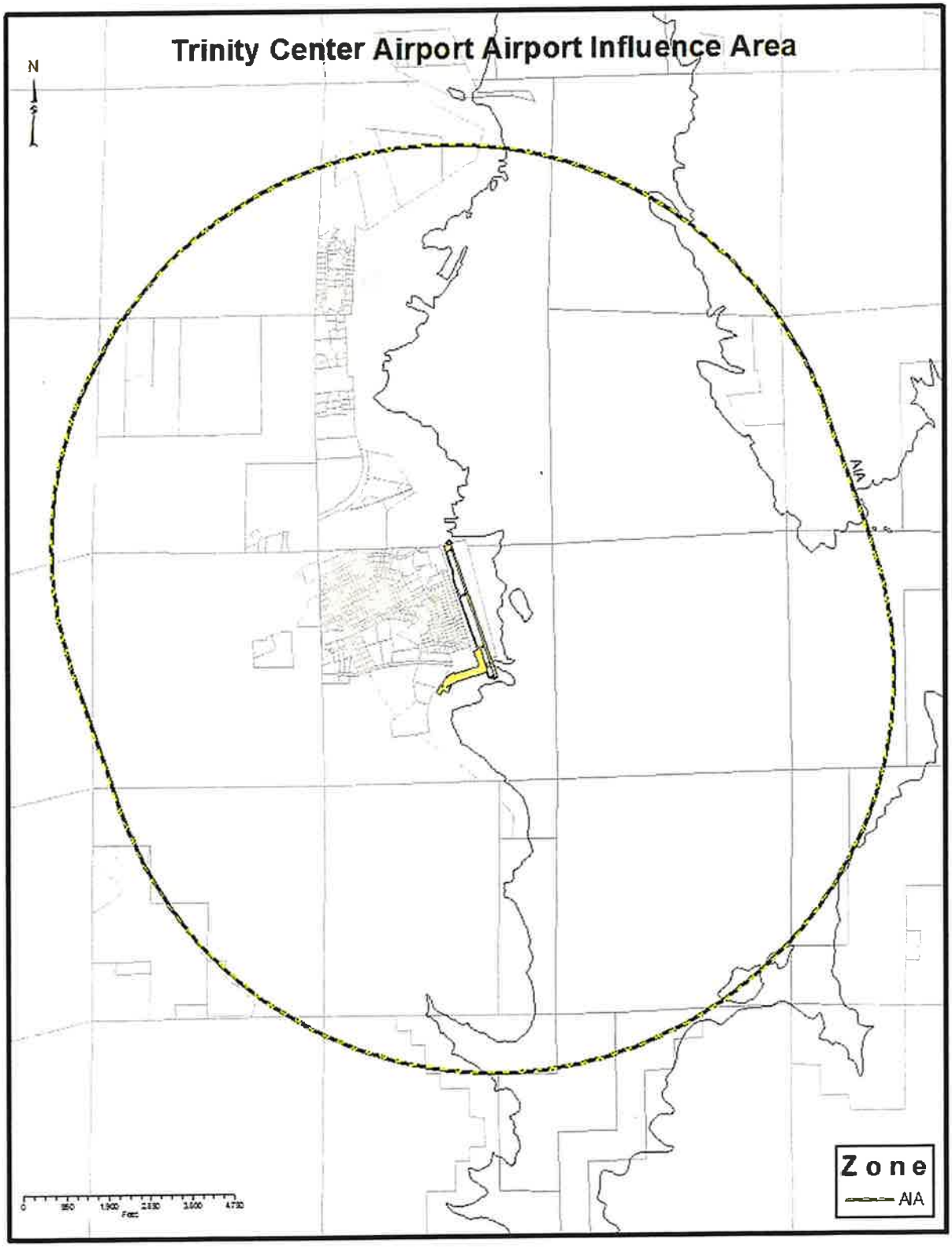


Figure 3-8 Trinity Center Airport Influence Area

6.0 Weaverville Airport

6.1 Compatibility Map Delineation

6.1.1 Compatibility Map

The Compatibility Map for Weaverville Airport is presented in Figure 3-9 and is to be used in conjunction with the criteria set forth in Chapter 2, Table 2-3.

6.1.2 Boundary Determinants

Weaverville Airport has a "one-way runway." The airport operates under a CalTrans permit that restricts operations to one way, that is, landings are allowed only on Runway 36 and takeoffs are allowed only on Runway 18. Both runways use a standard, left-hand traffic pattern.

Due to the very unique nature of "one-way runway" operations, the Compatibility Zones at Weaverville have been adjusted to reflect traffic as it actually is flown by pilots. The risk of safety and noise concerns to the north of the airport is reduced due to the lack of low-level overflight. The risks have not been completely eliminated by the one-way nature of traffic, but are significantly reduced.

Therefore, the Compatibility Zones have been modified to reflect the risk that actually exists in the area off the north end of the runway. Because there are no arrivals on Runway 18 or departures on Runway 36, there is no Runway Protection Zone on the north end, as shown on the Weaverville ALP. Zones B1 and B2 have been modified to replace the Zone A that would exist were there an RPZ, and to reflect only the risks of a landing overrun or a higher level go-around on approach to Runway 36.

Zone D has been enlarged to reflect the proximity of the airport to the major portion of the town of Weaverville and the nature of traffic flow dictated by terrain and the one-way runway. The ALUC has noted the flight paths actually flown by many pilots entering the pattern on a left base leg. Given the actual traffic pattern, Zone D has been extended to mitigate additional development that might create safety or noise concerns.

Compatibility zone boundaries are defined as follows:

6.1.2.1 Zone A

Consistent with Chapter 2, Policy 7.4.2 "Zone A - Runway Protection Zone and Object Free Area", Zone A includes the Object Free Area (OFA) and the RPZs.

Due to the displaced threshold for Runway 36, there are two RPZs at the south end of the airport: the Runway 36 Approach RPZ and the Runway 18 Departure RPZ. Zone A is modified to include the two RPZs off the

south end of the runway consistent with Chapter 2, Policy 7.6, "Runways With Multiple RPZs."

Because there is no RPZ off the north end of the airport, Zone A extends 240 feet beyond the end of Runway 36 consistent with the definition of the OFA.

6.1.2.2 Zone B1

The northern portion of Zone B1 is modified in shape and location generally to replace the portion of Zone A normally attributed to an RPZ. The north Zone B1 is a trapezoid that begins adjacent to Zone A (the northern boundary of the OFA) and is 250 feet wide at that point. The outer edge of the north Zone B1 is 450 feet wide, and is located 1000 feet from the OFA. Thus, the north Zone B1 has the same dimensions as an RPZ, but is located 240 feet, rather than 200 feet, from the runway end

The southern portion of Zone B1 is similar to standard dimensions except that because multiple RPZs exist for this zone,

- to determine the point from which the 30-degree radii radiate, the Runway 36 approach RPZ is used, and
- to determine the center point used for the 3,000-foot radii from which the outer arc is swung, the departure RPZ for Runway 18 is used.

6.1.2.3 Zone B2

The northern portion of Zone B2 is an equilateral triangle with 3,000-foot sides:

- it is symmetrically oriented with respect to the extended runway centerline,
- it has one vertex located on the runway centerline 1,000 feet from the end of Runway 18, and
- it excludes the areas in Zone A and Zone B1.

The southern portion of Zone B2 is similar to standard dimensions except that because multiple RPZs exist for this zone, the turning area is extended due to the increased size of Zone B1:

- the 30-degree radius and the Zone B2 turning area arc are connected by straight lines parallel to, and 1,500 feet from, the extended runway centerline.

6.1.2.4 Zone C

Zone C has the standard Zone C definition.

6.1.2.5 Zones D

Zone D includes the area outside Zones B1, B2 and C, and inside the perimeter defined by swinging an arc with a radius of 5,000 feet from a point on the runway centerline at the north end of Runway 36, and an arc with a radius of 5,000 feet from a point 4,000 feet from the south end of Runway 18 on the extended runway centerline. The arcs are connected by lines parallel to, and 5,000 feet on either side of the runway centerline.

6.2 Airport Influence Area

Weaverville Airport has a standard Airport Influence Area as defined in Chapter 2, Policy 7.3 "Airport Influence Area".

6.3 Additional Compatibility Policies

6.3.1 Airport Structures

Existing structures and the uses thereof on the airport property east of the runway as of the date of adoption of this ALUCP are deemed to be compatible uses.

6.3.2 Modified Transition Slope

The Weaverville airport has been issued a variance for the transition slope on the east side of the airport. The transition slope effectively terminates 175 feet from the runway centerline.

Nevertheless, the standard criteria of Zones B1, B2, C and D apply.

6.4 Maps

- Compatibility Zone Maps, Figure 3-9 "Weaverville Airport Compatibility Zones - View 1" and Figure Figure 3-10 "Weaverville Compatibility Zones - View 2"
- AIA Map, Figure 3-11 "Weaverville Airport Influence Area"

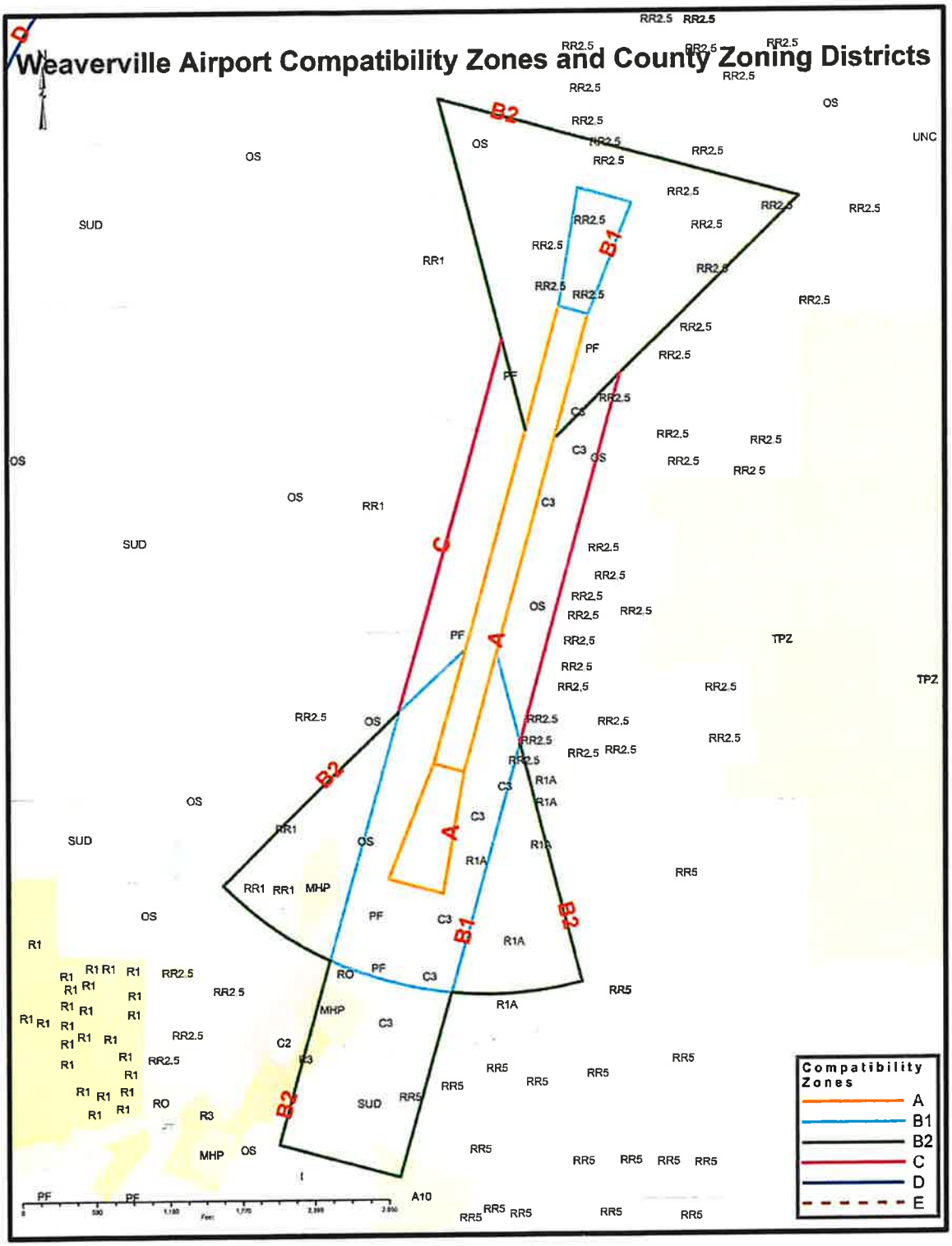


Figure 3-9 Weaverville Airport Compatibility Zones - View 1

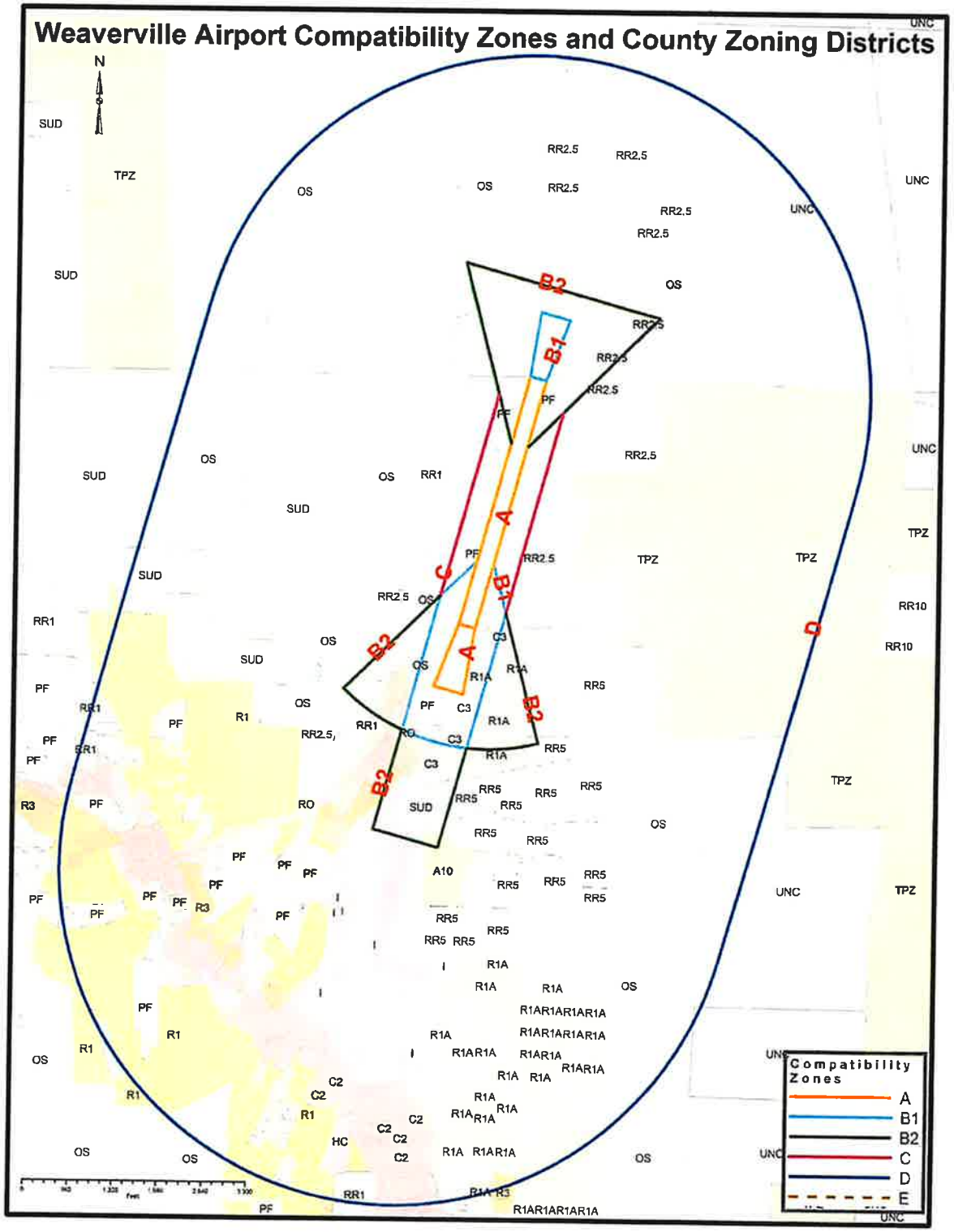


Figure 3-10 Weaverville Compatibility Zones - View 2

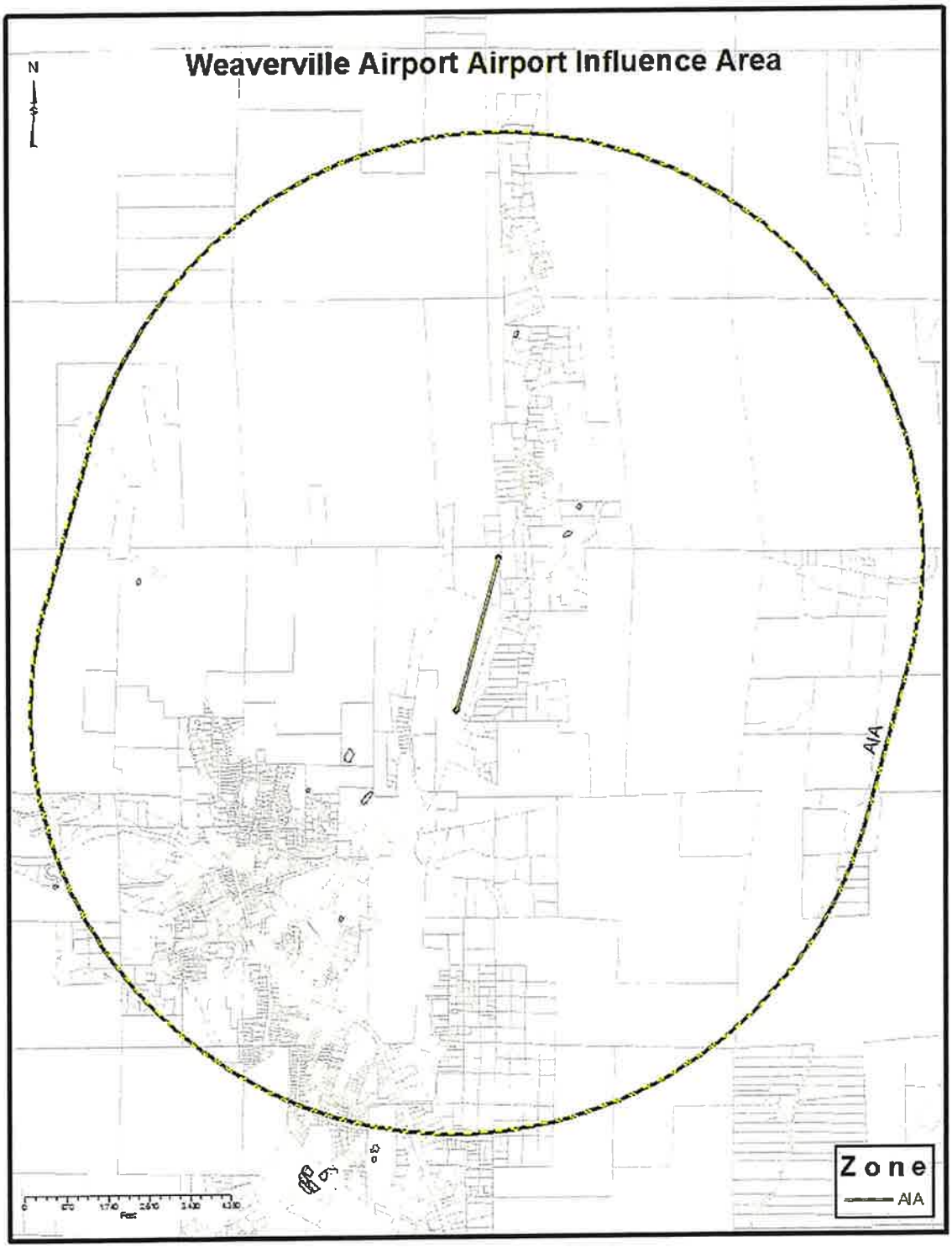


Figure 3-11 Weaverville Airport Influence Area

CHAPTER

4

AIRPORT BACKGROUND DATA

1.0 Overview

This chapter contains background data regarding the airports in Trinity County. The airport configurations, activity levels, and other data presented here serves as the basis for the compatibility maps adopted by the Trinity County Airport Land Use Commission (ALUC).

The material herein is provided for informational purposes — it has not been adopted by the ALUC.

For each airport, a series of exhibits provides data about the airport and its environs. The specific exhibits included differ slightly from one airport to another, but the typical information included is as follows:

- Description of airport features
- Copy of latest airport layout plan drawings, with current and future noise impact contours
- Data regarding current and future aircraft activity
- Overflight map illustrating the various noise and safety factors that serve to define the airport's compatibility zone boundaries

CalTrans approved use of the airport layout plans in lieu of master plans as the basis for this compatibility planning. See the CalTrans letter in Section 4.0 "CalTrans Division of Aeronautics Letter of Approval" of Appendix B "References".

The airport layout plans show:

- the current layout of the airport
- future airport projects
- Part 77 surfaces
- noise contours
- airport data

1.1 Common Airport Information

The following data are common to all Trinity County airports:

- Classified as General Aviation airport
- No commercial aviation activity
- No two-way communication equipment for air-to-ground
- No fuel facility. Weaverville does have a small, private fuel storage tank.
- No rescue or fire-fighting services. However, during the wildfire season, fire-fighting aircraft and equipment are often based at one or more airports.
- No instrument approaches

2.0 Overview of Trinity County

Trinity County is situated in the remote mountains of Northern California and covers approximately 3,222 square miles. The predominant features of Trinity County include the Trinity River, Trinity Lake, and the Trinity Alps.

Approximately 72 percent of the county land is in state and federal ownership, including a large portion of the Trinity National Forest, Six Rivers National Forest, and the Shasta Trinity National Recreation Area.

Of the roughly 28 percent of county land in private hands, approximately 15 percent is industrial timber lands, while the remaining 13 percent of land is in mainly agricultural, commercial, and residential uses.

Trinity County is bordered to the east by northern Sacramento Valley, to the west by California's Redwood Coast, and lies adjacent to the Trinity Alps Wilderness Area. This 517,000-acre area is the second largest designated wilderness in the State of California and spans three national forest boundaries. There are also two designated Wild and Scenic Rivers within the wilderness: New River and Trinity River

The Shasta-Trinity National Forest is located to the west, between the interior Coast Range and the Cascade Range. The Forest lies within portions of Humboldt, Modoc, Shasta, Siskiyou, and Trinity Counties. Elevations range from 1,000 feet along the southern and eastern edges of the Forest to 14,162 feet at the summit of Mt. Shasta.

Trinity County's population is projected to reach 20,100 by 2026, which represents an average annual growth rate of 1.4 percent. The state's population is projected to grow at an average annual rate of 1.6 percent during the forecast period, reaching an estimated 53.1 million residents by the year 2026.

3.0 Hayfork Airport

Hayfork Airport is located approximately 17 nm southwest of the county seat of Weaverville. Hayfork is the only Trinity County airport that is permitted for night operations.

Hayfork Airport, which was developed in 1969, is one of five general aviation airports operated by Trinity County, providing valuable aviation access to the southern portion of the county.

3.1 Airport Planning

A current Master Plan for Hayfork Airport is not available.

The Hayfork Airport Layout Plan was conditionally approved by the FAA in August 2008. The current layout plan is included at the end of this section.

3.2 Airport Feature Summary

- **Runways and Taxiways** -- Hayfork Airport is served by a single runway. Runway 7-25 is oriented in an east-west direction and is paved with asphalt. The runway is 4,115 feet in length and 60 feet in width. There is a parallel taxiway for the eastern 2/3 of the runway.
- **Airfield Lighting/Pavement Markings** -- The location of the airport at night is universally identified by a rotating beacon. The runway has medium intensity runway lights and basic markings.
- **Weather and Communication Aids** -- Hayfork Airport does not have weather reporting equipment or two-way communication.

3.3 Aviation Activity

Details about based aircraft and airport operations forecast are contained in the narrative section of the *2008 Hayfork Airport Layout Plan.* Hayfork is a low-use General Aviation airport. See a supporting statement letter in Appendix B: Section 5.0 "Coffman Associates, Hayfork Operations Letter".

Based Aircraft - The preferred planning forecast for Hayfork Airport is a mid-range of all the forecasts calculated by Coffman Associates and yields eight based aircraft by 2011; nine based aircraft by 2016; and 11 based aircraft by 2026.

Aircraft Operations - As detailed by Coffman Associates, the current operations and forecast for peak periods at Hayfork are:

		FORECAST
General Aviation Operations	**2006**	**2026**
Annual	1,500	2,750
Peak Month	150	275
Busy Day	6	11
Normal (Design) hour	1	1

3.4 Noise and Overflight

The compatibility of existing and planned land uses in the vicinity of an airport is usually associated with the extent of the airport's noise impacts. Typically, significant impacts will occur over noise-sensitive areas within the 65 CNEL noise contour.

Specific to this airport:

- Hayfork Airport is bounded by a mixture of residential, commercial, and open land. The county fairgrounds are located to the immediate southwest.
- Noise contours are included on the Airport Layout Plan (ALP). The noise contours are contained on airport property.
- No noise-sensitive land uses are contained within the 65 CNEL.

An overflight diagram is included in this section.

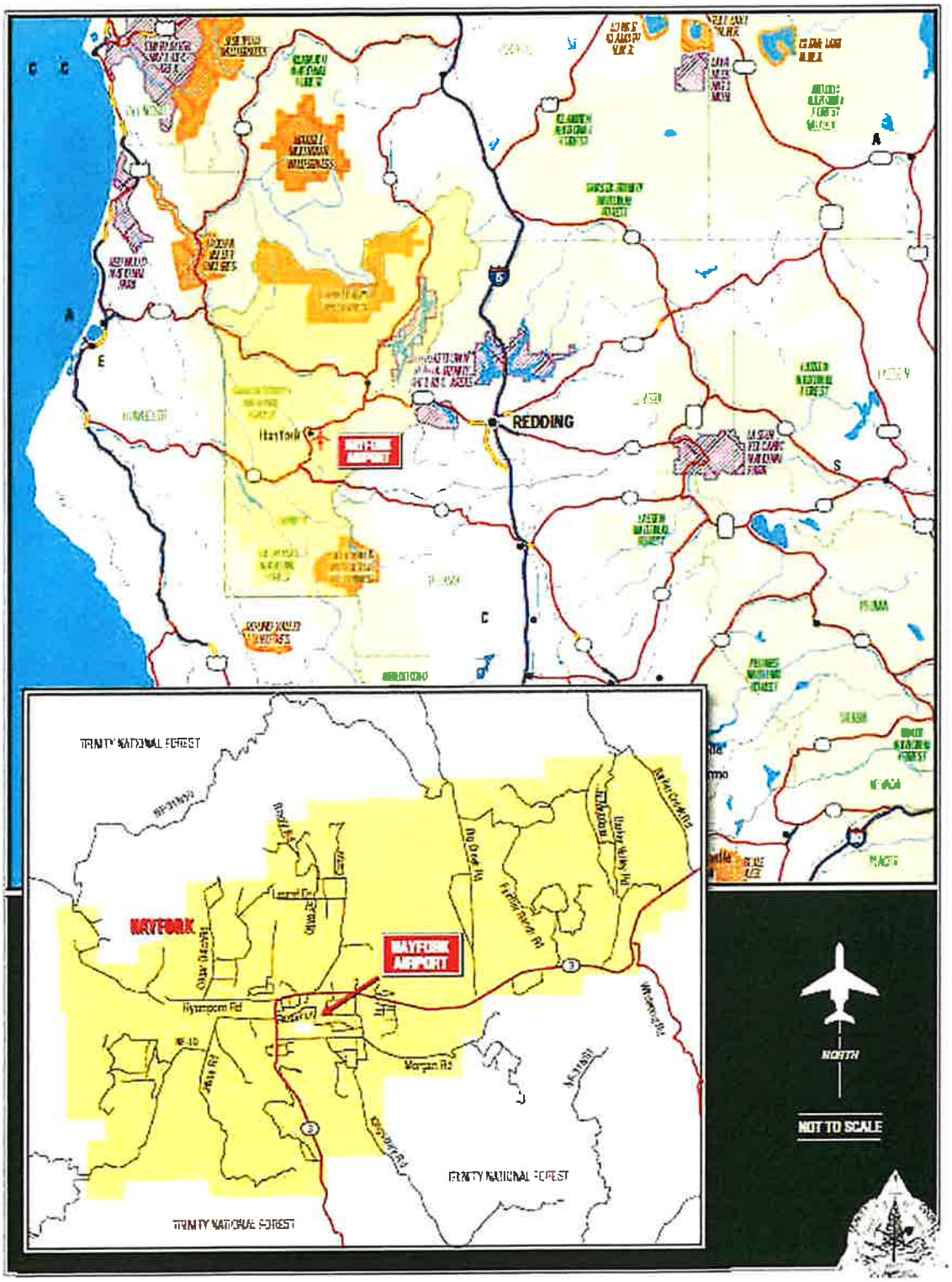


Figure 4-1 Hayfork Area Map

Hayfork Airport – F62

(source: FAA Master Record and 2008 Hayfork Airport Layout Plan)

FAA Design Criteria
Airport Reference Code: A-1 (small aircraft exclusively)
No single aircraft contributes to 500 annual operations
Critical design aircraft: Mitsubishi MU-2

Location
Lat/Long: 40-32-49.518N / 123-10-54.103W
40-32.8253N / 123-10.901717W
40.547088 / -123.1816953
Elevation: 2333.1 ft. / 711.13 m
Variation: 17E (1985)
Mean maximum temp of hottest month: 94 degrees
From city: 1 mile S of HAYFORK, CA
Time zone: UTC -8 (UTC -7 during DST)
Zip code: 96041

Airport Operations

Airport use: Open to the public
Control tower: no
ARTCC: OAKLAND CENTER
FSS: RANCHO MURIETA FLIGHT SERVICE STATION
NOTAMs facility: RIU (NOTAM-D service available)
Attendance: UNATNDD
Pattern altitude: 3333 ft. MSL
Wind indicator: yes
Segmented circle: yes

Airport Communications

CTAF/UNICOM: 122.8

Airport Services

Parking: tiedowns
Airframe service: NONE
Powerplant service: NONE
Bottled oxygen: NONE
Bulk oxygen: NONE

Runway Information --- Runway 07/25
Dimensions: 4115 x 60 ft. / 1254 x 18 m
Surface: asphalt, in good condition
Lighting: Medium intensity runway lights, airport beacon

	RUNWAY 07	RUNWAY 25
Gradient:	0.4%	0.4%
Traffic pattern:	left	right
Markings:	basic, in average condition	basic, in average condition
Runway end identifier lights:	no	no
Obstructions:	60 ft. tree, 2240 ft. from runway, 200 ft. right of centerline, 34:1 slope to clear	125 ft. tree, 2180 ft. from runway, 220 ft. left of centerline, 15:1 slope to clear

Airport Operational Statistics – forecast 2026
Aircraft based on the field: 6
Annual aircraft operations: 1,500
70% transient general aviation
30% local general aviation

Additional Remarks
- HIGH TERRAIN SURROUNDS THE ARPT.

- NOISE ABATEMENT PROCEDURES IN EFFECT N, NE & S OF ARPT.
INTERMITTENTLY CLOSED WINTERS DUE TO SNOW.

Instrument Procedures
There are no published instrument procedures

Figure 4-2 Hayfork Data Sheet

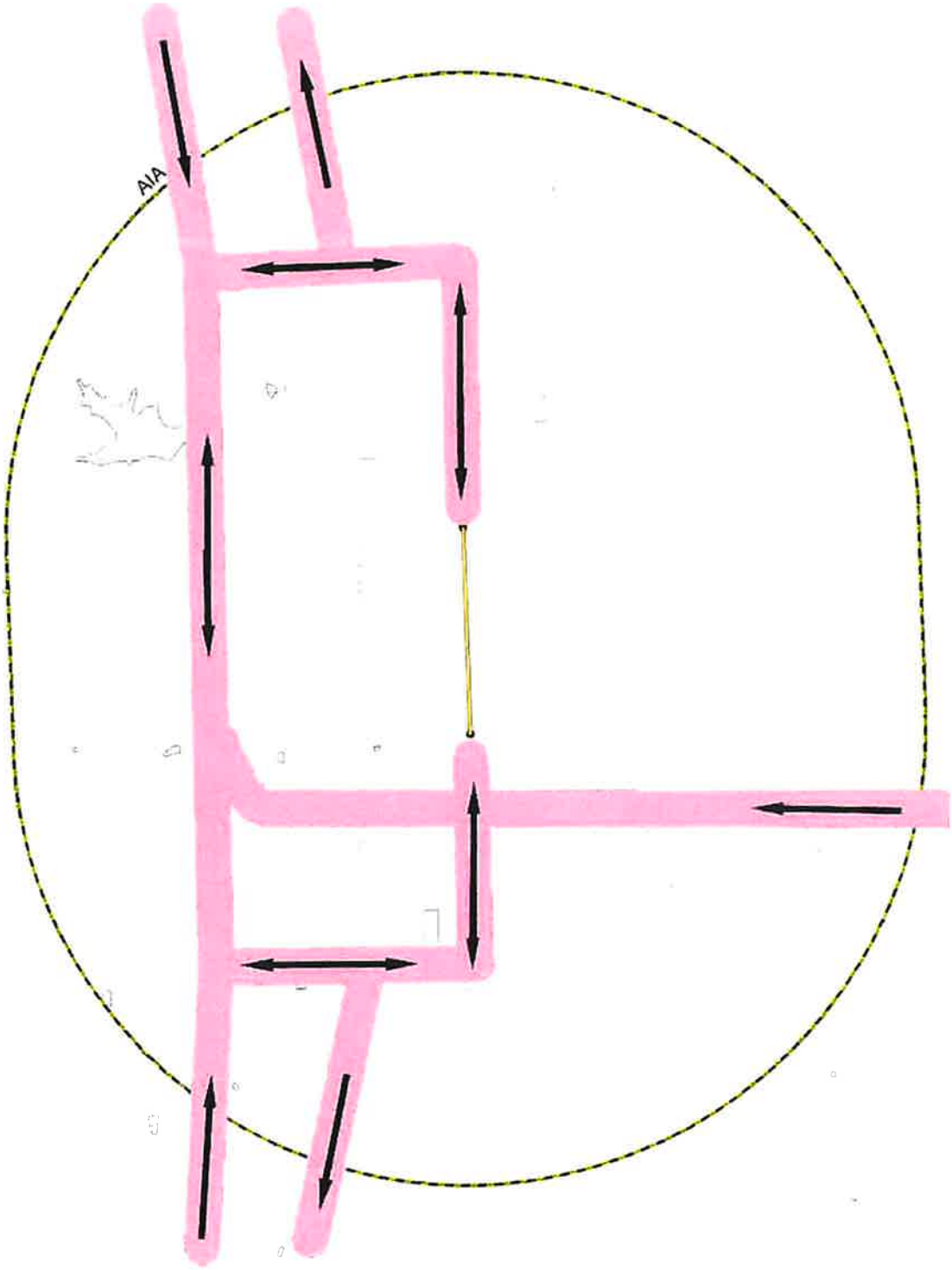


Figure 4-3 Hayfork Overflight Diagram

Figure 4-4 Hayfork Airport Layout Plan

Following is the April 2008 FAA conditionally approved layout plan for Hayfork Airport.

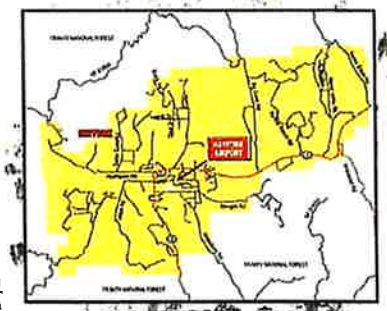
AIRPORT LAYOUT PLANS

FOR

HAYFORK AIRPORT

Prepared for

Trinity County, California



LOCATION MAP

Date of Photo: September, 2004

INDEX OF DRAWINGS

Coffman Associates
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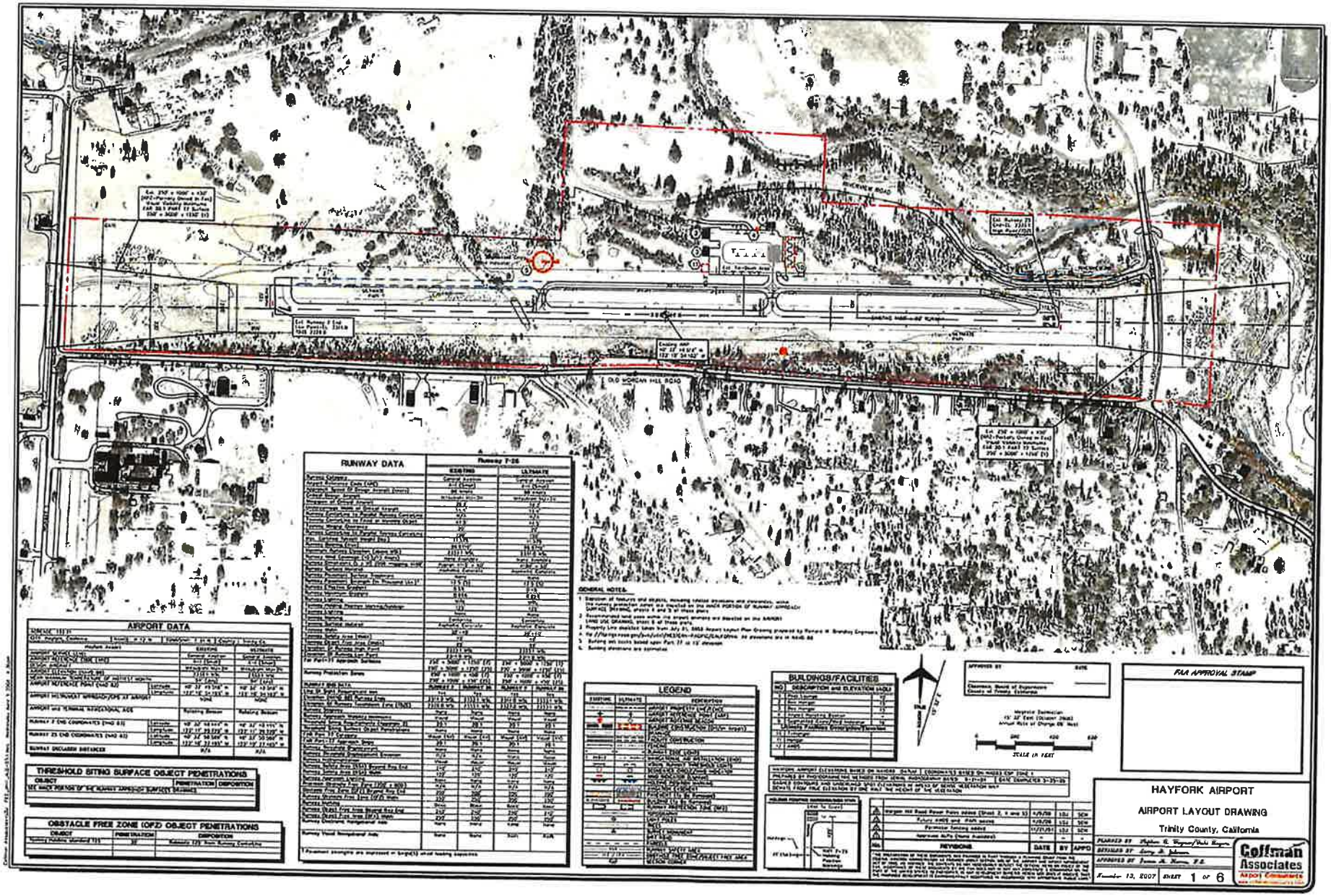
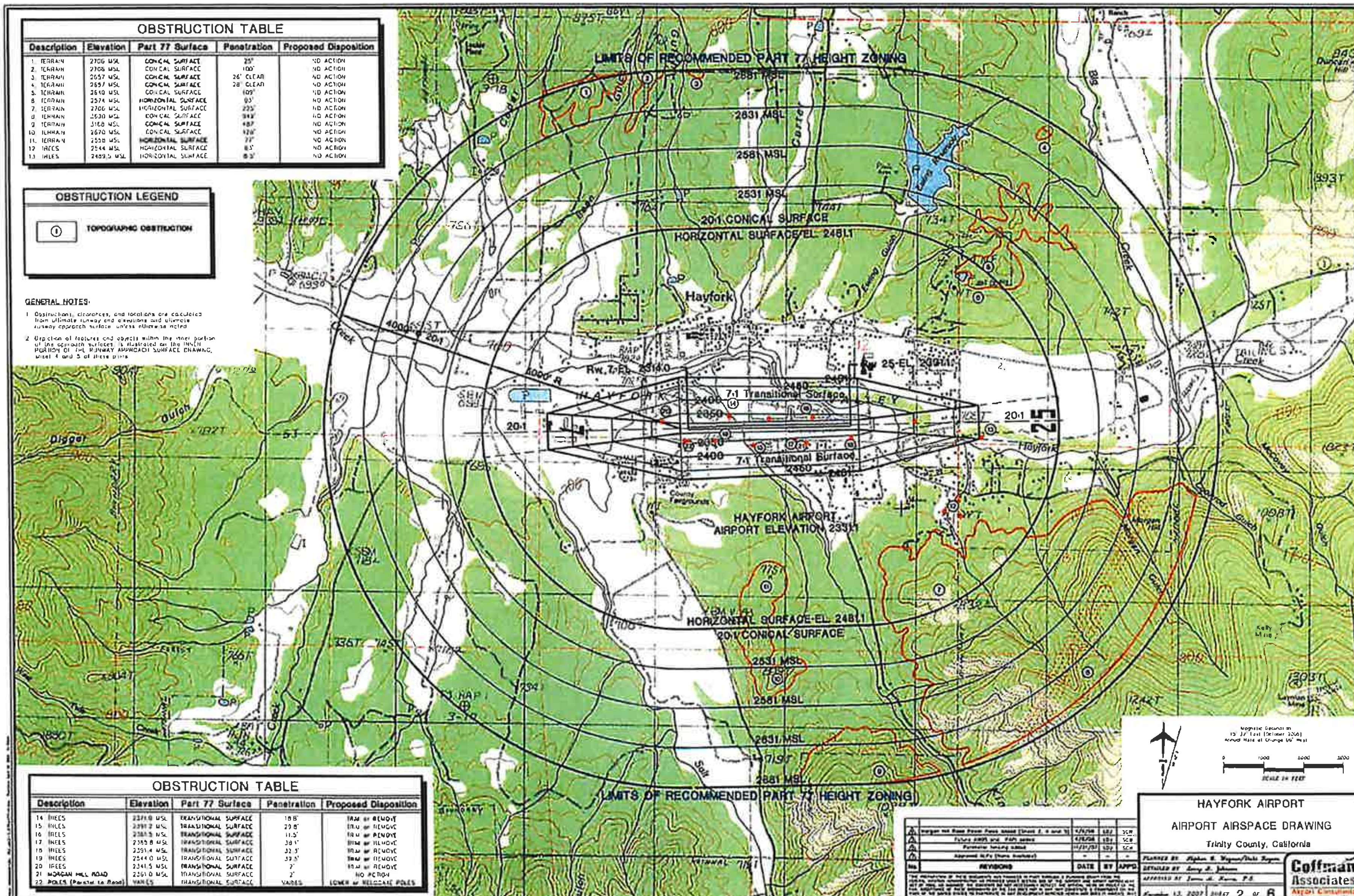
VICINITY MAP

APRIL 2008


OLD MORGAN HILL ROAD
RUNWAY DATA
AIRPORT DATA
THRESHOLD SITING SURFACE OBJECT PENETRATIONS
OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS
GENERAL NOTES
LEGEND
BUILDINGS/FACILITIES
FAA APPROVAL STAMP
HAYFORK AIRPORT
AIRPORT LAYOUT DRAWING
Trinity County, California
Coffman Associates
November 13, 2007
SHEET 1 OF 6



OBSTRUCTION TABLE

Description	Elevation	Part 77 Surface	Penetration	Proposed Disposition
1. TERRAIN	2706 MSL	CONICAL SURFACE	25'	NO ACTION
2. TERRAIN	2706 MSL	CONICAL SURFACE	100'	NO ACTION
3. TERRAIN	2657 MSL	CONICAL SURFACE	26' CLEAR	NO ACTION
4. TERRAIN	2657 MSL	CONICAL SURFACE	28' CLEAR	NO ACTION
5. TERRAIN	2610 MSL	CONICAL SURFACE	109'	NO ACTION
6. TERRAIN	2574 MSL	HORIZONTAL SURFACE	93'	NO ACTION
7. TERRAIN	2706 MSL	HORIZONTAL SURFACE	235'	NO ACTION
8. TERRAIN	2930 MSL	CONICAL SURFACE	343'	NO ACTION
9. TERRAIN	3168 MSL	CONICAL SURFACE	487'	NO ACTION
10. TERRAIN	2670 MSL	CONICAL SURFACE	428'	NO ACTION
11. TERRAIN	2558 MSL	HORIZONTAL SURFACE	77'	NO ACTION
12. TREES	2544 MSL	HORIZONTAL SURFACE	83'	NO ACTION
13. TREES	2489.5 MSL	HORIZONTAL SURFACE	83'	NO ACTION

OBSTRUCTION LEGEND

(1) TOPOGRAPHIC OBSTRUCTION

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate runway approach surface unless otherwise noted.
2. Depiction of features and objects within the inner portion of the approach surfaces is illustrated on the INNER PORTION OF THE RUNWAY APPROACH SURFACE DRAWING, sheet 4 and 5 of these plans.

OBSTRUCTION TABLE

Description	Elevation	Part 77 Surface	Penetration	Proposed Disposition
14 TREES	2371.0 MSL	TRANSITIONAL SURFACE	18.8'	TRIM or REMOVE
15 TREES	2391.2 MSL	TRANSITIONAL SURFACE	29.8'	TRIM or REMOVE
16 TREES	2383.5 MSL	TRANSITIONAL SURFACE	11.5'	TRIM or REMOVE
17 TREES	2385.8 MSL	TRANSITIONAL SURFACE	38.1'	TRIM or REMOVE
18 TREES	2391.4 MSL	TRANSITIONAL SURFACE	32.3'	TRIM or REMOVE
19 TREES	2544.0 MSL	TRANSITIONAL SURFACE	37.5'	TRIM or REMOVE
20 TREES	2341.5 MSL	TRANSITIONAL SURFACE	7'	TRIM or REMOVE
21 MORGAN HILL ROAD	2361.0 MSL	TRANSITIONAL SURFACE	2'	NO ACTION
22 POLES (Parallel to Road)	VARIES	TRANSITIONAL SURFACE	VARIES	LOWER or RELOCATE POLES

Magnetic Declination 15° 37' East (October 2006) Annual Rate of Change 06' West

0 1000 2000 3000 SCALE IN FEET

No.	REVISIONS	DATE	BY	APPD.

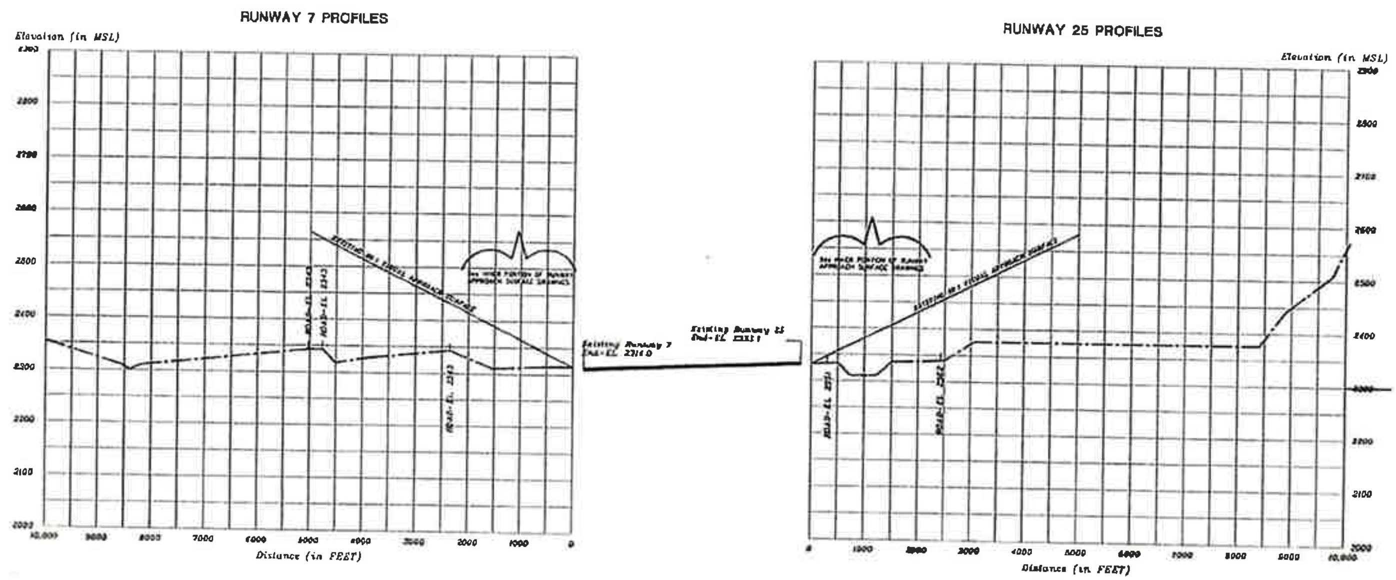
HAYFORK AIRPORT

AIRPORT AIRSPACE DRAWING

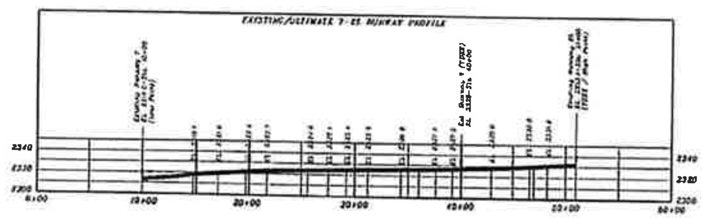
Trinity County, California

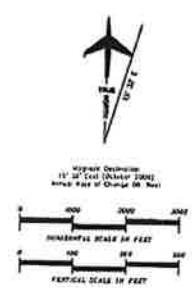
November 13, 2007 SHEET 2 OF 6

Coffman Associates
Airport Consultants



EXISTING AND ULTIMATE RUNWAY 7-25 APPROACH PROFILES





GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces is illustrated on the AIRPORT AIRSPACE DRAWING, sheet 2 of these plans.
3. Depiction of features and objects within the inner portion of the approach surfaces is illustrated on the INNER PORTION OF THE RUNWAY APPROACH SURFACE DRAWINGS, sheets 4 and 5 of these plans.
4. Runway Elevations in NAVD-88, USGS data in NAD-27 and NGVD-29.

FAR PART-77 OUTER APPROACH RUNWAY 7 OBSTRUCTION TABLE

Object Description	Object Elevation	Penetrate 20:1 Approach	TSS 20:1 Slope	Proposed Object Disposition
NONE	-	-	-	SEE INNER APPROACH SURFACE DRAWING

FAR PART-77 OUTER APPROACH RUNWAY 25 OBSTRUCTION TABLE

Object Description	Object Elevation	Penetrate 20:1 Approach	TSS 20:1 Slope	Proposed Object Disposition
NONE		-	-	SEE INNER APPROACH SURFACE DRAWING

No.	REVISIONS	DATE	BY	APPD
	[illegible]	[illegible]	[illegible]	[illegible]
	Future AWOS and PAPI added	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]
	Approved ALPs ([illegible])	-	-	-

HAYFORK AIRPORT

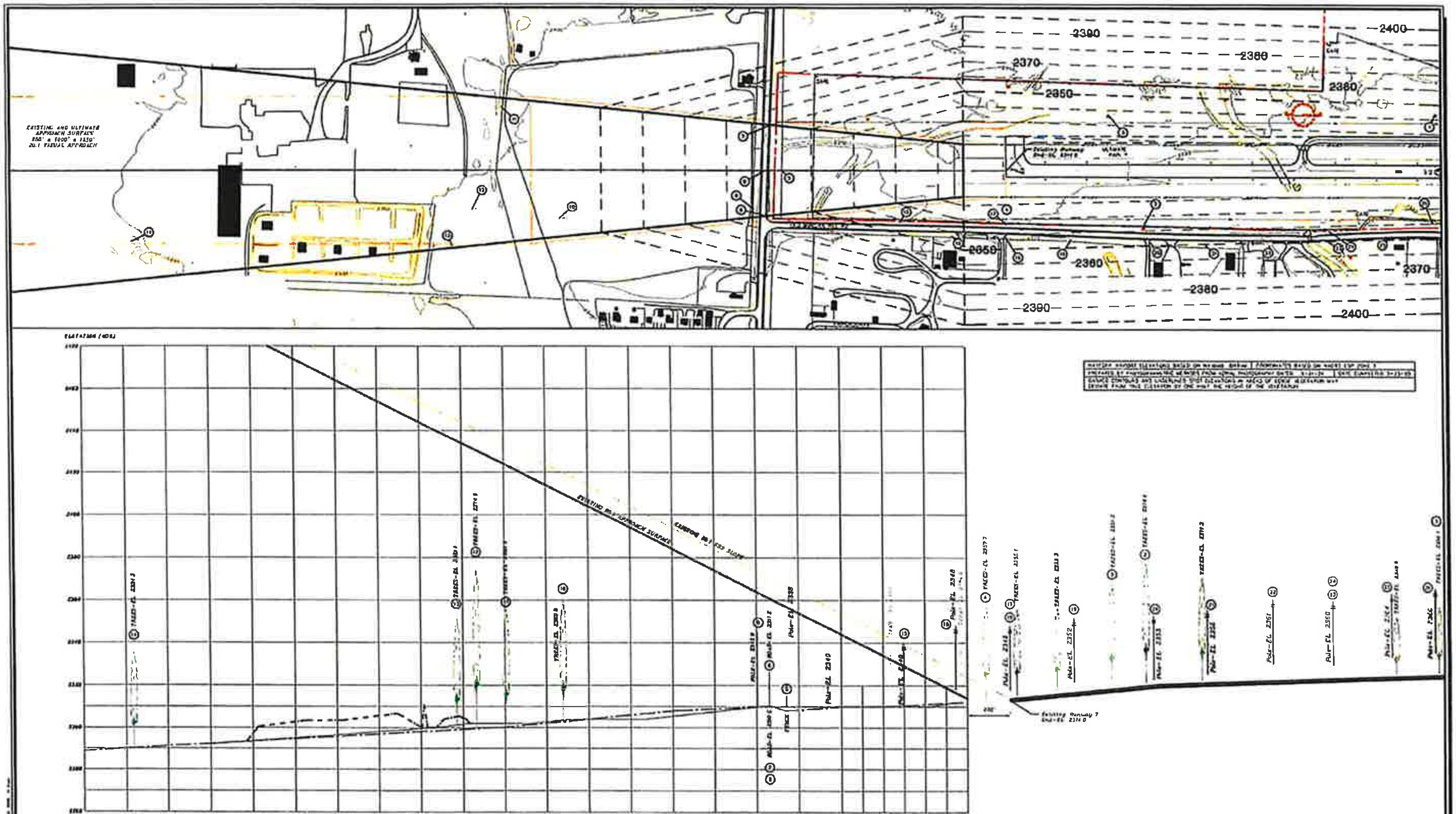
RUNWAY 7-25 APPROACH PROFILES

Trinity County, California

PLANNED BY: Stephen E. Wagner/Vicki Rogers
DETAILED BY: Larry A. Johnson
APPROVED BY: [illegible], P.E.

November 13, 2007 | SHEET 3 of 6

Coffman Associates
Airport Consultants



RUNWAY 7 APPROACH OBSTRUCTION TABLE						
Description	Elevation	20:1 Approach	TSS 20:1 Slope	Primary Surface	7:1 Transitional	Proposed Object Disposition
1 TREES	[illegible] MSL	N/A	N/A	N/A	[illegible]	TRIM OR REMOVE TREES
2 TREES	[illegible] MSL	N/A	N/A	N/A	[illegible]	TRIM OR REMOVE TREES
3 TREES	[illegible] MSL	N/A	N/A	N/A	[illegible]	TRIM OR REMOVE TREES
4 TREES	[illegible] MSL	N/A	N/A	N/A	[illegible]	TRIM OR REMOVE TREES
13 POLE	[illegible]	N/A	N/A	N/A	VARIES	LOWER OR RELOCATE POLE
[illegible] POLE	[illegible]	N/A	N/A	N/A	VARIES	LOWER OR RELOCATE POLE
[illegible] POLE	[illegible]	N/A	N/A	N/A	VARIES	LOWER OR RELOCATE POLE
[illegible] POLE	[illegible]	N/A	N/A	N/A	VARIES	LOWER OR RELOCATE POLE
[illegible] POLE	[illegible]	N/A	N/A	N/A	VARIES	LOWER OR RELOCATE POLE
20 POLE	[illegible]	N/A	N/A	N/A	VARIES	LOWER OR RELOCATE POLE
21 POLE	[illegible]	N/A	N/A	N/A	VARIES	LOWER OR RELOCATE POLE
22 POLE	[illegible]	N/A	N/A	N/A	VARIES	LOWER OR RELOCATE POLE
23 POLE	[illegible]	N/A	N/A	N/A	VARIES	LOWER OR RELOCATE POLE
24 POLE	[illegible]	N/A	N/A	N/A	VARIES	LOWER OR RELOCATE POLE
25 POLE	[illegible]	N/A	N/A	N/A	VARIES	LOWER OR RELOCATE POLE
26 POLE	[illegible]	N/A	N/A	N/A	VARIES	LOWER OR RELOCATE POLE

GENERAL NOTES:

- Obstructions, elevations, and locations are calculated from ultimate runway and existing and ultimate approach surfaces, unless otherwise noted. Road obstructions reflect a safety clearance of 10' for del roads or private roads, 15' for non-interstate roads, 17' for interstate roads, and 23' for railroads.

Magnetic Declination
15° 32' East (October 2006)
Annual Rate of Change 06' West

0 200 400 600
HORIZONTAL SCALE IN FEET

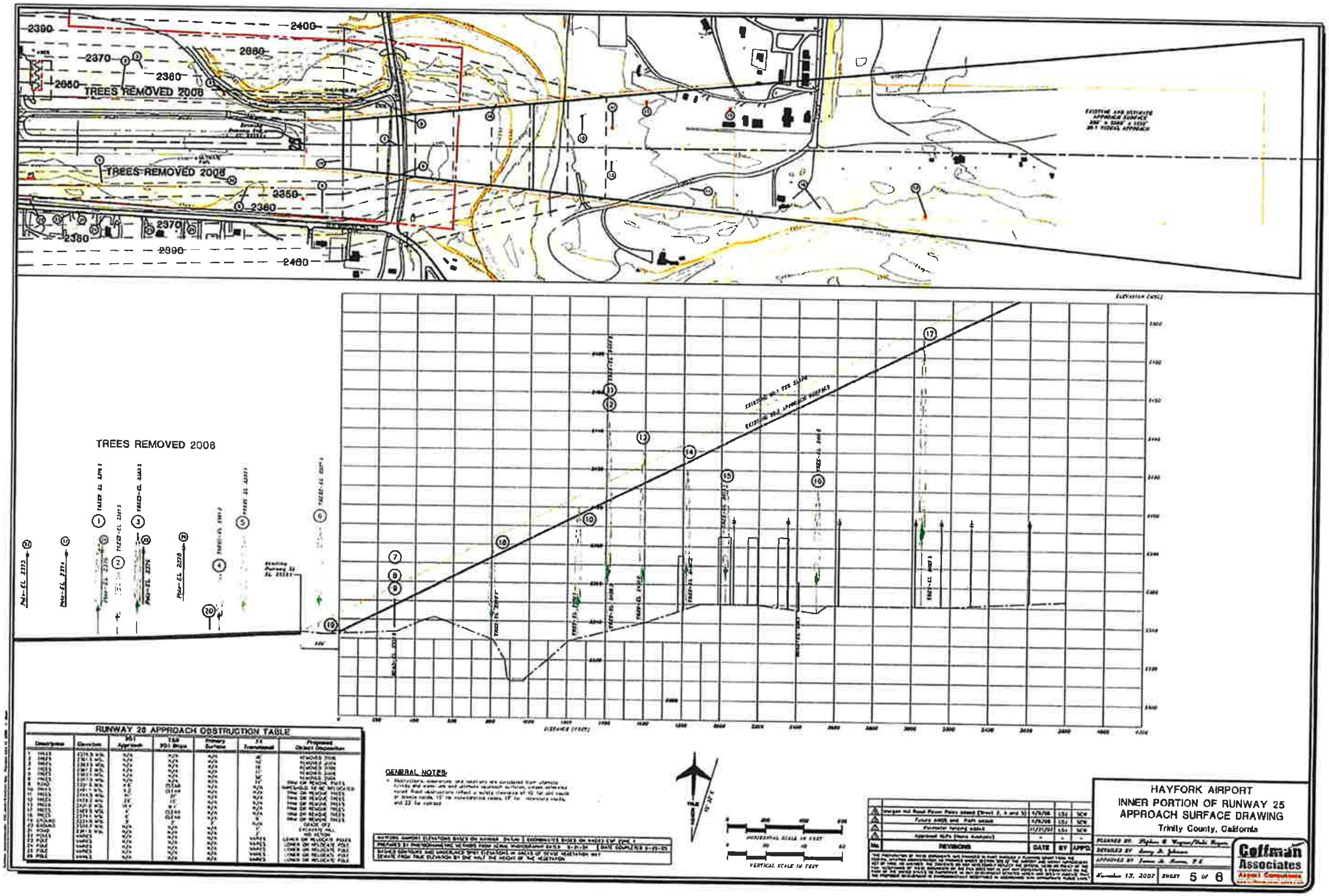
0 20 40 60
VERTICAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APPD

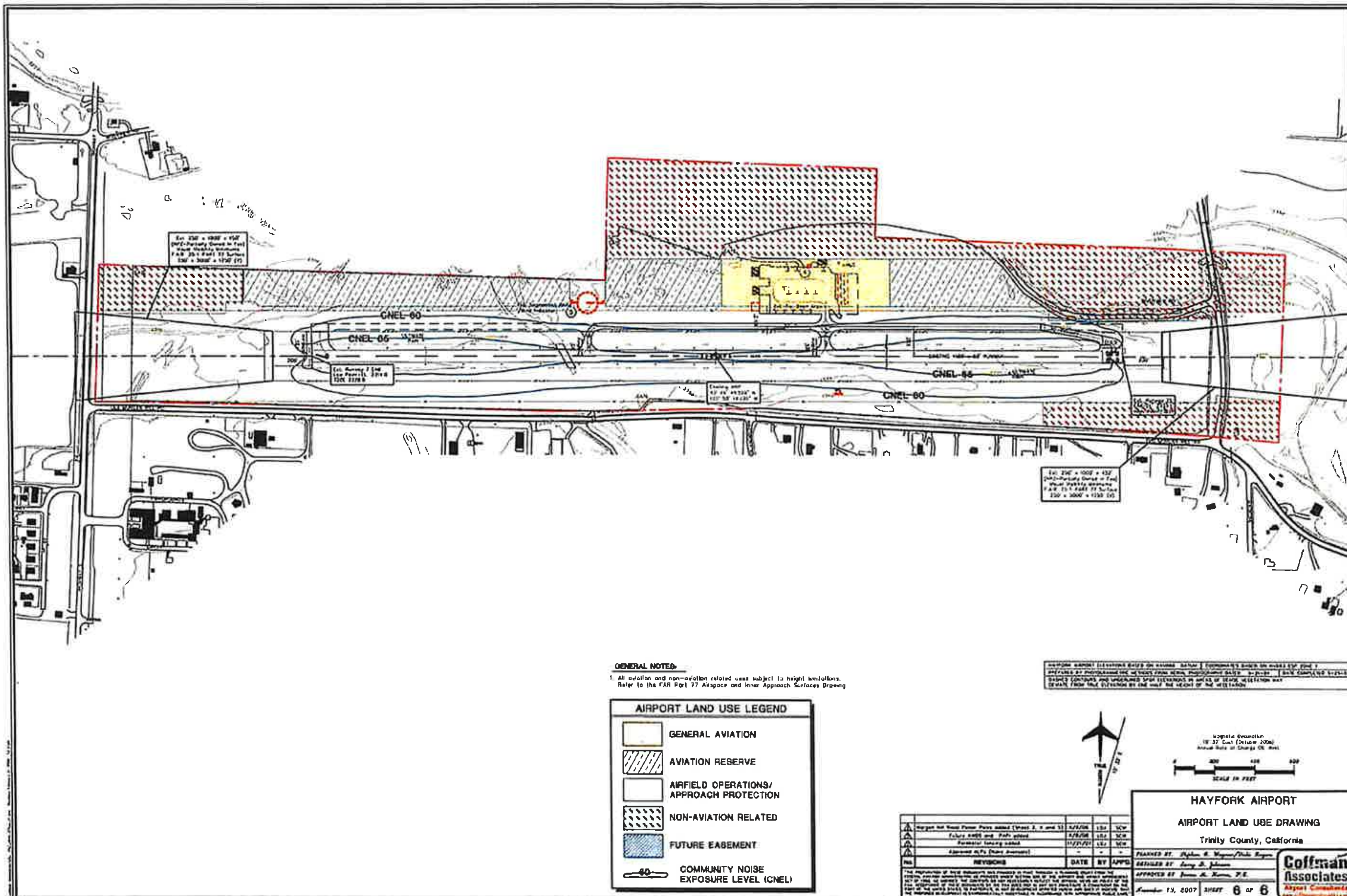
HAYFORK AIRPORT
INNER PORTION OF RUNWAY 7 APPROACH SURFACE DRAWING
Trinity County, California

PLANNED BY: [illegible]
DETAILED BY: [illegible]
APPROVED BY: [illegible]
November 13, 2007 SHEET 4 OF 6

Coffman Associates
Airport Consultants



TREES REMOVED 2006
TREES REMOVED 2008
TREES REMOVED 2008
EXISTING AND ULTIMATE APPROACH SURFACE
RUNWAY 20 APPROACH OBSTRUCTION TABLE
GENERAL NOTES
DISTANCE (FEET)
ELEVATION (MSL)
HORIZONTAL SCALE IN FEET
VERTICAL SCALE IN FEET
REVISIONS
DATE
BY
APP'D
HAYFORK AIRPORT
INNER PORTION OF RUNWAY 25
APPROACH SURFACE DRAWING
Trinity County, California
November 13, 2007
SHEET 5 of 6
Coffman Associates


CNEL-60
CNEL-65
GENERAL NOTES:
1. All aviation and non-aviation related uses subject to height limitations. Refer to the FAR Part 77 Airspace and Inner Approach Surfaces Drawing
AIRPORT LAND USE LEGEND
GENERAL AVIATION
AVIATION RESERVE
AIRFIELD OPERATIONS/ APPROACH PROTECTION
NON-AVIATION RELATED
FUTURE EASEMENT
60
COMMUNITY NOISE EXPOSURE LEVEL (CNEL)
SCALE IN FEET
HAYFORK AIRPORT
AIRPORT LAND USE DRAWING
Trinity County, California
REVISIONS
DATE
BY
APPD.
Coffman Associates
SHEET 6 OF 6

4.0 Hyampom Airport

Hyampom Airport is located approximately 6 nm west-southwest of county seat of Weaverville. The airport is surrounded by forest and large parcels of private and timber land. The community of Hyampom is to the southeast.

4.1 Airport Planning

There is no Master Plan or approved Airport Layout Plan for Hyampom Airport. As the basis of compatibility analysis, the set of 2004 layout plan diagrams produced by Reinard Brandley, was used during plan development.

4.2 Airport Feature Summary

- **Runways and Taxiways** -- Hyampom Airport is served by a single runway. Runway 14/32 is oriented northwest/southeast and is paved with asphalt. It is 2,980 x 60 feet. There is no taxiway; however, there is a turn-around/run-up pad at each end of the runway.
- **Airfield Lighting/Pavement Markings** -- There is no airport or runway lighting. The runway has basic markings.
- **Weather and Communication Aids** -- Hyampom Airport does not have weather reporting equipment or two-way communication.

4.3 Aviation Activity

Hayfork is a low-use General Aviation airport.

Based Aircraft - A based aircraft forecast does not exist. We anticipate that there will be only a small increase in based aircraft at Hyampom.

Aircraft Operations - An airport operations forecast does not exist. We anticipate that operations increase will be at or below the national average.

4.4 Noise and Overflight

The compatibility of existing and planned land uses in the vicinity of an airport is usually associated with the extent of the airport's noise impacts. Typically, significant impacts will occur over noise-sensitive areas within the 65 CNEL noise contour.

Specific to this airport:

- Hyampom Airport is bounded on all sides by large parcels of land, federal land, or land in timber production.
- Due to the low aircraft activity, noise is not anticipated to be an issue at Hyampom Airport.
- On warm days, aircraft departing Hyampom often follow the river during their departure climb.

An overflight diagram is included in this section.

Hyampom Airport – H47

(source: FAA Master Record and 2004 Hyampom Airport Diagrams)

FAA Design Criteria
Airport Reference Code: A-1 (small aircraft exclusively)
No single aircraft contributes to 500 annual operations
Critical design aircraft: Cessna

Location

Lat/Long: 40-37-39.507N / 123-28-14.131W
Elevation: 1250 ft. / 381 m (estimated)
Mean daily maximum temp of hottest month: 95 degrees
Variation: 17E (1985)
From city: 1 miles NW of Hyampom, CA
Time zone: UTC -8 (UTC -7 during DST)
Zip code: 96046

Airport Operations

Airport use: Open to the public
Activation date: 05/1965
Control tower: no
ARTCC: OAKLAND CENTER
FSS: RANCHO MURIETA FLIGHT SERVICE STATION
NOTAMs facility: RIU (NOTAM-D service available)
Attendance: UNATNDD
Pattern altitude: 2050 ft. MSL
Wind indicator: yes
Segmented circle: yes

Airport Communications

CTAF/UNICOM: 122.8

Airport Services

Parking: tiedowns
Airframe service: NONE
Powerplant service: NONE
Bottled oxygen: NONE
Bulk oxygen: NONE

Runway Information --- Runway 14/32
Dimensions: 2980 x 60 ft. / 908 x 18 m
Surface: asphalt, in good condition

	RUNWAY 14	RUNWAY 32
Gradient:	0.2% (15 feet)	0.2%
Traffic pattern:	Right	Left
Markings:	basic, in good condition	basic, in good condition
Runway end identifier lights:	no	no
Obstructions:	10 ft. trees, 555 ft. from runway, 80 ft. right of centerline, 35:1 slope to clear	79 ft. trees, 525 ft. from runway, 4:1 slope to clear trees
		APCH RATIO 17:1 TO DSPLCD THLD.

Airport Operational Statistics

Aircraft based on the field: 1
60% transient general aviation
40% local general aviation

Additional Remarks
- HIGH TERRAIN SURROUNDS THE ARPT.

Instrument Procedures
There are no published instrument procedures

Figure 4-5 Hyampom Data Sheet

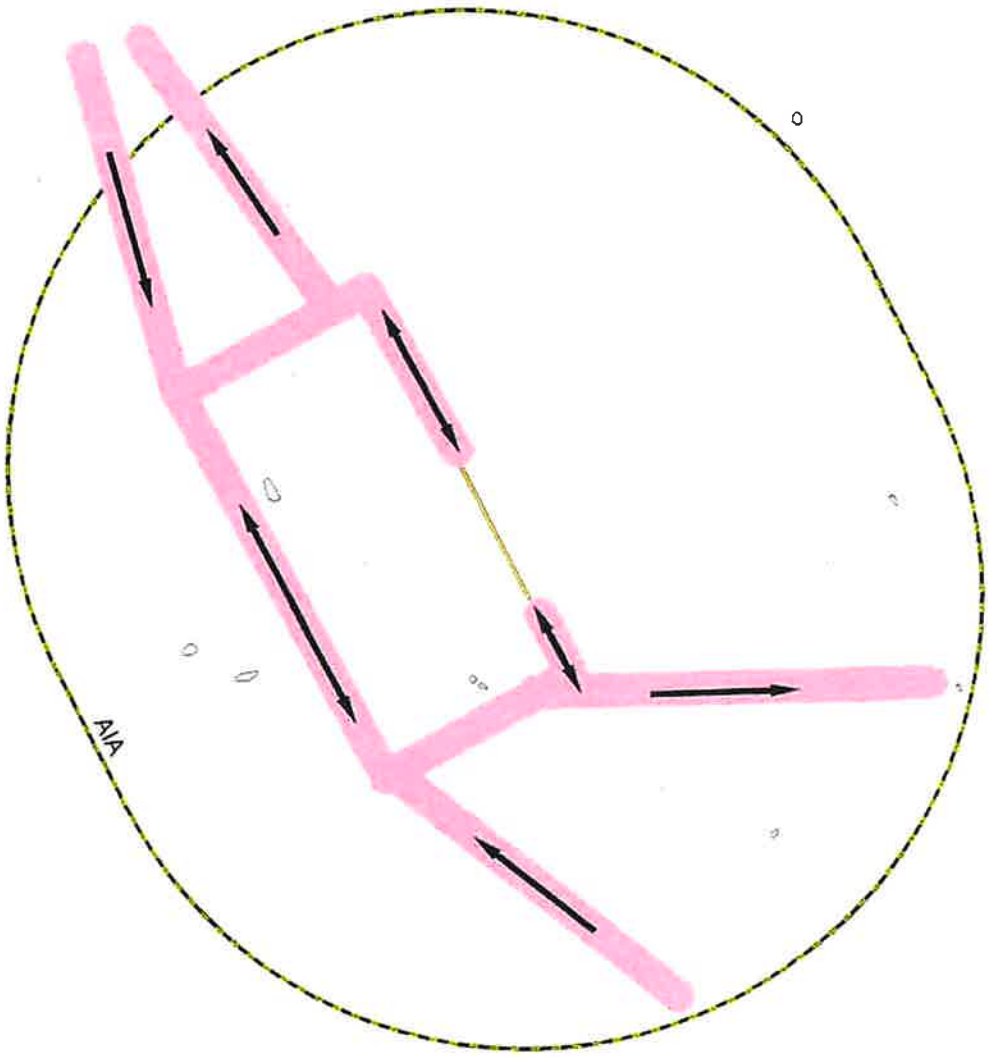
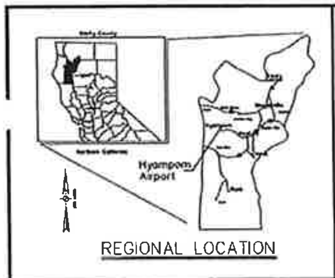
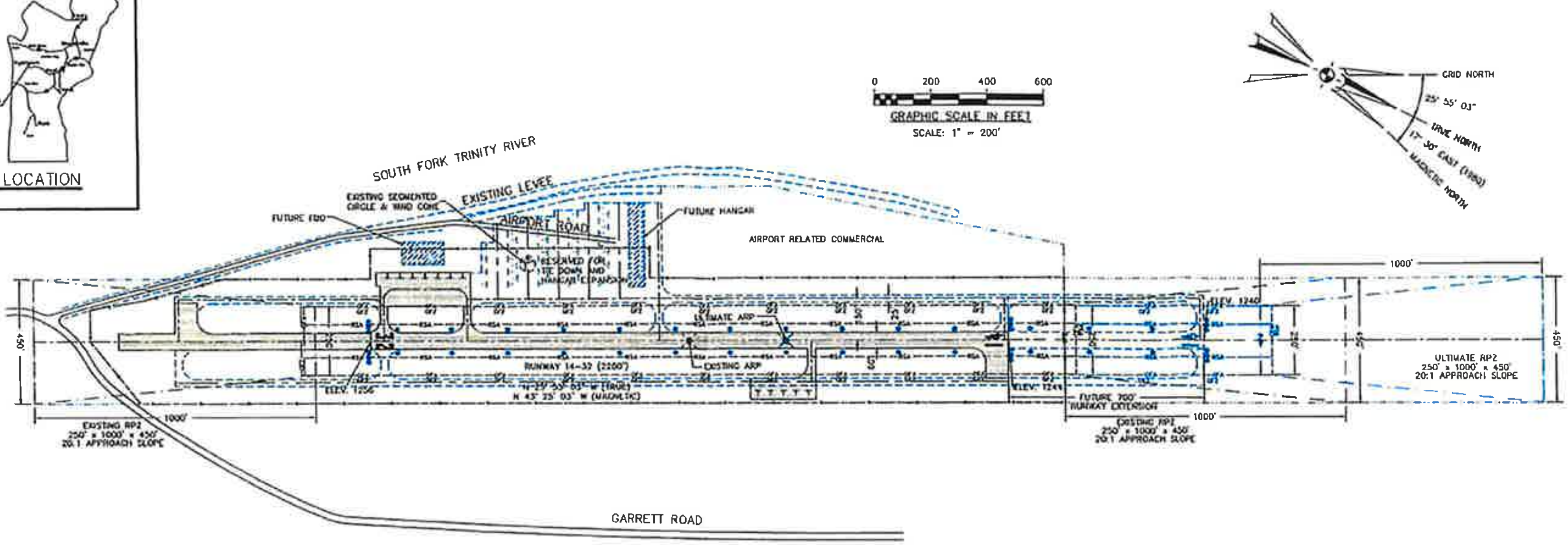


Figure 4-6 Hyampom Overflight Diagram

Figure 4-7 Hyampom Airport Layout Plan

Following is the 2004 layout plan for Hyampom Airport.





LEGEND

	EXISTING	FUTURE
GROUND CONTOUR		
AIRPORT PROPERTY LINE		
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY OBJECT FREE AREA (OFA)	OFA	OFA
RUNWAY OBJECT FREE ZONE (OFZ)	OFZ	OFZ
BUILDING RESTRICTION LINE (BRL)	BRL	BRL
AIRFIELD PAVEMENT AIRCRAFT MOVEMENT AREA		
FACILITIES		
ROAD (PAVED)		
DIRT/GRAVEL ROAD		
FENCE		
RUNWAY LIGHT		
SUPPLEMENTAL WIND CONE		
SECTION CORNER		

NOTE:

1. ALL COORDINATES BASED ON NORTH AMERICAN DATUM (NAD 83)
2. ALL VERTICAL DATUM BASED ON NAVD88, NORTH AMERICAN VERTICAL DATUM.
3. ALL ELEVATIONS BASED ON MEAN SEA LEVEL. REFERENCE USC&GS BENCH MARK
4. THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES.

AIRPORT DATA TABLE

	EXISTING	ULTIMATE
AIRPORT ELEVATION	1250' MSL	1240' MSL
AIRPORT REFERENCE POINT (ARP) COORDINATES	40°37'39.507"N 123°28'14.131"W	40°37'42.592"N 123°28'18.182W
AIRPORT ELECTRONIC AIDS	BEACON	BEACON
MEAN MAX. TEMP. (HOTTEST MONTH)	95° F	95° F
AIRPORT REFERENCE CODE (ARC)	A1	A1

RUNWAY END DATA

	RUNWAY 14 – 32	
	EXISTING	ULTIMATE
RUNWAY END COORDINATES	40°37'49.555"N ---- 40°37'28.458"N 123°28'20.816"W ---- 123°28'07.446"W	40°37'55.725"N ---- 40°37'28.458"W 123°28'24.921"W ---- 123°28'07.448"W
APPROACH SURFACE SLOPE	20:1 ---- 20:1	20:1 ---- 20:1
ELECTRONIC AIDS	BEACON	BEACON
VISUAL AIDS	NONE	PAPI 2
APPROACH VISIBILITY MINIMUMS	1MI	1 MI
TOUCHDOWN ZONE ELEVATION	1244 ---- 1256	1240 ---- 1256
TAKEOFF RUN AVAILABLE	2200 ---- 2200	2900 ---- 2900
TAKEOFF DISTANCE AVAILABLE	2200 ---- 2200	2900 ---- 2900
ACCELERATE STOP DISTANCE AVAILABLE	2200 ---- 2200	2900 ---- 2900
LANDING DISTANCE AVAILABLE	2200 ---- 2200	2900 ---- 2900
OFZ PENETRATIONS	NO ---- NO	NO ---- NO
THRESHOLD SITING SURFACE OBJECT PENETRATIONS	NO ---- NO	NO ---- NO

OFZ PENETRATIONS AND THRESHOLD SITING PENETRATION 88 FT. TREE, 800 FT. FROM RUNWAY 32 AND 50 FT. RIGHT OF CENTERLINE.

RUNWAY DATA TABLE

	RUNWAY 14 – 32	
	EXISTING	ULTIMATE
APPROACH CATEGORY AND DESIGN GROUP	A1	A1
APPROACH VISIBILITY MINIMUMS	1 MI	1 MI
FAR PART 77 CATEGORY RUNWAY	V ---- V	V ---- V
WINGSPAN of CRITICAL DESIGN AIRCRAFT (FT.)	< 49	< 49
APPROACH SPEED of CRITICAL DESIGN AIRCRAFT (KNOTS)	< 91	< 91
MAXIMUM CERTIFIED TAKEOFF WEIGHT of CRITICAL DESIGN AIRCRAFT (LBS)	12500	12500
PERCENTAGE WIND COVERAGE		
10.5 KNOT CROSS WIND	—	—
13 KNOT CROSS WIND	—	—
16 KNOT CROSS WIND	—	—
20 KNOT CROSS WIND	—	—
RUNWAY LENGTH (FT)	2200	2900
RUNWAY WIDTH (FT)	60	60
RUNWAY LIGHTING	NONE	MIRL
PERCENTAGE MAXIMUM GRADIENT	0.526	0.537
RUNWAY MARKING	VISUAL	VISUAL
RUNWAY PAVEMENT SURFACE	ASPHALTIC CONCRETE	ASPHALTIC CONCRETE
PAVEMENT DESIGN STRENGTH (KIPS)	S=12.5	S=12.5
ELEVATION RUNWAY END (NAVD 88)	1244 ---- 1256	1240 ---- 1256
ELEVATION RUNWAY TOUCHDOWN ZONE (NAVD 88)	1244 ---- 1256	1240 ---- 1256
ELEVATION RUNWAY HIGH POINT (NAVD 88)	1256	7160
ELEVATION RUNWAY LOW POINT (NAVD 88)	1244	7012
LINE OF SITE REQUIREMENT	FULL	FULL
RUNWAY SAFETY AREA – DISTANCE BEYOND RUNWAY END	240	240
RUNWAY SAFETY AREA – WIDTH	120	120
OBJECT FREE AREA – DISTANCE BEYOND RUNWAY END	240	240
OBJECT FREE AREA – WIDTH	250	250
OBJECT FREE ZONE – DISTANCE BEYOND RUNWAY END	200	200
OBJECT FREE ZONE – WIDTH	250	250
HOLD BAR DISTANCE TO RUNWAY CENTERLINE	125	125
TAXIWAY WIDTH (FT)	25	25
TAXIWAY LIGHTING	NO	NO
TAXIWAY SURFACE TYPE	ASPHALTIC CONCRETE	ASPHALTIC CONCRETE

APPROVED FAA DATE

FAA DISCLAIMER

THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OF POLICY OF THE FAA. ACCEPTANCE OF THIS PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

APPROVED AIRPORT MANAGER DATE

Reinard W. Brandley
CONSULTING AIRPORT ENGINEER
C.E. 6044

TRINITY COUNTY
STATE OF CALIFORNIA

HYAMPOM AIRPORT

HYAMPOM CALIFORNIA

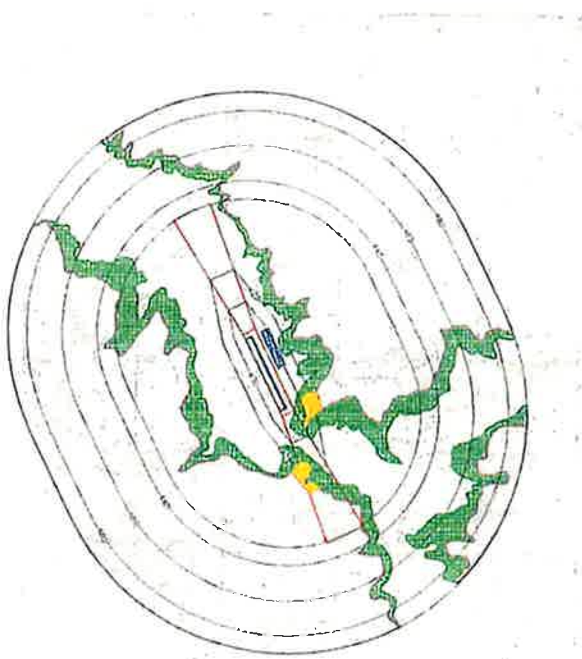
AIRPORT LAYOUT PLAN

NO.	REVISIONS	BY	APR	DATE

SHEET 19

VERIFY SCALES

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 ▬▬▬ 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.



RUNWAY DATA			R/W 14-32	
			EXISTING	FUTURE
AIRPORT REFERENCE CODE			A-I	A-I
PHYSICAL LENGTH AND WIDTH			2280' X 60'	2880' X 60'
THRESHOLD DISPLACEMENT (D) OR RELOCATION (R)			300'D	900'D
EFFECTIVE GRADIENT (%)			0.53	0.53
PAVEMENT STRENGTH (1000#) SINGLE GEAR/DUAL GEAR			12.5S	12.5S
LIGHTING			NONE	MIRL, PAPI, REIL
MARKING			VISUAL	VISUAL
CRITICAL AIRCRAFT	APPROACH SPEED(KTS)		< 91	< 91
	WING SPAN		< 49	< 49
APPROACH TYPE	14		VISUAL	VISUAL
	32		VISUAL	VISUAL
APPROACH SLOPE: REQ-NTRD/CLEAR	14		20:1/20:1	20:1/20:1
	32		20:1/20:1	20:1/20:1
APPROACH & LANDING AIDS	14		NONE	NONE
	32		NONE	PAPI, REIL, AWOS3
RUNWAY END COORDINATES	14	LAT.	40°37'40.555"	40°37'35.725"
		LONG.	123°28'20.016"	123°28'24.901"
	32	LAT.	40°37'29.418"	40°37'29.458"
		LONG.	123°28'07.446"	123°28'07.445"
RUNWAY SAFETY AREA DIMENSIONS:	WIDTH		120'	120'
	LENGTH (BEYOND END)		240'	240'
RUNWAY PROTECTION ZONE DIMENSIONS: (INNER/OUTER/LENGTH)	14		250/450/1000	250/450/1000
	32		250/450/1000	250/450/1000
WIND COVERAGE (%)	12 MPH ALL WEATHER			
	15 MPH ALL WEATHER			

DESCRIPTION	AREA (Acres)	%
TOTAL HORIZONTAL SURFACE (CONICAL SURFACE)	7,247	-
AIRPORT OPERATIONS (AO)	10	-
GROUND PENETRATION (TZ)	24	0.3%
GROUND PENETRATION (PS)	4,551	62.8%
TREE PENETRATION (TS)	5,370	74.1%

LEGEND

- GROUND PENETRATION OF TRANSITIONAL ZONE (TZ)
- GROUND PENETRATION OF HORIZONTAL/CONICAL SURFACE (PS)
- TREE (30m) PENETRATION OF HORIZONTAL/CONICAL SURFACE (TS)
- AIRPORT OPERATIONS SITE (AO)
- AERIAL CONTOURS
- TOPOGRAPHICAL CONTOURS

NOTES
1. BASE MAP CONTOURS IN METERS
2. PENETRATION MAP CONTOURS IN METERS

TRINITY COUNTY
STATE OF CALIFORNIA

HYAMPOM AIRPORT

HYAMPOM CALIFORNIA

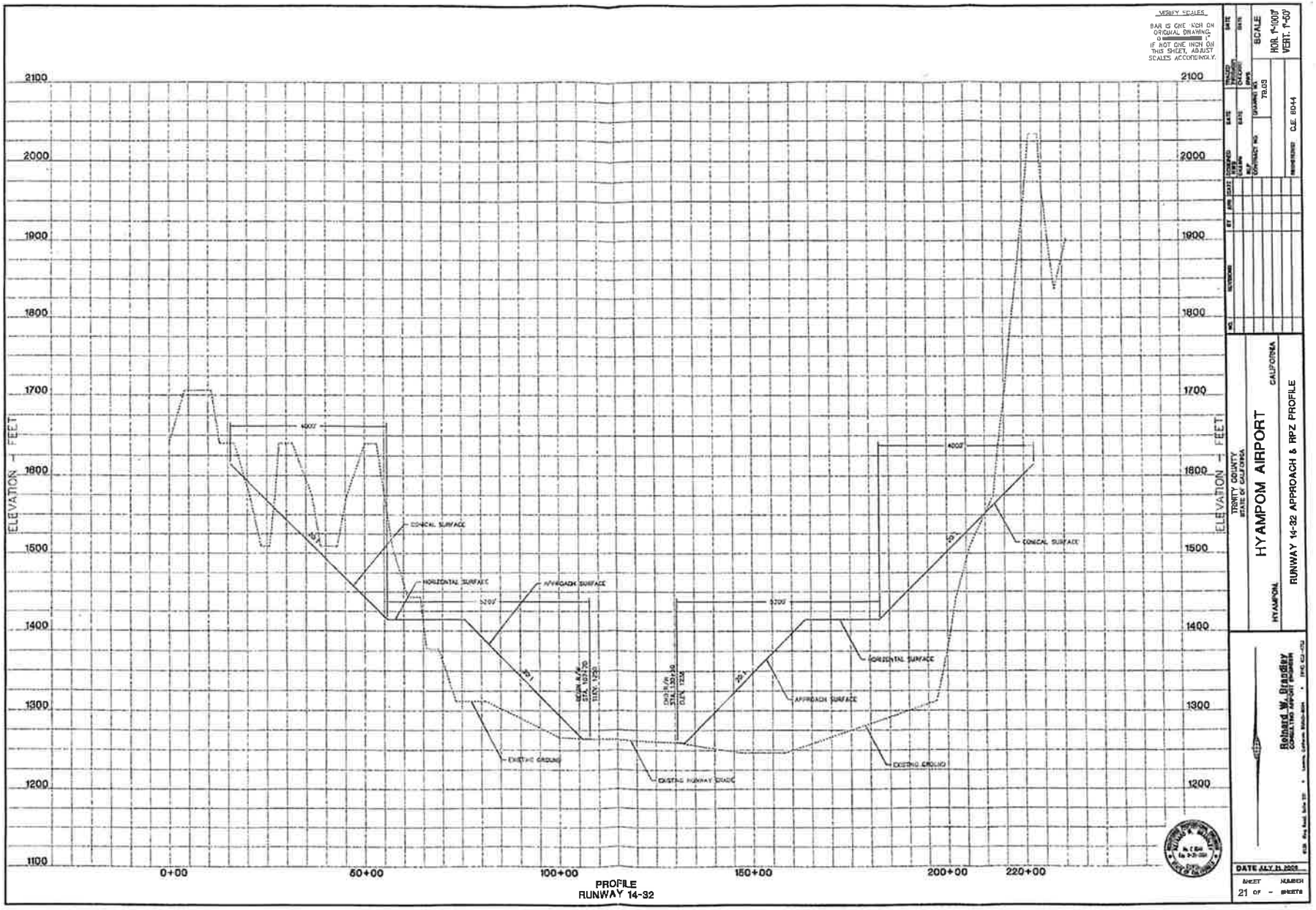
PENETRATION PLAN

Ronald W. Brandley
CONSULTING AIRPORT ENGINEER

SCALE	1"=2000'
DRAWING NO.	79.03
REGISTERED	C.E. 8044

DATE JULY 21, 2000

SHEET 20 OF - SHEETS



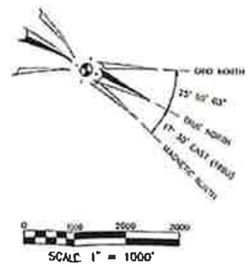
PROFILE
RUNWAY 14-32

LEGEND

- AIRPORT FACILITIES
- AIRPORT SAFETY ZONE LIMITS
- ⑥ AIRPORT SAFETY ZONE IDENTIFICATION NUMBER

NOTES:

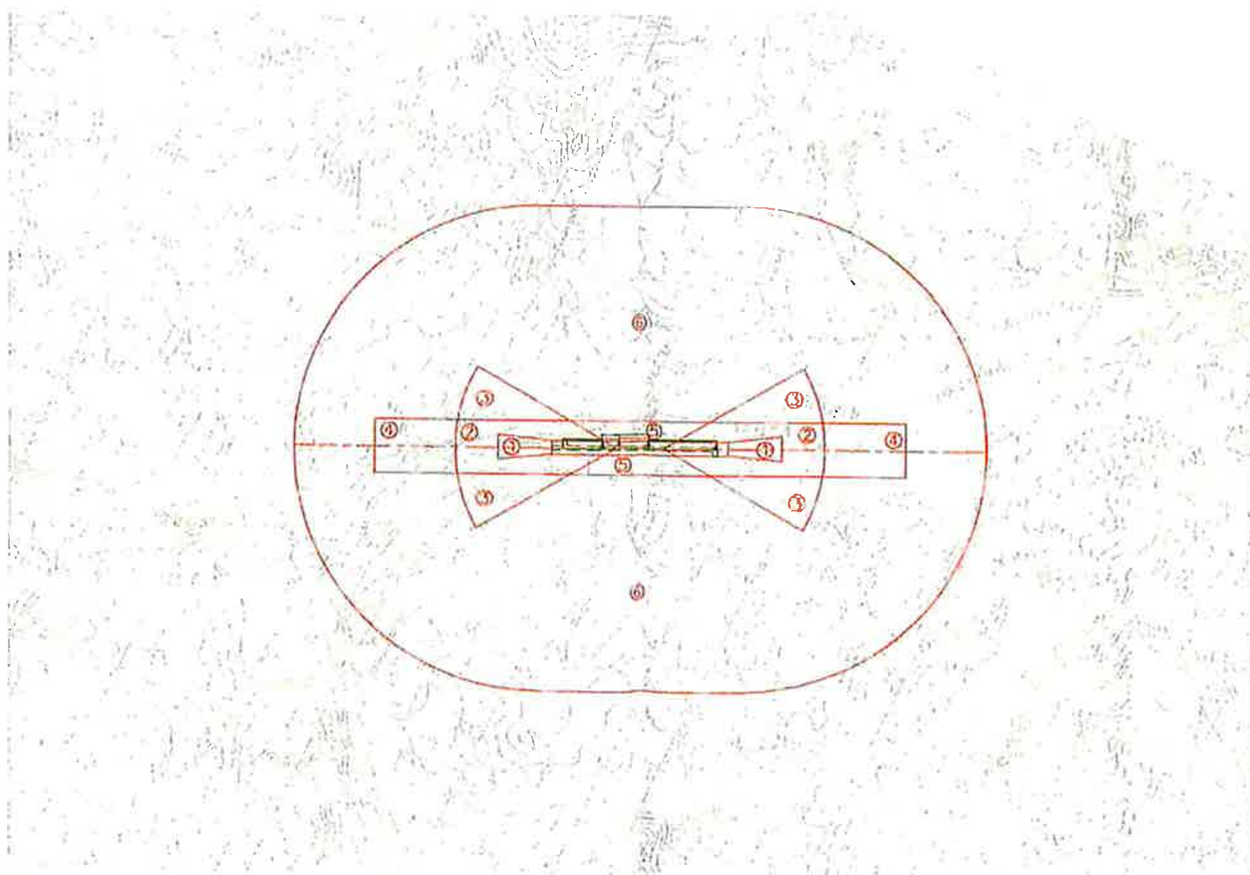
1. BASE MAP IS REPRODUCED FROM 1982 15 MIN. U.S.G.S QUADRANGLE SHEET FOR HYAMPOM, CALIF. AND HYAMPOM MOUNTAIN, CALIF.
2. CONTOUR INTERVAL IS 20 METERS.



ALUC LAND USE RECOMMENDATIONS

ZONE	SAFETY ZONE NAME	POPULATION DENSITY OF USE	RESIDENTIAL LAND USE	SPECIAL FUNCTIONS
1	RUNWAY PROTECTION ZONE	0-10/ACRE	PROHIBITED	PROHIBITED
2	INNER SAFETY ZONE	40-60/ACRE	10 ACRES/DWELLING	PROHIBITED
3	INNER TURNING ZONE	40-60/ACRE	2-10 ACRES/DWELLING	PROHIBITED
4	OUTER SAFETY ZONE	60-100/ACRE	2-5 ACRES/DWELLING	AVOIDED
6	SIDELINE SAFETY ZONE	40-60/ACRE	2-5 ACRES/DWELLING	AVOID ASSEMBLIES OVER 60/ACRE
8	TRAFFIC PATTERN ZONE	150/ACRE	4-8 DWELLINGS/ACRE	AVOID ASSEMBLIES OVER 150/ACRE

VERIFY SCALES
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.



TRINITY COUNTY
STATE OF CALIFORNIA

HYAMPOM AIRPORT

HYAMPOM, CALIFORNIA

ALUC AIRPORT SAFETY ZONE PLAN

Reinard W. Brandley
CONSULTING AIRPORT ENGINEER

SCALE 1"=1000'
DRAWING NO. 79.03
REGISTERED C.E. 8044

DATE JULY 21 2002
SHEET 22 OF - SHEETS

5.0 Ruth Airport

Ruth Airport is geographically located south of the community of Ruth, California near Trinity County's more remote areas in Six Rivers and Shasta Trinity National Forests. The airport lies in a valley formed by the Mad River, with mountains rising on both sides of the runway. Nearby Ruth Lake, which is a seven-mile reservoir on Mad River, offers camping and fishing areas.

Regionally, the community of Ruth is located approximately 81 miles southwest of Weaverville, CA; 88 miles southeast of Eureka, CA; 113 miles southwest of Redding, Californians; and 260 miles northwest of San Francisco.

5.1 Airport Planning

There is no current Master Plan for Ruth Airport. The Ruth Airport Layout Plan was conditionally approved by the FAA in July 2008.

5.2 Airport Feature Summary

- **Runways and Taxiways** – Ruth Airport is served by a single runway. Runway 13-31 is oriented in a northwest-southeast direction and is paved with asphalt. The runway is 3,500 x 50 feet. There is a minimal taxiway at each end of the runway for aircraft to turn around and perform preflight checks.
- **Airfield Lighting/Pavement Markings** -- There is no airport or runway lighting. The runway has basic markings.

5.3 Aviation Activity

Based Aircraft - The forecast of based aircraft is four based aircraft by 2012; five based aircraft by 2016, and seven based aircraft by 2026.

Aircraft Operations - As detailed by Coffman Associates, the current operations and forecast for peak periods at Ruth are:

		FORECAST
General Aviation Operations	**2006**	**2026**
Annual	750	1,750
Peak Month	75	175
Busy Day	3	6
Normal (Design) hour	1	1

5.4 Noise and Overflight

The compatibility of existing and planned land uses in the vicinity of an airport is usually associated with the extent of the airport's noise impacts. Typically, significant impacts will occur over noise-sensitive areas within the 65 CNEL noise contour.

Specific to this airport:

- Ruth Airport is bounded on all sides by the Six Rivers National Forest.
- Noise contours are included on the Airport Layout Plan (ALP). The noise contours are contained on airport property.
- No noise-sensitive land uses are contained within the 65 CNEL.

An overflight diagram is included in this section.

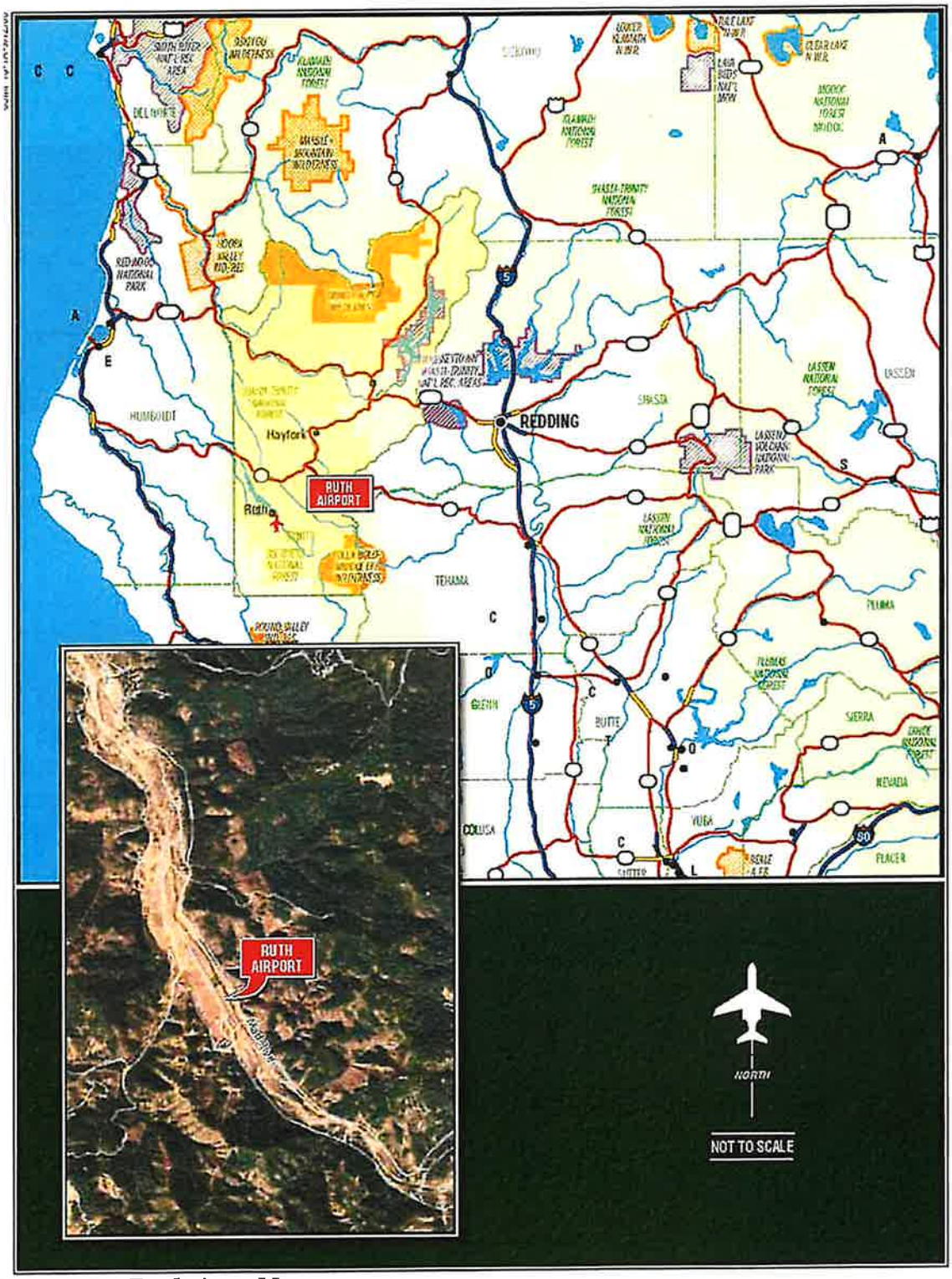


Figure 4-8 Ruth Area Map

Ruth Airport - T42

(source: FAA Master Record and 2009 Ruth Airport Layout Plan)

FAA Design Criteria
Airport Reference Code: A-1 (small aircraft exclusively)
No single aircraft contributes to 500 annual operations
Critical design aircraft: Cessna

Location

Lat/Long: 40-12-41.3000N / 123-17-51.7000W
40-12.688333N / 123-17.861667W
40.2114722 / -123.2976944 (estimated)
Elevation: 2781 ft. / 847.6 m (surveyed)
Mean daily maximum temp of hottest month: 94 degrees
Variation: 17E (1985)
From city: 7 miles S of RUTH, CA
Time zone: UTC -8 (UTC -7 during DST)
Zip code: 95526

Airport Operations

Airport use: Open to the public
Activation date: 01/2002
Control tower: no
ARTCC: OAKLAND CENTER
FSS: RANCHO MURIETA FLIGHT SERVICE STATION
NOTAMs facility: RIU (NOTAM-D service available)
Attendance: UNATNDD
Pattern altitude: 3781 ft. MSL
Wind indicator: yes
Segmented circle: yes

Airport Communications

CTAF/UNICOM: 122.8

Airport Services

Parking: tiedowns
Airframe service: NONE
Powerplant service: NONE
Bottled oxygen: NONE
Bulk oxygen: NONE

Runway Information --- Runway 13/31
Dimensions: 3500 x 50 ft. / 1067 x 15 m
Surface: asphalt, in good condition

	RUNWAY 13	RUNWAY 31
Gradient:	0.2% (15 feet)	0.2%
Traffic pattern:	left	left
Markings:	basic, in good condition	basic, in good condition
Runway end identifier lights:	no	no
Obstructions:	6 ft. berm, 200 ft. from runway, 125 ft. left of centerline 4' FENCE 75' LEFT & 100' RIGHT OF CNTRLN.	400 ft. hill, 2400 ft. from runway, 400 ft. right of centerline, 5:1 slope to clear

Airport Operational Statistics – forecast 2026
Aircraft based on the field: 7
Annual aircraft operations: 1,750
84% transient general aviation
14% local general aviation
1% air taxi

Additional Remarks
- HIGH TERRAIN SURROUNDS THE ARPT.

Instrument Procedures
There are no published instrument procedures at T42.

Figure 4-9 Ruth Airport Data Sheet

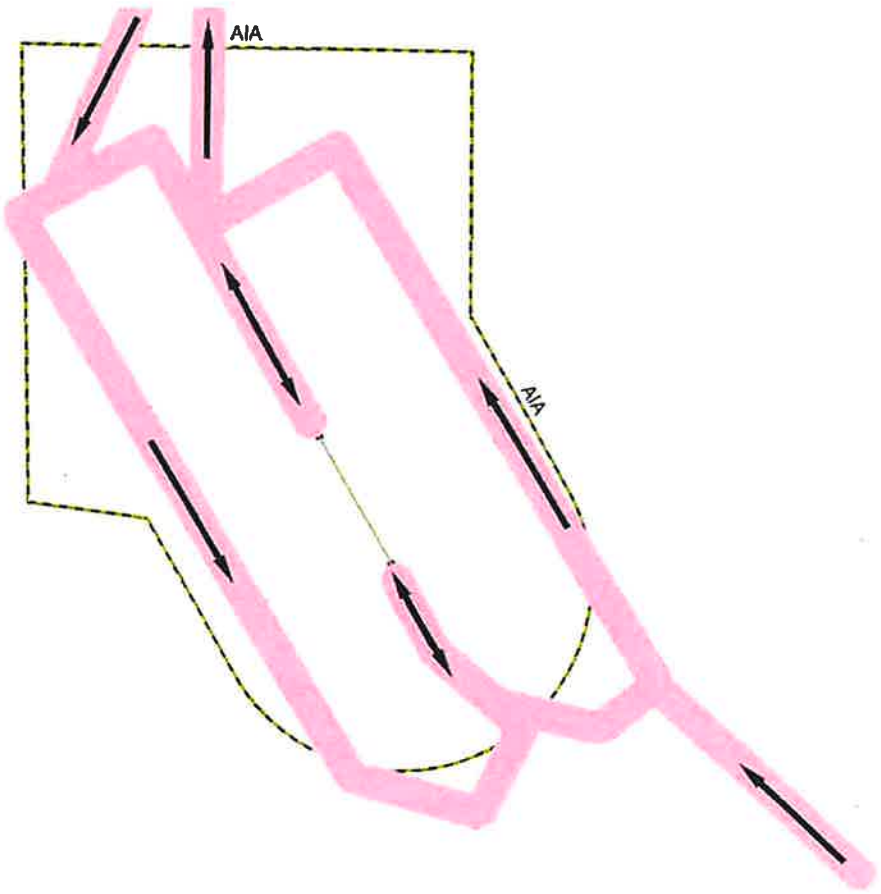


Figure 4-10 Ruth Overflight Diagram

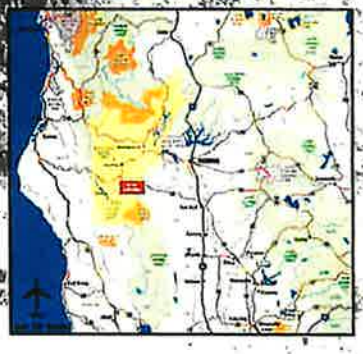
Figure 4-11 Ruth Airport Layout Plan

Following is the March 2007 layout plan for Ruth Airport.

AIRPORT LAYOUT PLANS
FOR
RUTH AIRPORT
Prepared for
Trinity County, California

LOCATION MAP

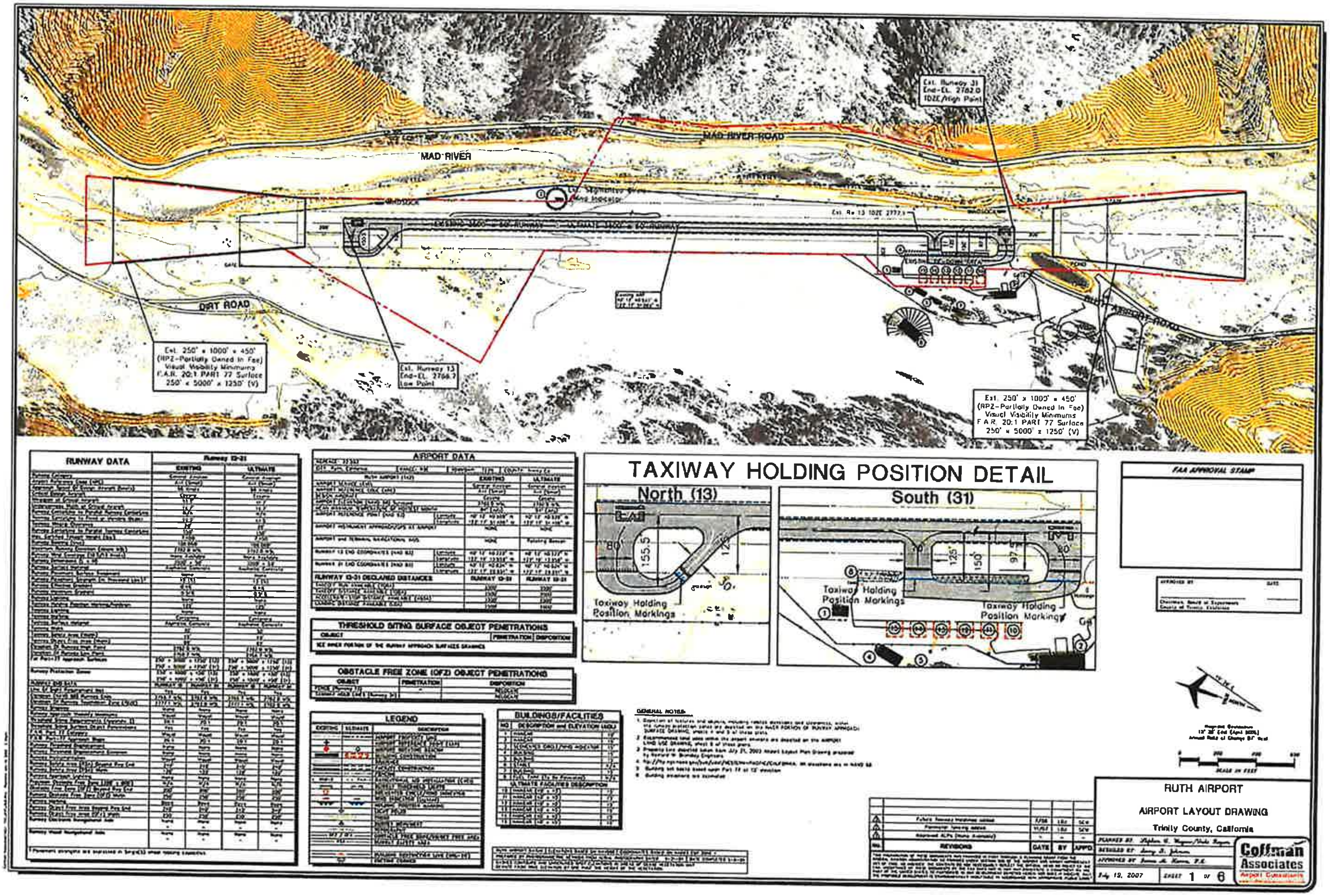
VICINITY MAP

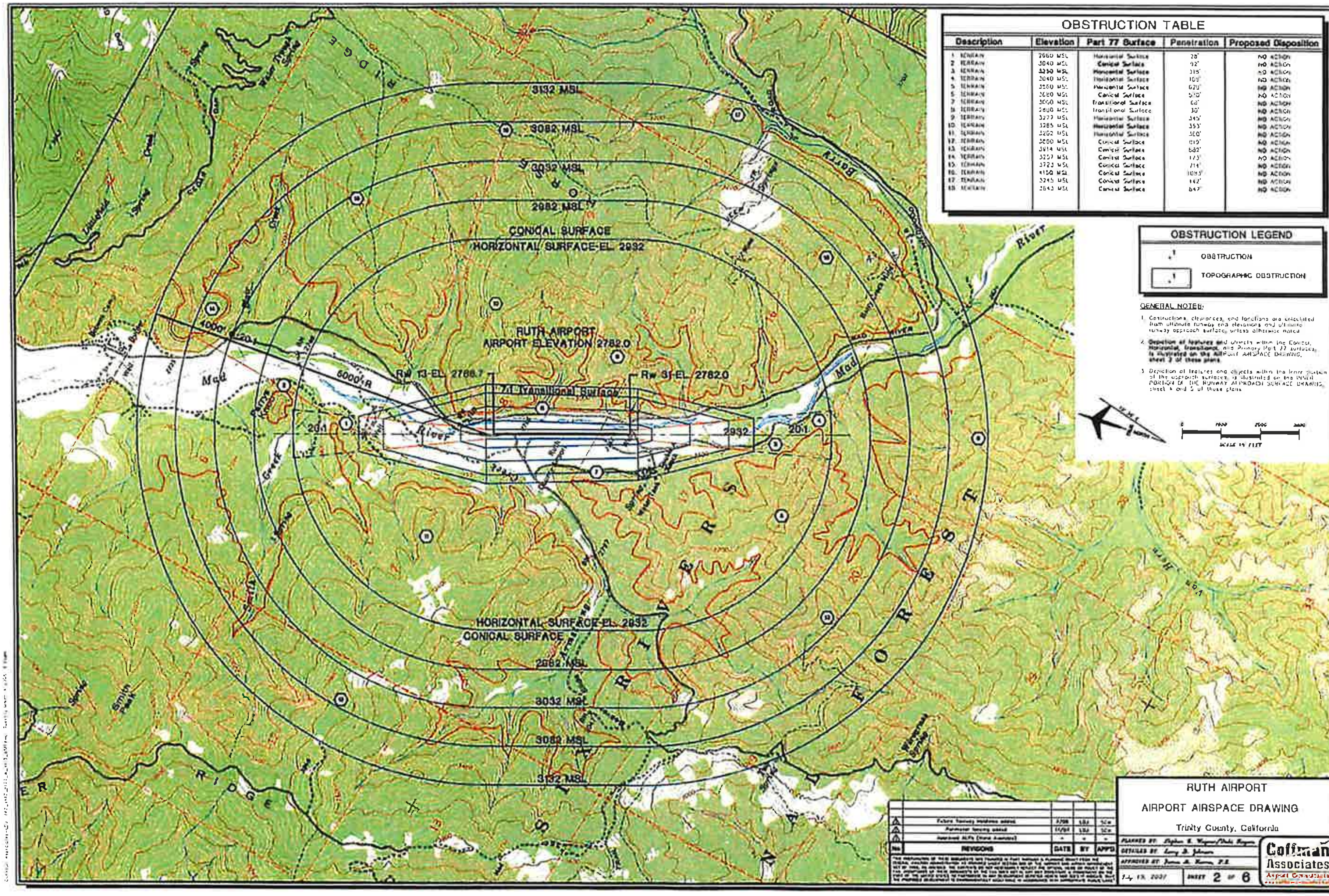


INDEX OF DRAWINGS

Coffman Associates
Airport Consultants

FEBRUARY 2008


MAD RIVER
MAD RIVER ROAD
DIRT ROAD
Ext. Runway 31
End-EL. 2782.0
TDZE/High Point
Ext. Runway 13
End-EL. 2768.7
Low Point
Ext. 250' x 1000' x 450'
(RPZ-Partially Owned In Fee)
Visual Visibility Minimums
F.A.R. 20:1 PART 77 Surface
250' x 5000' x 1250' (V)
Ext. 250' x 1000' x 450'
(RPZ-Partially Owned In Fee)
Visual Visibility Minimums
F.A.R. 20:1 PART 77 Surface
250' x 5000' x 1250' (V)
RUNWAY DATA
AIRPORT DATA
RUNWAY 13-31 DECLARED DISTANCES
THRESHOLD SITING SURFACE OBJECT PENETRATIONS
OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS
LEGEND
BUILDINGS/FACILITIES
GENERAL NOTES
TAXIWAY HOLDING POSITION DETAIL
North (13)
South (31)
155.5
125'
150'
97'
80'
Taxiway Holding Position Markings
Taxiway Holding Position Markings
Taxiway Holding Position Markings
FAA APPROVAL STAMP
SCALE IN FEET
RUTH AIRPORT
AIRPORT LAYOUT DRAWING
Trinity County, California
REVISIONS
DATE
BY
APPD
July 19, 2007
SHEET 1 OF 6
Coffman Associates
Airport Consultants



OBSTRUCTION TABLE

Description	Elevation	Part 77 Surface	Penetration	Proposed Disposition
1. TERRAIN	2960 MSL	Horizontal Surface	28'	NO ACTION
2. TERRAIN	3040 MSL	Conical Surface	92'	NO ACTION
3. TERRAIN	3250 MSL	Horizontal Surface	318'	NO ACTION
4. TERRAIN	3040 MSL	Horizontal Surface	109'	NO ACTION
5. TERRAIN	3550 MSL	Horizontal Surface	620'	NO ACTION
6. TERRAIN	3680 MSL	Conical Surface	510'	NO ACTION
7. TERRAIN	3060 MSL	Transitional Surface	60'	NO ACTION
8. TERRAIN	2800 MSL	Transitional Surface	30'	NO ACTION
9. TERRAIN	3277 MSL	Horizontal Surface	345'	NO ACTION
10. TERRAIN	3285 MSL	Horizontal Surface	353'	NO ACTION
11. TERRAIN	3292 MSL	Horizontal Surface	360'	NO ACTION
12. TERRAIN	3800 MSL	Conical Surface	819'	NO ACTION
13. TERRAIN	3914 MSL	Conical Surface	682'	NO ACTION
14. TERRAIN	3257 MSL	Conical Surface	173'	NO ACTION
15. TERRAIN	3723 MSL	Conical Surface	714'	NO ACTION
16. TERRAIN	4150 MSL	Conical Surface	1093'	NO ACTION
17. TERRAIN	3245 MSL	Conical Surface	142'	NO ACTION
18. TERRAIN	3643 MSL	Conical Surface	647'	NO ACTION

OBSTRUCTION LEGEND

OBSTRUCTION

TOPOGRAPHIC OBSTRUCTION

GENERAL NOTES:

1. Constructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate runway approach surface, unless otherwise noted.
2. Depiction of features and objects within the Conical, Horizontal, Transitional, and Primary Part 77 surfaces is illustrated on the AIRPORT AIRSPACE DRAWING, sheet 2 of these plans.
3. Depiction of features and objects within the inner portion of the approach surfaces is illustrated on the INNER PORTION OF THE RUNWAY APPROACH SURFACE DRAWING, sheet 4 and 5 of these plans.

SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D
3	Future Runway headings added	7/08	LDJ	SCW
2	Perimeter fencing added	11/07	LDJ	SCW
1	Approved ALPs (State Aviation)	-	-	-

RUTH AIRPORT

AIRPORT AIRSPACE DRAWING

Trinity County, California

PLANNED BY: Stephen S. Wagner/Dale Rogers

DETAILED BY: Larry D. Johnson

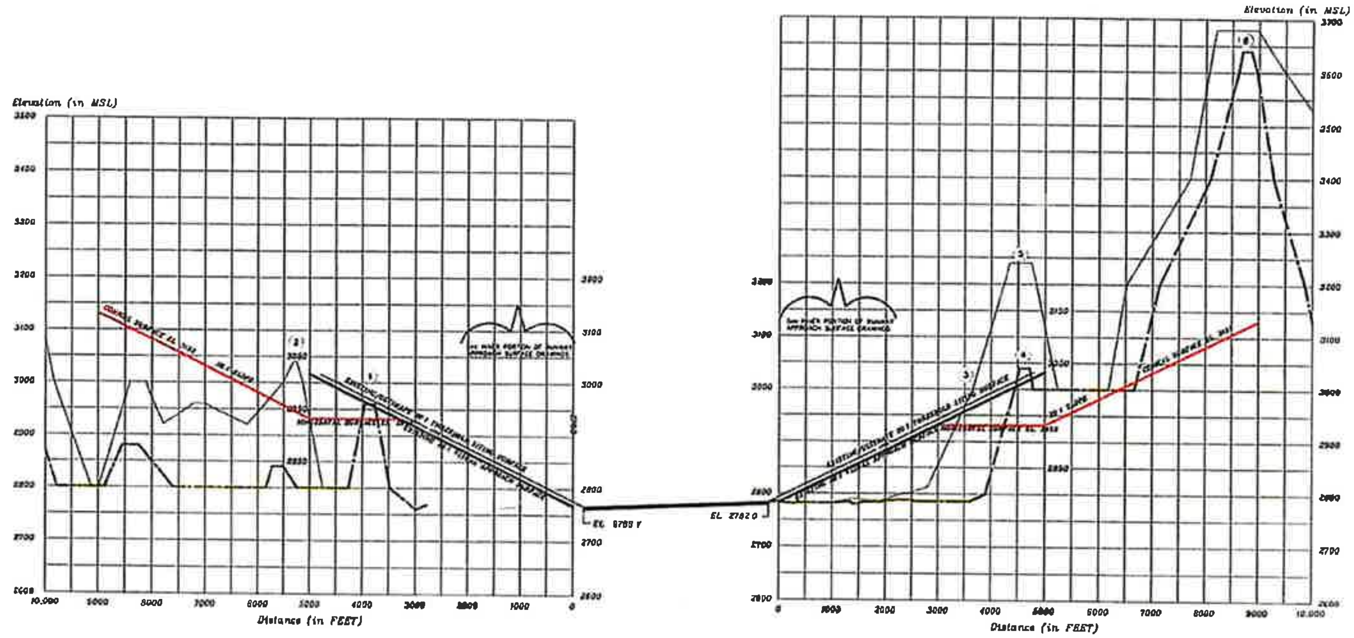
APPROVED BY: James A. Harris, P.E.

July 13, 2007

SHEET 2 OF 6

Coffman Associates

Airport Consultants



RUNWAY 13-31 APPROACH SURFACE PROFILES

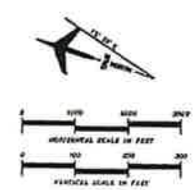
GENERAL NOTES:

1 Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate runway approach surface, unless otherwise noted

2 Depiction of features and objects within the Conical, Horizontal, Transitional, and Primary Part 77 surfaces is illustrated on the AIRPORT AIRSPACE DRAWING, sheet 2 of these plans

3 Depiction of features and objects within the inner portion of the approach surfaces is illustrated on the INNER PORTION OF THE RUNWAY APPROACH SURFACE DRAWING, sheets 4 and 5 of these plans

4 Runway Elevations in NAVD-88. USGS data in NAD-27 and NGVD-29



FAR PART-77 OUTER APPROACH RUNWAY 13 OBSTRUCTION TABLE

Object Description	Object Elevation	Penetrate 20:1 Approach	TSS 20:1 Slope	Proposed Object Disposition
1 [illegible]	[illegible] MSL	[illegible]	CLEAR	NO ACTION

FAR PART-77 OUTER APPROACH RUNWAY 31 OBSTRUCTION TABLE

Object Description	Object Elevation	Penetrate 20:1 Approach	TSS 20:1 Slope	Proposed Object Disposition
1 TERRAIN	[illegible] MSL	-	-	NO ACTION

NO.	REVISIONS	DATE	BY	APPD.
3	[illegible]	1/08	[illegible]	[illegible]
2	[illegible]	11/07	[illegible]	[illegible]
1	[illegible]	-	-	-

RUTH AIRPORT

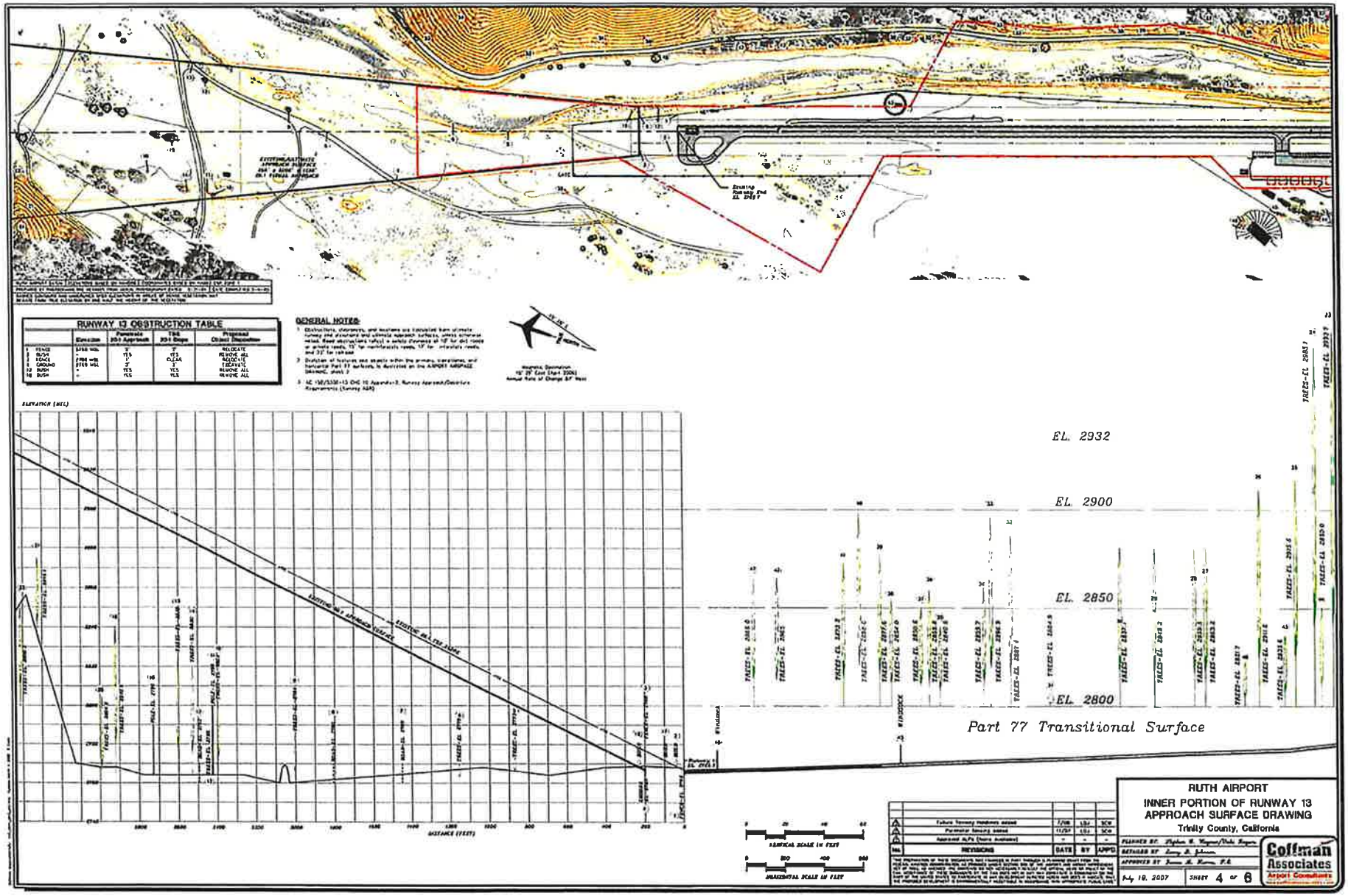
APPROACH SURFACE PROFILES

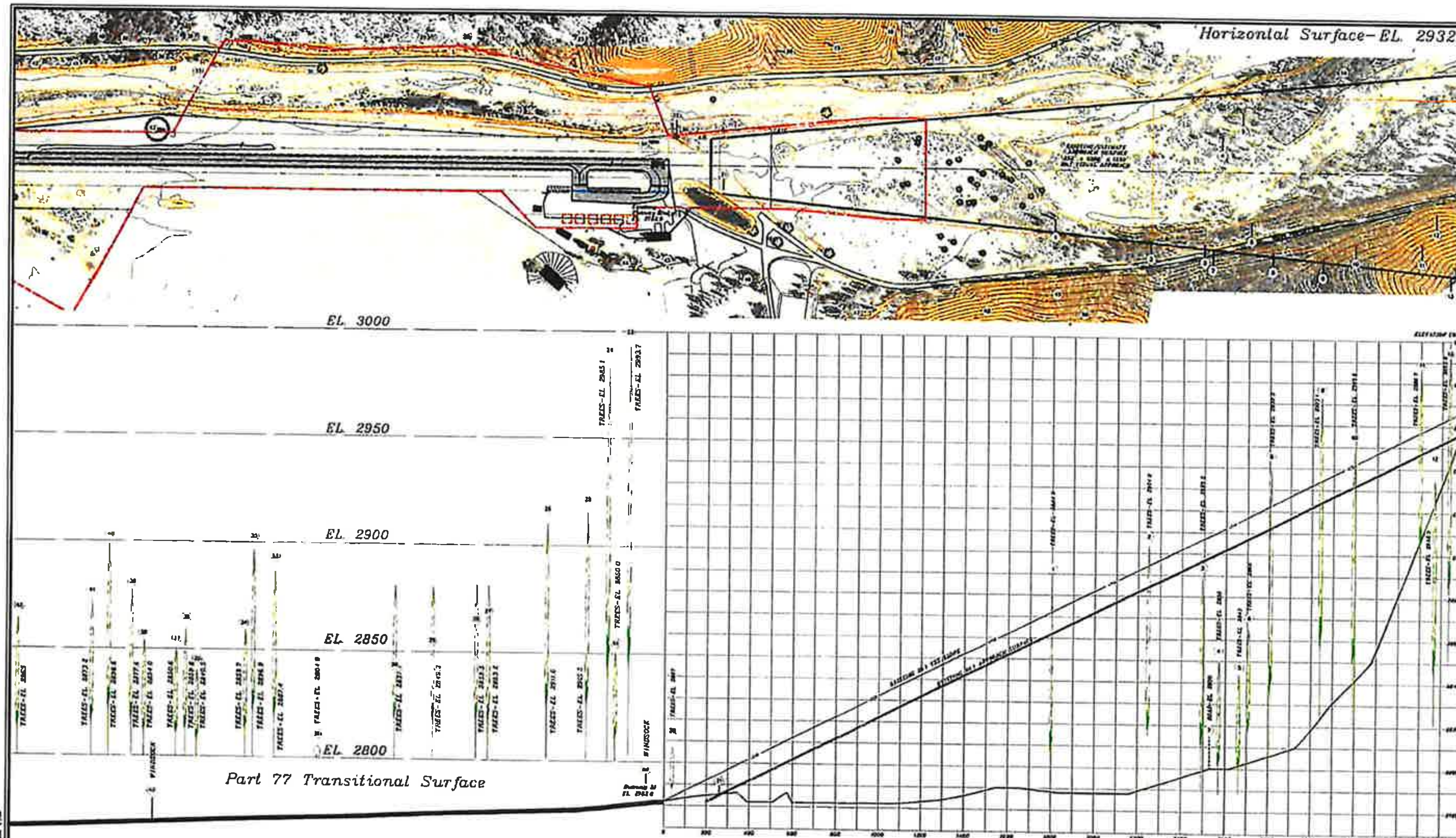
Trinity County, California

PLANNED BY: [illegible]
DETAILED BY: [illegible]
APPROVED BY: [illegible]

July 19, 2007 | SHEET 3 OF 6

Coffman Associates
Airport Consultants


RUNWAY 13 OBSTRUCTION TABLE
GENERAL NOTES:
EL. 2932
EL. 2900
EL. 2850
EL. 2800
Part 77 Transitional Surface
RUTH AIRPORT
INNER PORTION OF RUNWAY 13
APPROACH SURFACE DRAWING
Trinity County, California
Coffman Associates
Airport Consultants
July 19, 2007
SHEET 4 OF 8



RUNWAY 31 OBSTRUCTION TABLE					
	Description	Elevation	PART 77 20:1 Approach	TSS 20:1 Slope	Proposed Object Disposition
1	TREES	[illegible]	22'	15'	REMOVE TREES
2	TREES	[illegible]	20'	12'	REMOVE TREES
8	TREES	[illegible]	27.5'	17.5'	REMOVE TREES
9	TREES	[illegible]	18'	24'	REMOVE TREES
10	TREES	[illegible]	18'	8'	REMOVE TREES
11	TREES	[illegible]	26.6'	26.6'	REMOVE TREES
12	TREES	[illegible]	128.8'	129.5'	REMOVE TREES
21	GROUND	[illegible]	6'	CLEAR	EXCAVATE
22	TREES	[illegible]	N/A	24'	REMOVE TREES

GENERAL NOTES:

1. [illegible]
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces is illustrated on the AIRPORT AIRSPACE DRAWING, sheet 2.
3. AC 150/5300-13 CHG 10 Appendix-2, Runway Approach/Departure Requirements (Runway ADG).

VERTICAL SCALE IN FEET

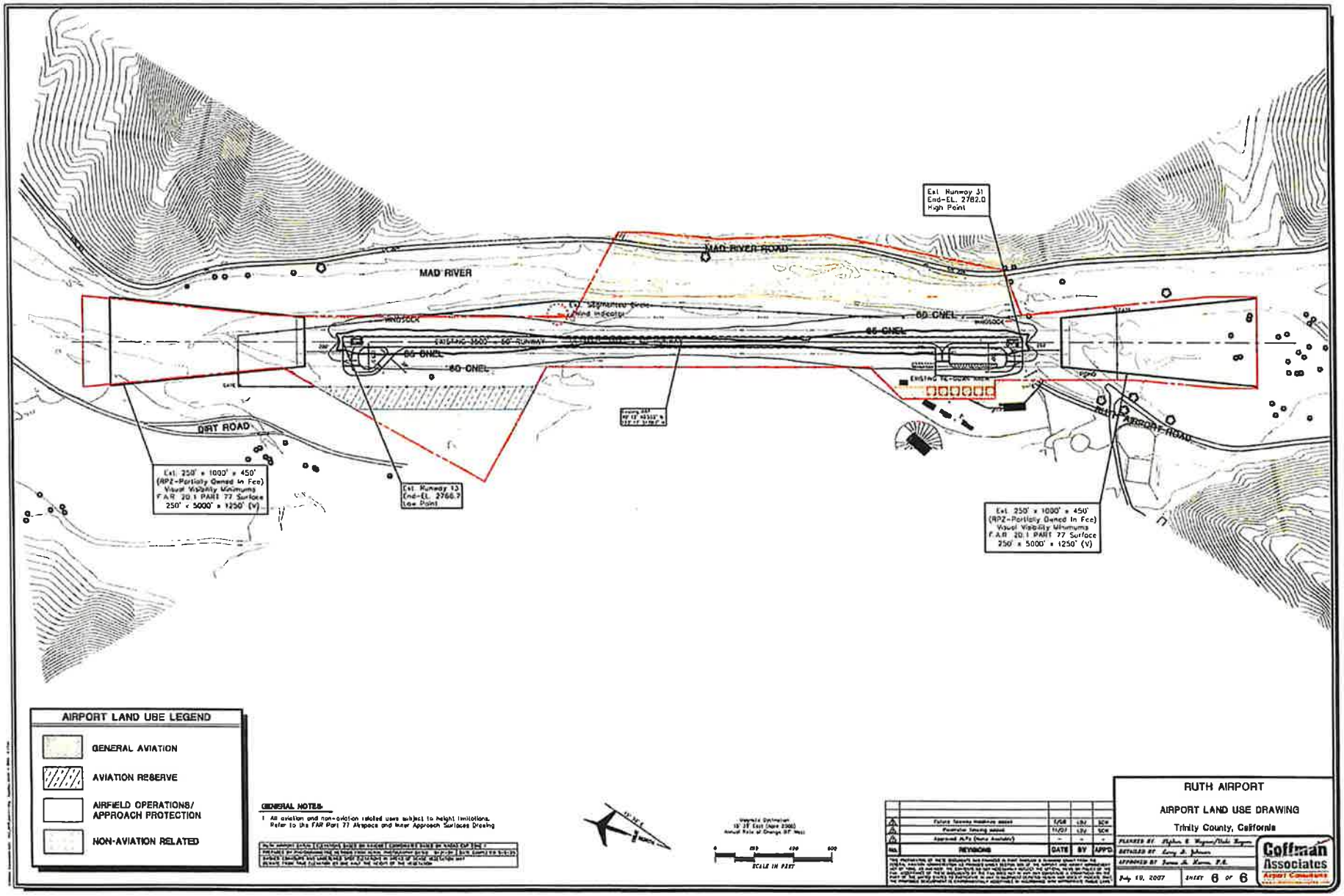
HORIZONTAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APPD
3	Future Runway [illegible]	7/08	[illegible]	SCW
2	[illegible]	11/07	[illegible]	SCW
1	[illegible]	-	-	-

RUTH AIRPORT
INNER PORTION OF RUNWAY 31
APPROACH SURFACE DRAWING
Trinity County, California

PLANNED BY: Stephen V. Wagner/Dale Rogers
DETAILED BY: Larry D. Johnson
APPROVED BY: James A. Harris, P.E.
July 19, 2007
SHEET 5 of 6

Coffman Associates
Airport Consultants


MAD RIVER
MAD RIVER ROAD
DIRT ROAD
AIRPORT ROAD
WINDSOCK
Segmented Circle Wind Indicator
EXISTING 3600' x 60' RUNWAY
60 CNEL
65 CNEL
Ext Runway 31 End-EL. 2782.0 High Point
Ext. 250' x 1000' x 450' (RPZ-Partially Owned In Fee) Visual Visibility Minimums F.A.R. 20:1 PART 77 Surface 250' x 5000' x 1250' (V)
Ext Runway 13 End-EL. 2766.7 Low Point
EXISTING TIE-DOWN AREA
AIRPORT LAND USE LEGEND
GENERAL AVIATION
AVIATION RESERVE
AIRFIELD OPERATIONS/ APPROACH PROTECTION
NON-AVIATION RELATED
GENERAL NOTES:
1 All aviation and non-aviation related uses subject to height limitations. Refer to the FAR Part 77 Airspace and Inner Approach Surfaces Drawing
SCALE IN FEET
REVISIONS
DATE
BY
APP'D
RUTH AIRPORT
AIRPORT LAND USE DRAWING
Trinity County, California
PLANNED BY Stephen R. Wagner/Nicole Wagner
DETAILED BY Larry A. Johnson
APPROVED BY James A. Koerner, P.E.
July 19, 2007
SHEET 6 OF 6
Coffman Associates
Airport Consultants

6.0 Trinity Center

Trinity Center Airport is located approximately 67 miles northwest of Redding, California; 284 miles north of San Francisco; 400 miles south of Portland, Oregon; and 572 miles south of Seattle, Washington.

Trinity Center Airport is one of five general aviation airports operated by Trinity County, providing valuable aviation access to the communities and recreation opportunities of the North Trinity Lake area. The facility was originally constructed in 1960 to replace the airport that was inundated by the filling of Trinity Lake.

Trinity Lake surrounds the airport on the east and the south and is a heavily-used recreation site for the local population as well as tourists. Land use on the west side of the airport consists of single family residences (Scott Subdivision), a restaurant and resort (currently closed), a natural history museum (Scott's Museum), and lightly concentrated commercial uses further west. A private resort/campground is located north of the airport and a Forest Service boat launch with a marina is located to the south.

As previously mentioned, the Scott Subdivision borders the west side of the airport. Several homeowners in this area have developed hangars or tiedown areas on their property and have direct access to the airport. Trinity County allows aircraft access from these properties with the issuance of an encroachment permit that stipulates conditions and limitations for the access and related improvements. Trinity County also requires an annual access fee.

6.1 Airport Planning

There is no current Master Plan for Trinity Center Airport. The *Trinity Center Airport Layout Plan* was conditionally approved by the FAA in July 2008.

6.2 Airport Feature Summary

- **Runways and Taxiways –** Trinity Center Airport is served by a single runway. Runway 14-32 is oriented in a northwest-southeast direction, is made of asphalt, and is 3,215 feet in length, 50 feet wide. There is a full-length parallel taxiway.
- **Airfield Lighting/Pavement Markings** -- There is no airport or runway lighting. The runway has basic markings.
- **Weather and Communication** -- An AWOS III is planned for installation. No two-way ground to air communication is available.

6.3 Aviation Activity

Based Aircraft - The forecast of based aircraft is 25 based aircraft by 2011; 28 based aircraft by 2016; and 33 based aircraft by 2026.

Aircraft Operations - As detailed by Coffman Associates, the current operations and forecast for peak periods at Trinity Center Airport are:

	FORECAST	
General Aviation Operations	**2006**	**2026**
Annual	5,500	8,200
Peak Month	1,650	2,460
Busy Day	69	103
Normal (Design) hour	8	12

6.4 Noise and Overflight

The compatibility of existing and planned land uses in the vicinity of an airport is usually associated with the extent of the airport's noise impacts. Typically, significant impacts will occur over noise-sensitive areas within the 65 CNEL noise contour.

Specific to this airport:

- The airport is bounded on the east and south sides by Trinity Lake.
- Noise contours are included on the Airport Layout Plan (ALP). The noise contours are contained on airport property.
- No noise-sensitive land uses are contained within the 65 CNEL.

An overflight diagram is included in this section.

Figure 4-12 Trinity Center Area Map

Trinity Center Airport – O86

(source: FAA Master Record and 2008 Trinity Center Airport Layout Plan)

FAA Design Criteria
Airport Reference Code: A-1 (small aircraft)
No single aircraft contributes to 500 annual operations
Critical design aircraft: Mitsubishi Marquise MU-2N

Location
Lat/Long: 40-12-41.3000N / 123-17-51.7000W
40-12.688333N / 123-17.861667W
40.2114722 / -123.2976944 (estimated)
Elevation: 2390 ft. / 728.5 m (surveyed)
Mean daily maximum temp of hottest month: 94 degrees
Variation: 17E (1985)
From city: Adjacent to Trinity Center, CA
Time zone: UTC -8 (UTC -7 during DST)
Zip code: 96091

Airport Operations

Airport use: Open to the public
Activation date: 9/1960
Control tower: no
ARTCC: OAKLAND CENTER
FSS: RANCHO MURIETA FLIGHT SERVICE STATION
NOTAMs facility: RIU (NOTAM-D service available)
Attendance: UNATNDD
Pattern altitude: 3190 ft. MSL
Wind indicator: yes
Segmented circle: yes

Airport Communications

CTAF/UNICOM: 122.9

Airport Services

Parking: tiedowns
Airframe service: NONE
Powerplant service: NONE
Bottled oxygen: NONE
Bulk oxygen: NONE

Runway Information -- Runway 14/32
Dimensions: 3215 x 50 ft. / 980 x 15 m
Surface: asphalt, in good condition

	RUNWAY 14	RUNWAY 32
Gradient:	0.1%	0.1%
Traffic pattern:	Left	Right
Displaced Threshold:	200 ft	200 ft
Markings:	basic, in good condition	basic, in good condition
Runway end identifier lights:	no	no

Airport Operational Statistics

Aircraft based on the field: 32	Annual aircraft operations: 115/week
Single engine: 29	67% transient general aviation
Multi engine 3	33% local general aviation

Additional Remarks
- HIGH TERRAIN ALL QUADRANTS.
- ARPT CLSD NIGHTS.
- TREES/HOMES WEST SIDE OF APRT.
- DIRT ROAD 120 FT FM APCH END RY 14.
- CALM WIND RY 14.
- NOISE ABATEMENT PROCEDURES IN EFFECT W & NW OF ARPT.

Instrument Procedures
There are no published instrument procedures at O86.

Figure 4-13 Trinity Center Airport Data Sheet

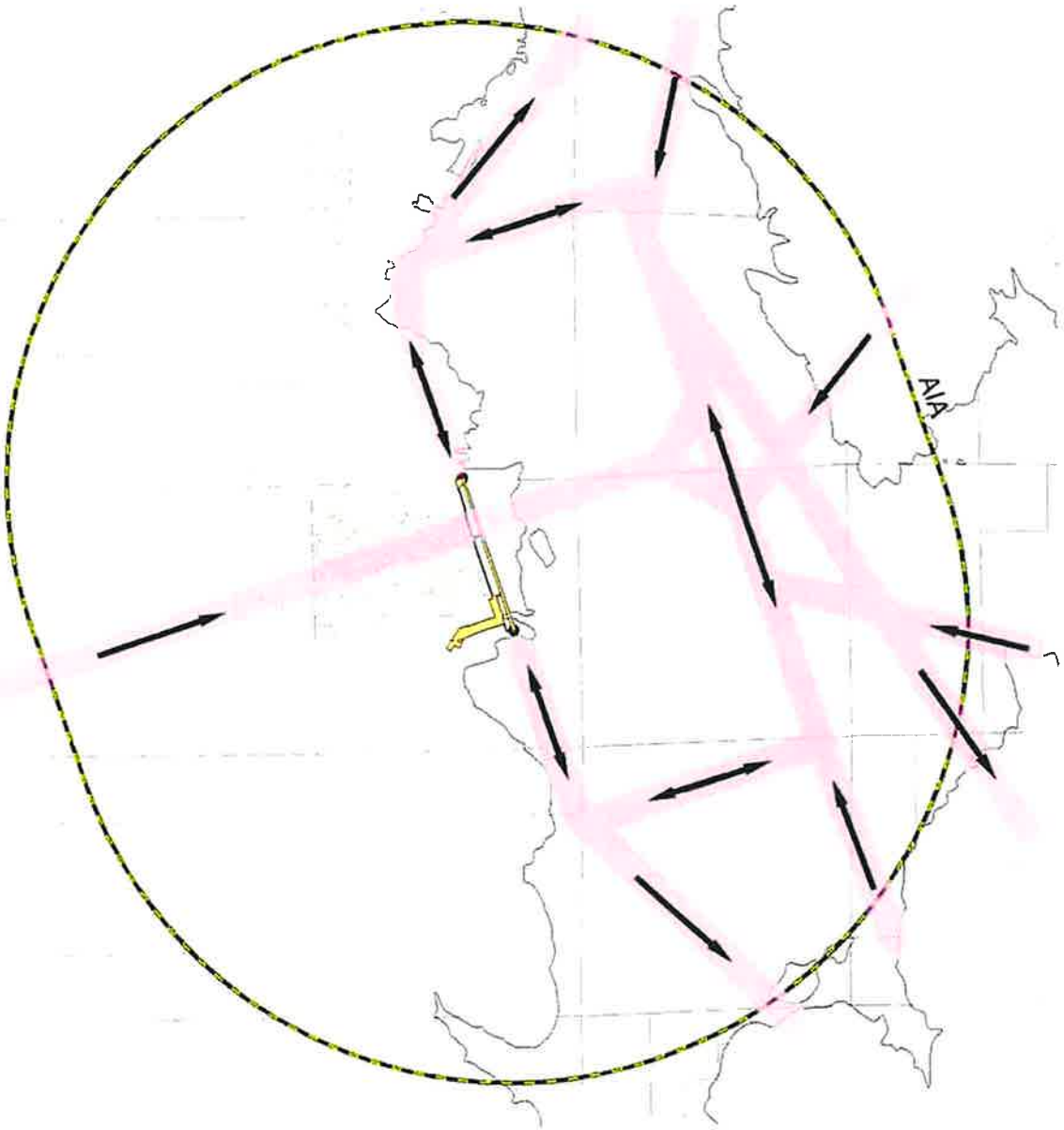


Figure 4-14 Trinity Center Overflight Diagram

Figure 4-15 Trinity Center Airport Layout Plan

Following is the February 2008 layout plan for Trinity Center Airport.

AIRPORT LAYOUT PLANS

FOR

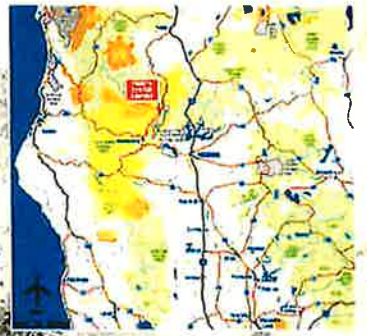
TRINITY CENTER AIRPORT

Prepared for

Trinity County, California

LOCATION MAP

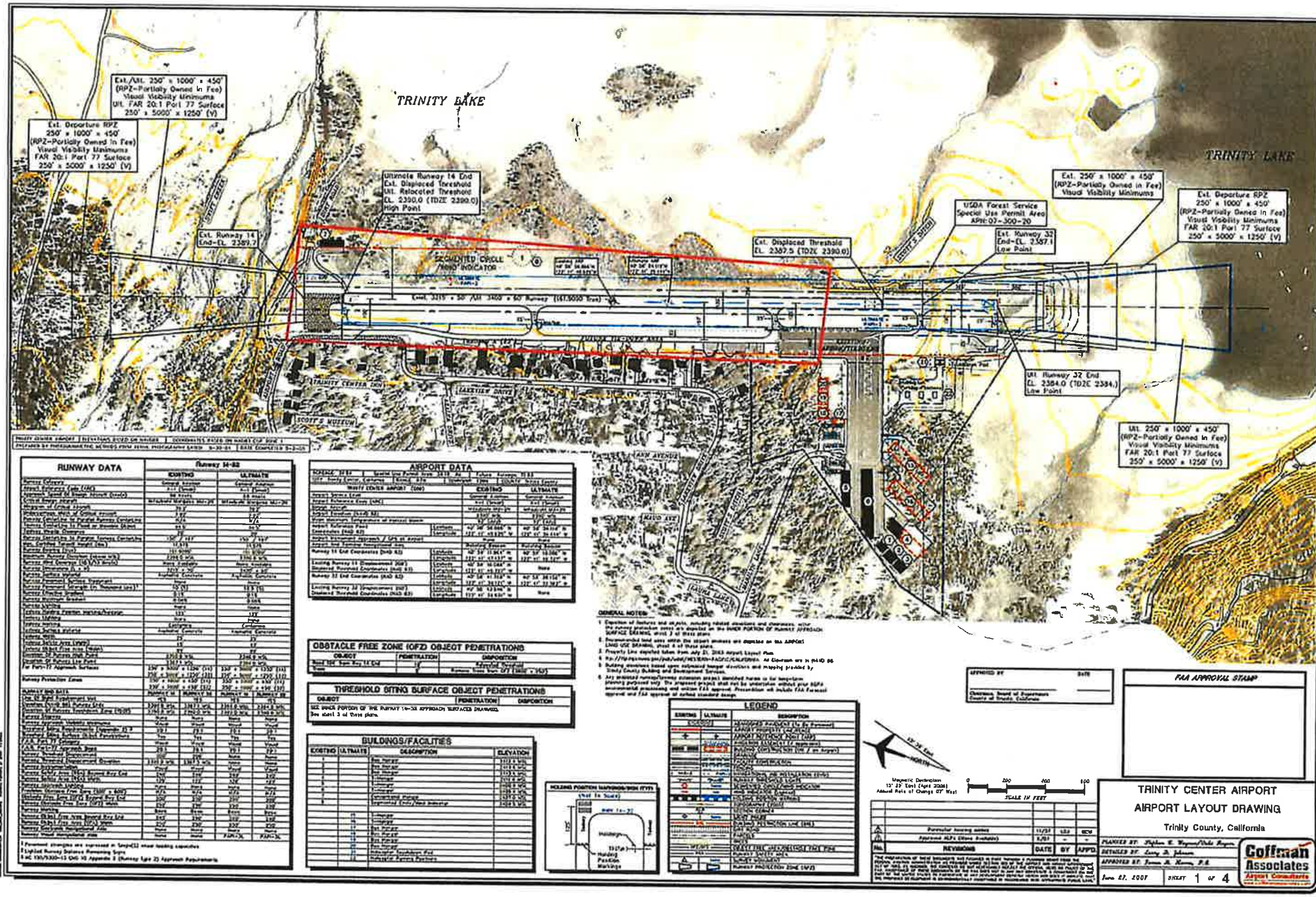
INDEX OF DRAWINGS



VICINITY MAP

Coffman Associates
Airport Consultants

FEBRUARY 2008



TRINITY LAKE
TRINITY LAKE
Ext./Ult. 250' x 1000' x 450' (RPZ–Partially Owned in Fee) Visual Visibility Minimums Ult. FAR 20:1 Part 77 Surface 250' x 5000' x 1250' (V)
Ext. Departure RPZ 250' x 1000' x 450' (RPZ–Partially Owned in Fee) Visual Visibility Minimums FAR 20:1 Part 77 Surface 250' x 5000' x 1250' (V)
Ultimate Runway 14 End Ext. Displaced Threshold Ult. Relocated Threshold EL. 2390.0 (TDZE 2390.0) High Point
Ext. Runway 14 End–EL. 2389.7
SEGMENTED CIRCLE WIND INDICATOR
Ext. Displaced Threshold EL. 2387.5 (TDZE 2390.0)
USDA Forest Service Special Use Permit Area APN: 07-300-20
Ext. Runway 32 End–EL. 2387.1 Low Point
Ext. 250' x 1000' x 450' (RPZ–Partially Owned in Fee) Visual Visibility Minimums
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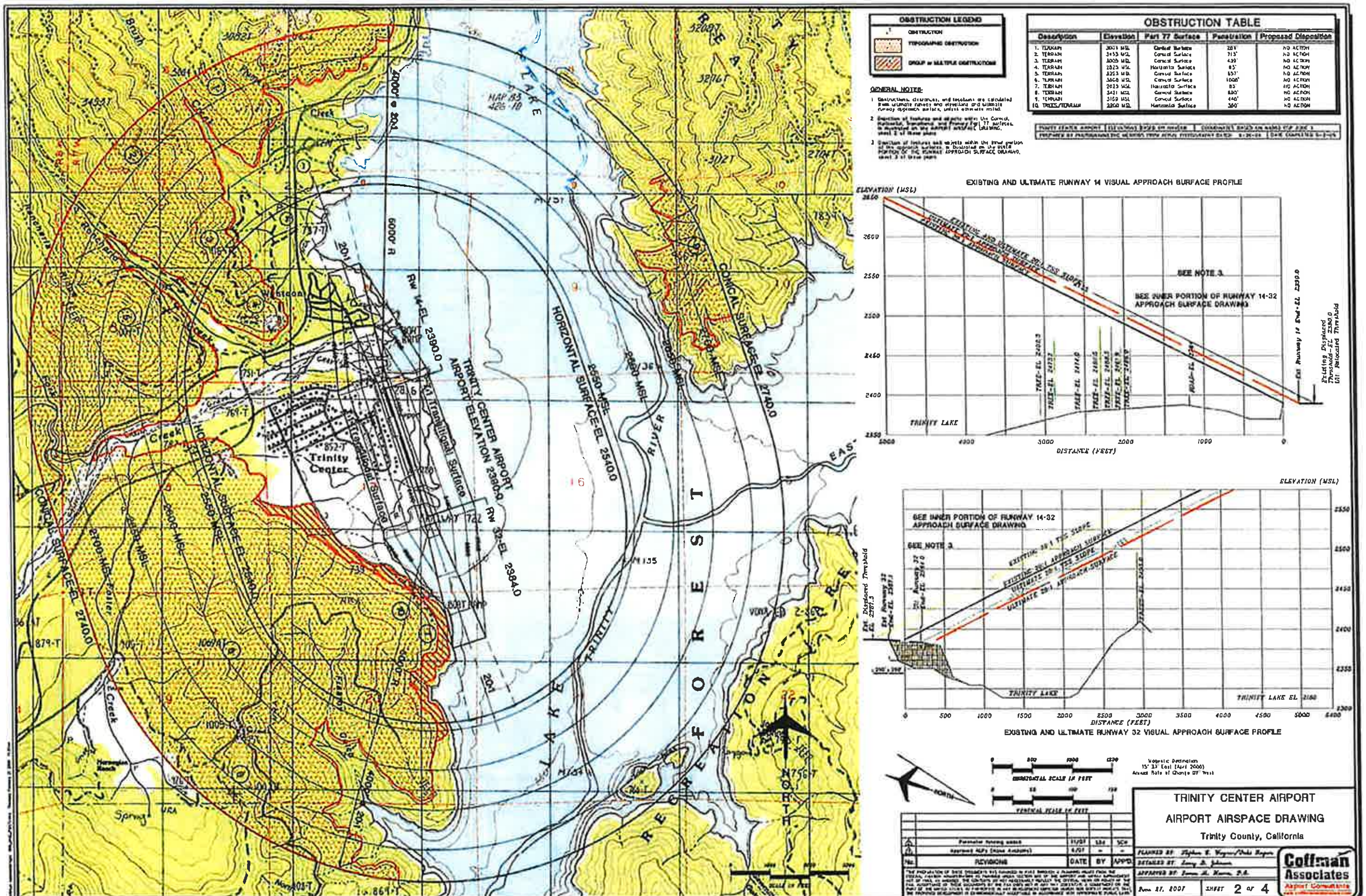
Ult. Runway 32 End EL. 2384.0 (TDZE 2384.) Low Point
Ult. 250' x 1000' x 450' (RPZ–Partially Owned in Fee) Visual Visibility Minimums FAR 20:1 Part 77 Surface 250' x 5000' x 1250' (V)
TRINITY CENTER DRIVE
LAKEVIEW DRIVE
SCOTT'S MUSEUM
RUNWAY DATA
AIRPORT DATA
OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS
THRESHOLD SITING SURFACE OBJECT PENETRATIONS
BUILDINGS/FACILITIES
GENERAL NOTES:
LEGEND
HOLDING POSITION MARKINGS/SIGN (TYP)
SCALE IN FEET
REVISIONS
FAA APPROVAL STAMP
TRINITY CENTER AIRPORT
AIRPORT LAYOUT DRAWING
Trinity County, California
Coffman Associates
Airport Consultants
June 27, 2007
SHEET 1 OF 4



Description	Elevation	Part 77 Surface	Penetration	Proposed Disposition
1. TERRAIN	3071 MSL	Conical Surface	281'	NO ACTION
2. TERRAIN	3453 MSL	Conical Surface	713'	NO ACTION
3. TERRAIN	3005 MSL	Conical Surface	439'	NO ACTION
4. TERRAIN	2625 MSL	Horizontal Surface	85'	NO ACTION
5. TERRAIN	3253 MSL	Conical Surface	657'	NO ACTION
6. TERRAIN	3868 MSL	Conical Surface	1008'	NO ACTION
7. TERRAIN	2625 MSL	Horizontal Surface	85'	NO ACTION
8. TERRAIN	3431 MSL	Conical Surface	690'	NO ACTION
9. TERRAIN	3160 MSL	Conical Surface	440'	NO ACTION
10. TREES/TERRAIN	2800 MSL	Horizontal Surface	260'	NO ACTION

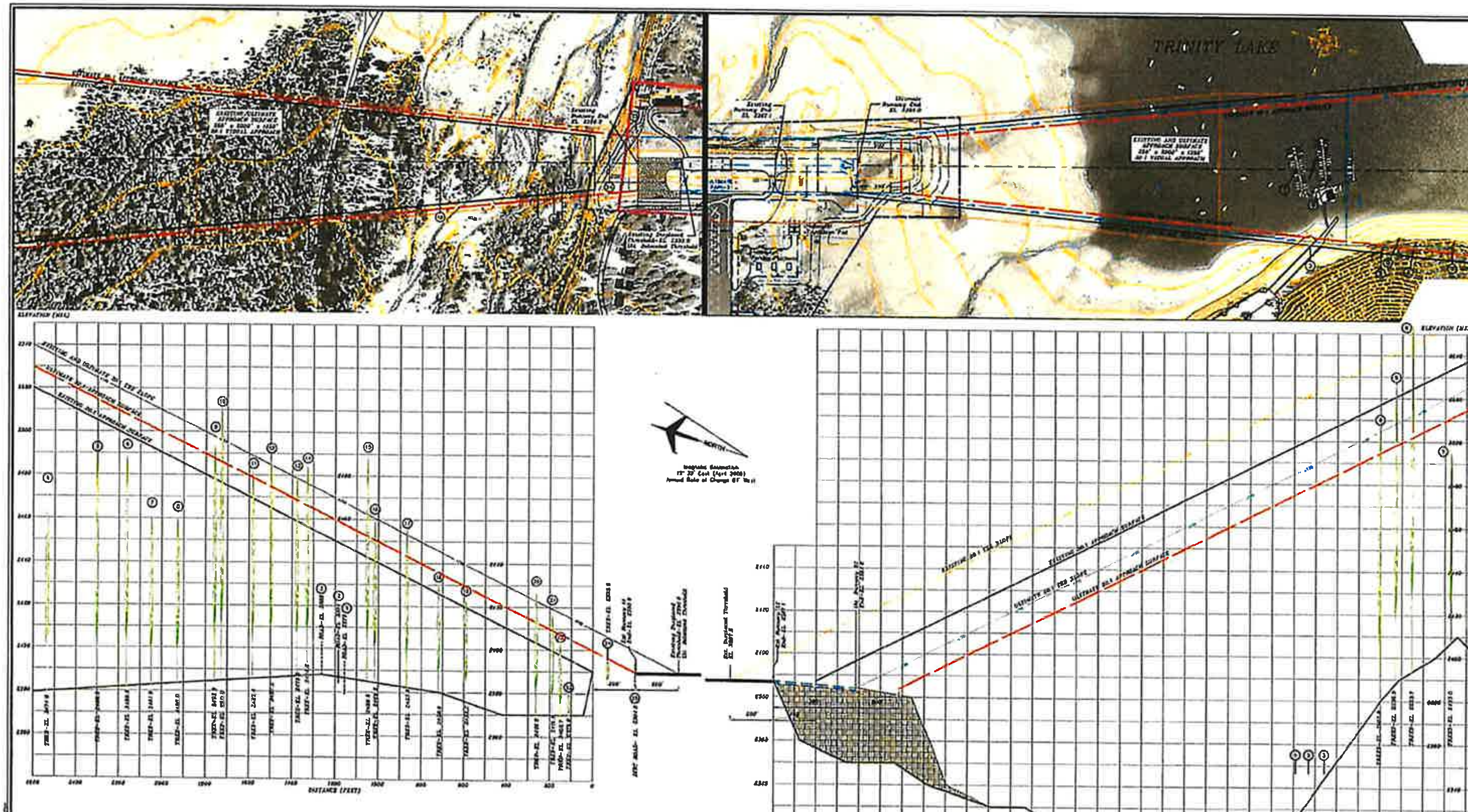
TRINITY CENTER AIRPORT

AIRPORT AIRSPACE DRAWING

Trinity County, California

Coffman Associates

SHEET 2 of 4



RUNWAY 14 APPROACH OBSTRUCTION TABLE							
	Description	Elevation	Existing 20:1 Approach	Existing TSS 20:1 Slope	Ultimate 20:1 Approach	Ultimate TSS 20:1 Slope	Proposed Object Disposition
9	TREES	2493.3 MSL	15.6'	CLEAR	3.4'	CLEAR	TRIM/REMOVE
10	TREES	2511.0 MSL	34.7'	15.0'	24.0'	15.0'	TRIM/REMOVE
11	TREES	2482.4 MSL	13.3'	CLEAR	3.5'	CLEAR	TRIM/REMOVE
12	TREES	2487.2 MSL	22.3'	2.6'	12.6'	2.6'	TRIM/REMOVE
13	TREES	2479.8 MSL	21.0'	1.3'	11.2	1.3'	TRIM/REMOVE
14	TREES	2486.8 MSL	28.7'	8.5'	18.4'	8.5'	TRIM/REMOVE
15	TREES	2488.8 MSL	44.3'	26.5'	34.3'	26.5'	TRIM/REMOVE
16	TREES	2449.2 MSL	10.3'	CLEAN	0.6'	CLEAR	TRIM/REMOVE
17	TREES	2433.3 MSL	21.8'	2.7'	12.1'	2.7'	TRIM/REMOVE
18	TREES	2419.9 MSL	2.8'	CLEAR	CLEAR	CLEAR	REMOVE TREES (in RPZ)
19	TREES	2423.2 MSL	3.6'	CLEAR	CLEAR	CLEAR	REMOVE TREES (in RPZ)
20	TREES	2426.0 MSL	23.8'	3.1'	13.0'	3.1'	REMOVE TREES (in RPZ)
21	TREES	2410.1 MSL	16.7'	CLEAR	6.9'	CLEAR	REMOVE TREES (in RPZ)
22	TREES	2402.7 MSL	6.1'	CLEAR	CLEAR	CLEAR	REMOVE TREES (in RPZ)
23	TREES	2379.0 MSL	CLEAR	CLEAR	CLEAR	CLEAR	REMOVE TREES (in RPZ)
24	TREES	2369.8 MSL	N/A	CLEAR	CLEAR	CLEAR	REMOVE TREES (in RPZ)
25	ROAD	2341.0 MSL	N/A	CLEAR	2.0'	CLEAR	RELOCATE ROAD
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted. Road obstructions reflect a safety clearance of 10' for dirt roads or private roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroad.
2. Depiction of features and objects within the Conical, Horizontal, Transitional, and Primary Part 77 surfaces, is illustrated on the AIRPORT AIRSPACE DRAWING, sheet 2 of these plans.

TRINITY CENTER AIRPORT | ELEVATIONS BASED ON NAVD88	COORDINATES BASED ON NAD83 CSP ZONE 1
PREPARED BY PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAPHY DATED 5-25-04	DATE COMPLETED 5-5-05

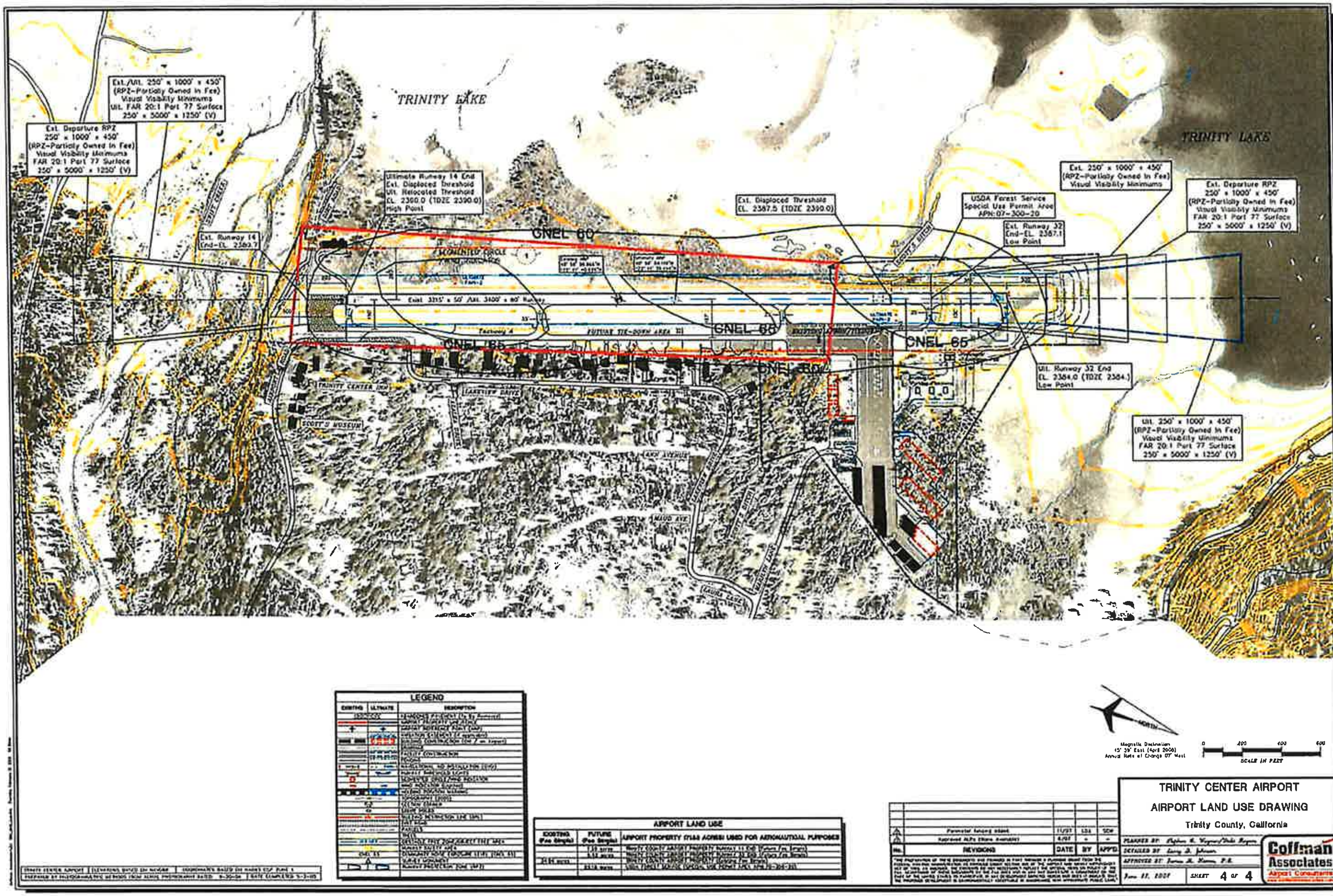
RUNWAY 32 APPROACH OBSTRUCTION TABLE							
	Description	Elevation	Existing 20:1 Approach	Existing TSS 20:1 Slope	Ultimate 20:1 Approach	Ultimate TSS 20:1 Slope	Proposed Object Disposition
1	TREES	2357.8 MSL	CLEAR	CLEAR	N/A	N/A	Out Side of the Ult. Approach
3	TREES	2526.8 MSL	6'	CLEAR	36'	19'	Trim
5	TREES	2353.7 MSL	29'	6'	42'	49'	Trim

No.	REVISIONS	DATE	BY	APP'D
	Relocation taxiing added	11/07	LDJ	SCW
	Approved ALPs (Mass Available)	8/07	-	-

TRINITY CENTER AIRPORT
INNER PORTION OF RUNWAY 14-32
APPROACH SURFACE DRAWING
Trinity County, California

PLANNED BY: Stephen S. Wagner/Dale Rogers
DETAILED BY: Larry A. Johnson
APPROVED BY: James M. Harris, P.E.
June 27, 2007
SHEET 3 of 4

Coffman Associates
Airport Consultants


TRINITY LAKE
TRINITY LAKE
Ext. Departure RPZ 250' x 1000' x 450' (RPZ-Partially Owned In Fee) Visual Visibility Minimums FAR 20:1 Part 77 Surface 250' x 5000' x 1250' (V)
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Ext. Runway 14 End-EL. 2383.7
Ultimate Runway 14 End Ext. Displaced Threshold Ult. Relocated Threshold EL. 2390.0 (TDZE 2390.0) High Point
Ext. Displaced Threshold EL. 2387.5 (TDZE 2390.0)
USDA Forest Service Special Use Permit Area APN:07-300-20
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Ult. Runway 32 End EL. 2384.0 (TDZE 2384.)
Low Point
Ult. 250' x 1000' x 450' (RPZ-Partially Owned In Fee) Visual Visibility Minimums FAR 20:1 Part 77 Surface 250' x 5000' x 1250' (V)
CNEL 60
CNEL 65
CNEL 65
CNEL 60
CNEL 65
SEGMENTED CIRCLE
Exist. 3315' x 50' /Ult. 3400' x 60' Runway
FUTURE TIE-DOWN AREA
TRINITY CENTER INN
SCOTT'S MUSEUM
LEGEND
AIRPORT LAND USE
SCALE IN FEET
0
200
400
600
TRINITY CENTER AIRPORT
AIRPORT LAND USE DRAWING
Trinity County, California
REVISIONS
DATE
BY
APP'D
SHEET 4 OF 4
Coffman Associates
Airport Consultants

7.0 Weaverville Airport

Regionally, Weaverville is located approximately 50 miles west of Redding, California and 104 miles east of Eureka, California.

Weaverville Airport was originally constructed in the late 1940s and was permitted in 1954 to replace the community's original landing field located near the current golf course. The existing airport occupies a total of 105 acres and is owned by Trinity County.

Located in the central portion of Trinity County, the airport is used by individuals with interests inside and outside the county. The airport provides for recreational access and business and government transport, including law enforcement agencies. Emergency uses at the airport include medical evacuation and fire suppression.

The airport is bounded by State Highway 3 to the east, the community of Weaverville to the south, and the East Weaver Creek residential area to the north. The Trinity County Solid Waste Landfill (now capped) is located immediately west of the runway.

7.1 Airport Planning

There is no current Master Plan for Weaverville Airport. The *Weaverville Airport Layout Plan* was conditionally approved by the FAA in September 2008.

7.2 Airport Feature Summary

- **Runways and Taxiways** - Weaverville Airport is served by a single runway. Runway 18-36 is oriented in a north-south direction and is made of asphalt. The runway is 2,980 feet long and 50 feet wide. Runway 18 is designated the takeoff runway. Although it is not marked as Runway 18, it is marked with a large "X" after the threshold line.

  Due to existing facility constraints (3½ percent uphill gradient and rising terrain to the north), the state airport permit specifies Runway 18/36 as a one-way runway, and pilots are directed to land on Runway 36 and take off on Runway 18. No training, touch-andgo's, or go-arounds are allowed, and aircraft access is limited to daylight hours.

- **Airfield Lighting/Pavement Markings** -- A precision approach path indicator (PAPI-2L) is installed on the approach end of Runway 36 and operated only during daylight hours. No other runway or airport lighting exists, and the runway has basic markings.

- **Weather and Communication** -- An AWOS III is planned for installation in 2009. No two-way ground to air communication is available.

7.3 Aviation Activity

Based Aircraft - The preferred planning forecast for based aircraft at Weaverville Airport is a mid-range forecast calculated by Coffman Associates and yields 18 based aircraft by 2012, 20 based aircraft by 2016, and 23 based aircraft by 2026. See the *2008 Weaverville Airport Layout Plan* narrative for details.

Aircraft Operations - As detailed by Coffman Associates, the current operations and forecast for peak periods at Weaverville Airport are:

		FORECAST
General Aviation Operations	**2006**	**2026**
Annual	3,800	6,000
Peak Month	380	600
Busy Day	16	25
Normal (Design) hour	2	3

7.4 Noise and Overflight

The compatibility of existing and planned land uses in the vicinity of an airport is usually associated with the extent of the airport's noise impacts. Typically, significant impacts will occur over noise-sensitive areas within the 65 CNEL noise contour.

Specific to this airport:

- Noise contours are included on the Airport Layout Plan (ALP). The noise contours are contained on airport property.
- No noise-sensitive land uses are contained within the 65 CNEL.

An overflight diagram is included in this section.

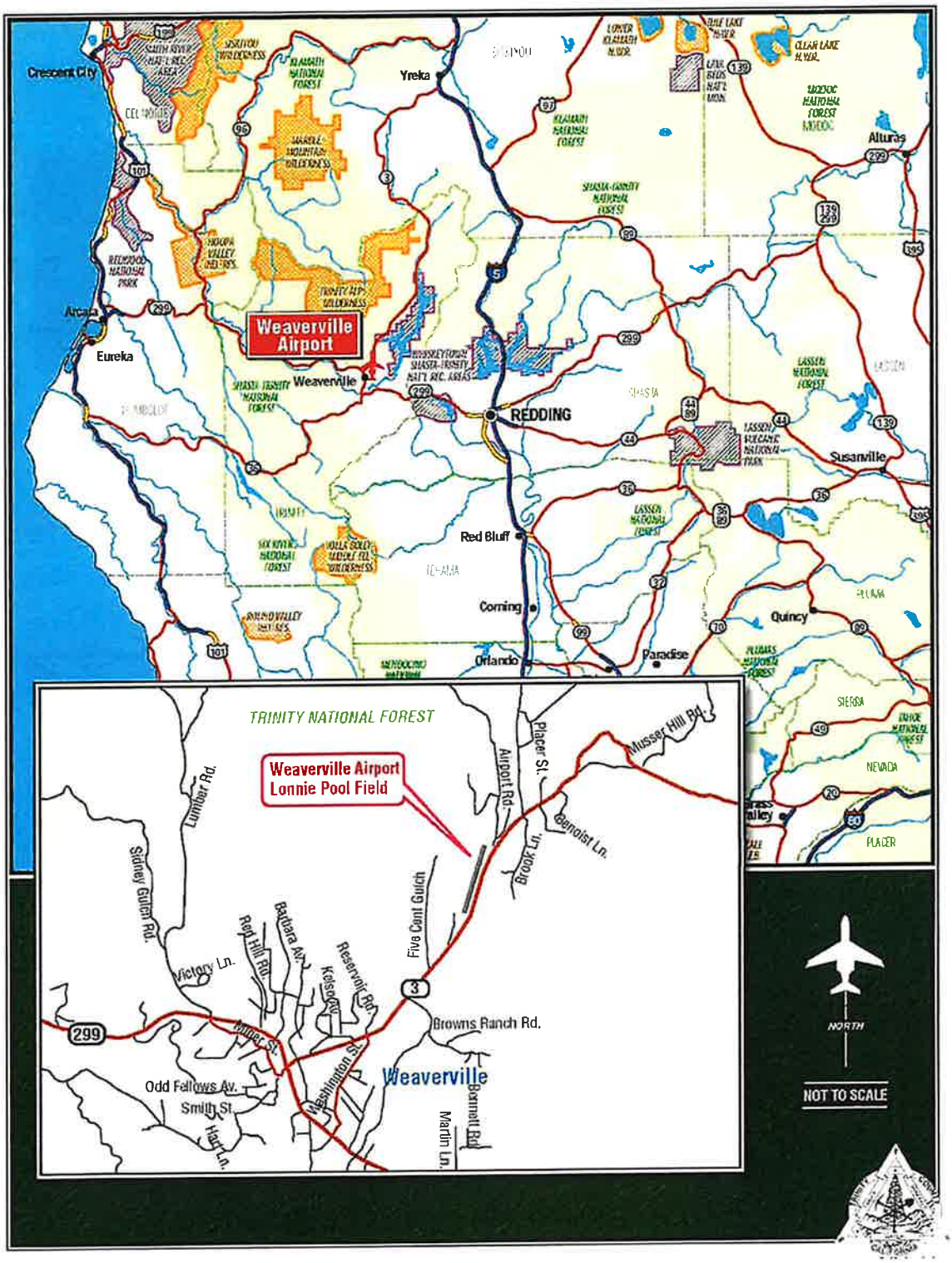


Figure 4-16 Weaverville Area Map

Lonnie Pool Field/Weaverville - O54

(source: FAA Master Record and 2008 Weaverville Airport Master Plan)

FAA Design Criteria
Airport Reference Code: A-1 (small aircraft exclusively)
No single aircraft contributes to 500 annual operations
Critical design aircraft: Cessna

Location
Lat/Long: 40-44-50.1000N / 122-55-20.4000W
40-44.835000N / 122-55.340000W
40.7472500 / -122.9223333 (estimated)
Elevation: 2350 ft. / 716 m (estimated)
Mean daily maximum temp of hottest month: 94 degrees
Variation: 17E (1985)
From city: 1 mile NE of WEAVERVILLE, CA
Time zone: UTC -8 (UTC -7 during DST)
Zip code: 96093

Airport Operations

Airport use: Open to the public
Activation date: 01/1955
Control tower: no
ARTCC: OAKLAND CENTER
FSS: RANCHO MURIETA
NOTAMs facility: RIU (NOTAM-D service available)
Pattern altitude: 3150 ft. MSL
Wind indicator: yes
Segmented circle: yes

Airport Communications

CTAF/UNICOM: 122.8

Airport Services
Parking: tiedowns
Airframe service: NONE
Powerplant service: NONE
Bottled oxygen: NONE
Bulk oxygen: NONE
Attendance: UNATNDD

Runway Information --- Runway 18/36

Dimensions: 2980 x 50 ft.
Surface: asphalt, in good condition
Runway edge markings: NO NUMBERS MARKED; WHITE 'X' ON APCH END OF RY 18.

	RUNWAY 18	RUNWAY 36
Gradient:	3.5% (150 foot difference)	3.5%
Traffic pattern:	left	left
Displaced threshold:	no	90 ft.
Markings:	NSTD, in fair condition	basic, in fair condition
Visual slope indicator:		2-light PAPI on left (3.00 degrees glide path) RY 36 PAPI OTS INDEFLY.
Runway end identifier lights:	no	no
Obstructions:	60 ft. trees, 240 ft. from runway +15 FT ROAD 0 FT FROM RY END 60 FT LEFT.	10 ft. road, 200 ft. from runway, 220 ft. right of centerline HWY 5-10 FT BELOW RY THR; 0-200 FT FROM RY THR 125 FT RIGHT TO 25 FT RIGHT.

Airport Operational Statistics

Forecast based aircraft on the field: 15

Forecast aircraft operations: 5,800
Calculated using Order 5090.3C

Additional Remarks

- ROAD 50 FT E OF CNTRLN AT RY 18 THR & 60 FT TREES IN PRIMARY SFC 80 FT E OF RY CNTRLN.
- LND RY 36 TKOF RY 18 DUE TO STEEP 3 1/2% UPHILL ARPT GRAD & STEEPER RISING TRRN TO THE NORTH
- ARPT CLSD NIGHTS, TO TOUCH & GOS AND GO AROUNDS.

Instrument Procedures
There are no published instrument procedures at O54.

Figure 4-17 Weaverville Data Sheet

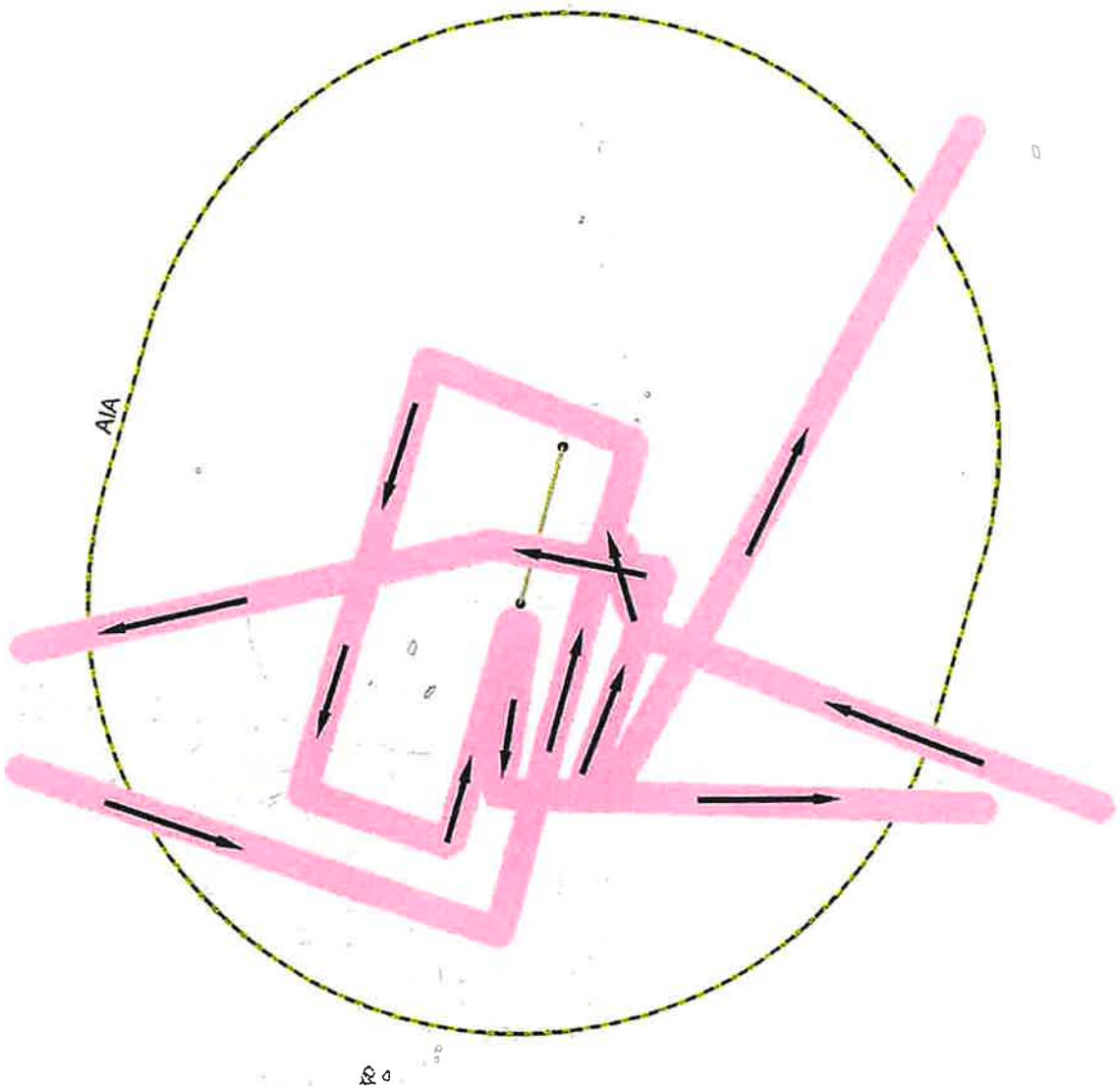


Figure 4-18 Weaverville Overflight Diagram

Figure 4-19 Weaverville Airport Layout Plan

Following is the February 2008 layout plan for Weaverville Airport.

AIRPORT LAYOUT PLANS

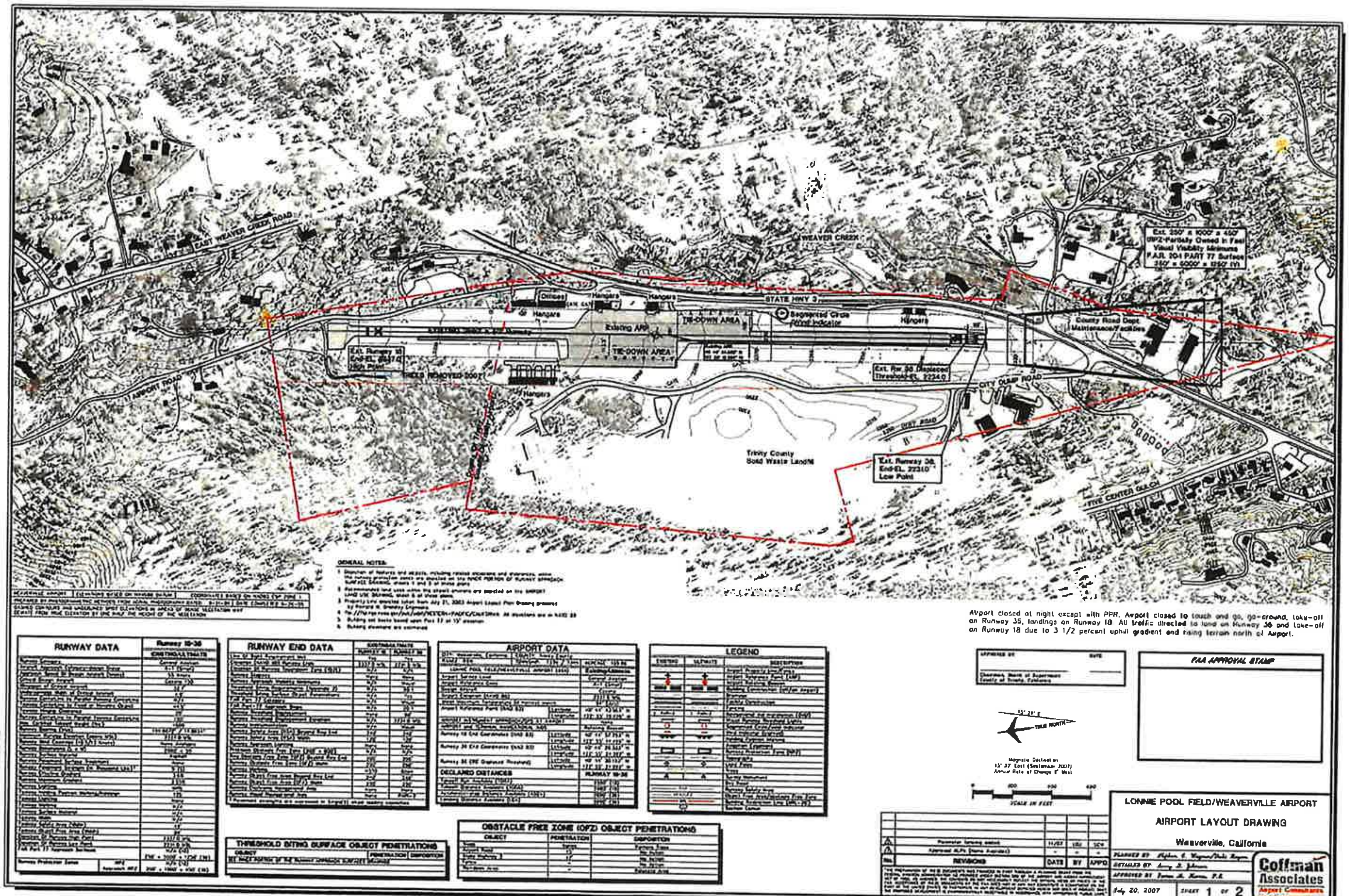
FOR

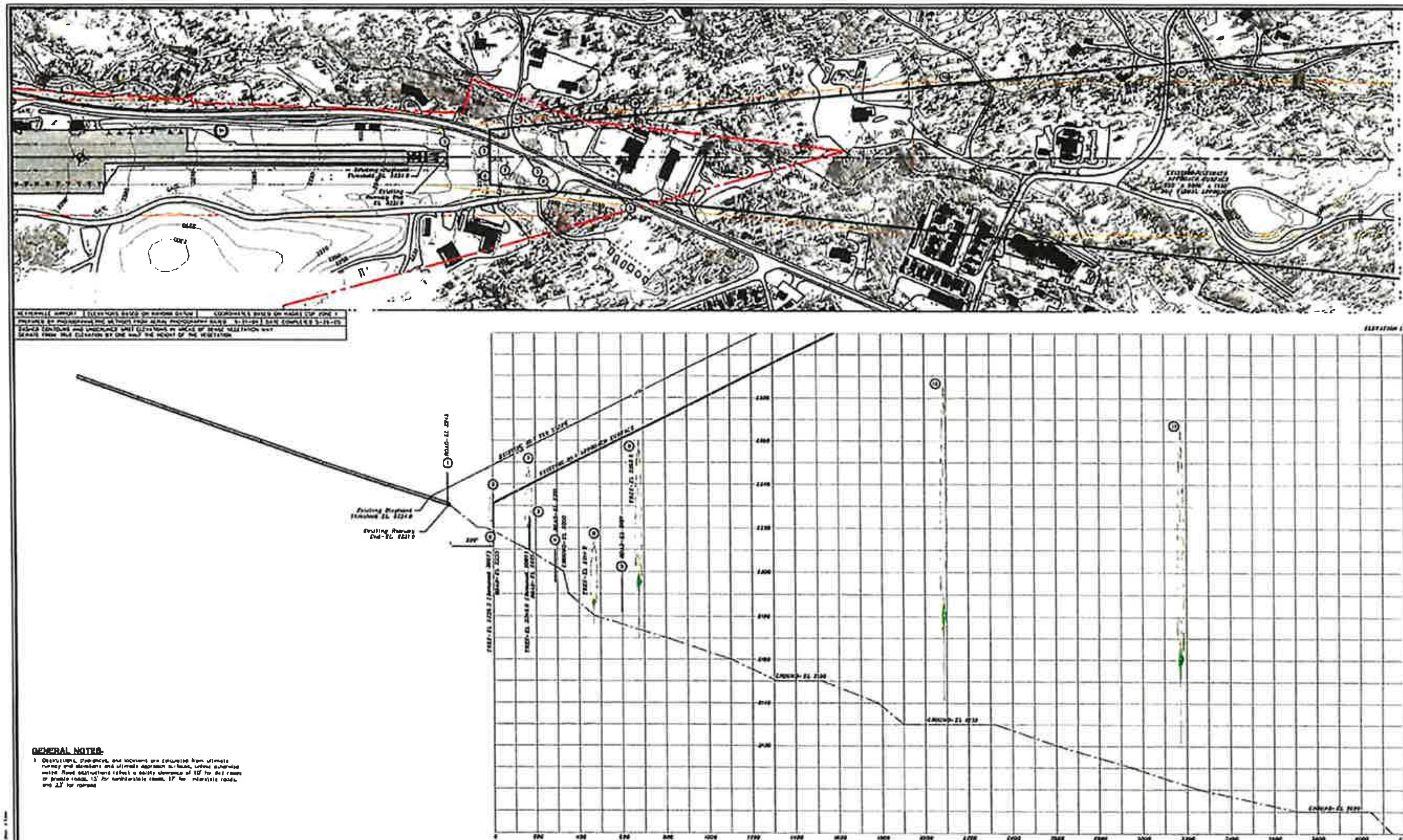
LONNIE POOL FIELD/WEAVERVILLE AIRPORT

Prepared for

Trinity County, California

INDEX OF DRAWINGS


EAST WEAVER CREEK ROAD
AIRPORT ROAD
WEAVER CREEK
STATE HWY 3
Offices
Hangars
Hangars
Hangars
Existing APP
TIE-DOWN AREA
TIE-DOWN AREA
Segmented Circle
Wind Indicator
Hangars
County Road Dept
Maintenance/Facilities
Ext. 250' x 1000' x 450'
RPZ-Partially Owned in Fee
Visual Visibility Minimums
F.A.R. 20-1 PART 77 Surface
250' x 5000' x 1250' (V)
Ext. Rw 36 Displaced
Threshold-EL. 2224.0
CITY DUMP ROAD
DIRT ROAD
Ext. Runway 36
End-EL. 2231.0
Low Point
Trinity County
Solid Waste Landfill
FIVE CENTER GULCH
GENERAL NOTES:
RUNWAY DATA
RUNWAY END DATA
AIRPORT DATA
LEGEND
THRESHOLD SITING SURFACE OBJECT PENETRATIONS
OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS
DECLARED DISTANCES
Airport closed at night except with PPR. Airport closed to touch and go, go-around, take-off on Runway 36, landings on Runway 18. All traffic directed to land on Runway 36 and take-off on Runway 18 due to 3 1/2 percent uphil gradient and rising terrain north of Airport.
FAA APPROVAL STAMP
TRUE NORTH
SCALE IN FEET
REVISIONS
DATE
BY
APPD
LONNIE POOL FIELD/WEAVERVILLE AIRPORT
AIRPORT LAYOUT DRAWING
Weaverville, California
July 20, 2007
SHEET 1 OF 2
Coffman Associates
Airport Consultants



GENERAL NOTES-

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted. Road obstructions reflect a safety clearance of 10' for ... roads or private roads, 15' for nonInterstate roads, 17' for interstate roads, and 23' for railroads.

RUNWAY 36 OBSTRUCTION TABLE

Description	Elevation	Penetrates 20:1 Approach	TSS 20:1 Slope	Proposed Object Disposition
1 ROAD	2245 MSL	N/A	1'	RELOCATE ROAD
2 ROAD	2225 MSL	6'	CLEAR	RELOCATE ROAD
6 TREES	2213 MSL	3'	CLEAR	REMOVED (2007)
7 TREES	2248 MSL	9'	CLEAR	REMOVED (2007)
8 TREES	2260 MSL	CLEAR	CLEAR	NO ACTION

No.	REVISIONS	DATE	BY	APP'D
2	Farmstar fencing added	11/07	LDJ	SCW
1	Approved ALPs (Dates [illegible])	-	-	-

LONNIE POOL FIELD/WEAVERVILLE AIRPORT

INNER PORTION OF RUNWAY 36 APPROACH SURFACE DRAWING

Weaverville, California

PLANNED BY: Stephen E. Wagner/Vicki Rogers

DETAILED BY: Larry D. Johnson

APPROVED BY: James A. Harris, P.E.

July 20, 2007 — SHEET 2 of 2

Coffman Associates — Airport Consultants

APPENDIX

A

CHECKLIST OF COMPATIBILITY PLAN CONTENTS

1.0 Essential Elements

The following items are deemed "essential elements" in Table 2A on page 2-13 of the *Handbook*. References to Chapters, Sections and Policies below refer to this ALUCP.

- **Scope of the Plan**
  - Authority and Purpose - see Chapter 1, Section 1.0 "Overview of the Plan"
  - Airport Identification - see Table 2-1 "Trinity County Facilities"
  - Geographic Coverage - see Chapter 1, Section 1.0 "Overview of the Plan"
  - Jurisdictions Affected - see Chapter 1, Section 1.0 "Overview of the Plan"
  - Limitations of the Plan - see Chapter 2, Policies 2.2 "Airport Impacts Not Considered" and 9.5 "Development by Right"

- **Airport Information**
  - Planning Status - see Chapter 4
  - Layout Plan - see Chapter 4
  - Airport Activity - see Chapter 4

- **Compatibility Policies and Criteria**
  - Noise - see Chapter 2, Policy 8.2 "Noise Compatibility"
  - Overflight - see Chapter 2, Policy 8.6 "Overflight Compatibility"
  - Safety - see Chapter 2, Policy 8.4 "Safety Compatibility "
  - Airspace Protection - see Chapter 2, Policy 8.5 "Airspace Protection Compatibility"

- **Compatibility Zone Maps**
  - Noise Contours - see Chapter 4
  - Safety Zones - see Chapter 3
  - Airspace Protection Surfaces - see Chapter 4
  - Composite Compatibility Zones - see Chapter 3
  - Airport Influence Area - see Chapter 3

- **Procedural Policies**
  - Types of Actions Reviewed - see Chapter 2, Policy 4.0 "Types of Actions Reviewed"
  - Project Information - see Chapter 2, Policy 5.0 "Project Reviews Process"
  - Timing of Review - see Chapter 2, Policy 5.0 "Project Reviews Process"
  - ALUC Staff Responsibilities - see Chapter 2, Policy 5.0 "Project Reviews Process"
  - ALUC Action Choices - see Chapter 2, Policy 5.0 "Project Reviews Process"

- **Initial Review of General Plan Consistency**
  - see Appendix E

2.0 Optional Elements

The following items are deemed "optional elements" in Table 2B on page 2-15 of the *Handbook*. References to Chapters, Tables, Figures and pages below refer to this ALUCP.

- **Land Use Information**
  - Existing Land Use Development - see Appendix E
  - Planned Land Uses - see Appendix E
- **Discussion of Compatibility Issues**
  - see Chapter 8
- **Local Government Action Choices**
  - Methods for Calculating Usage Intensities - incorporated by reference
  - Sample Buyer Awareness Measures - see Appendix F
  - Airport Combining Zoning Ordinance
- **Supporting Materials**
  - ALUC Statutes in State Aeronautics Act - incorporated by reference
  - Federal Aviation Regulations Part 77 - incorporated by reference
  - Glossary - see Appendix G

APPENDIX

B

REFERENCES

The following references were used in the development of this Airport Land Use Compatibility Plan.

1.0 General

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Slovic, Paul. "Informing and Educating the Public About Risk." *Risk Analysis*, Vol. 6, #4, 1986.

— "Perceived Risk, Trust, and Democracy." *Risk Analysis*, 13, 675-682, 1993.

Sweatt-Essick, Jacqueline, *et al*, *Land Use Compatibility and Airports*, FAA Airports Division, Southern Region Office, Altanta, Georgia

3.0 Trinity County Airport Layout Plans

The following Airport Layout Plans and drawings were used in the development of this *Compatibility Plan*. Approval to use these documents as the basis of airport data is documented in the CalTrans letter dated February 11, 2009, see *4.0 "CalTrans Division of Aeronautics Letter of Approval"*.

- **Weaverville**, FAA conditional approved September 2008
- **Ruth**, FAA conditional approval July 9, 2008
- **Trinity Center**, FAA conditional approval July 9, 2008
- **Hyampom**, engineered drawings from September 30, 2004
- **Hayfork**, FAA conditional approval August 2008

4.0 CalTrans Division of Aeronautics Letter of Approval

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS - M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827

Flex your power!
Be energy efficient!

February 11, 2009

Mr. Hal Pflueger
Trinity County Airport Land Use Commission
61 Airport Road
Weaverville, CA 96093

Dear Mr. Pflueger:

Request to use airport layout plans as a basis for updating airport land use compatibility plans:

The California Public Utilities Code § 21675 (a) (PUC) requires that airport land use compatibility plans (ALUCP) be based on adopted airport master plans. When no airport master plan exists, or is not current, the ALUCP should be based on a current airport layout plan (ALP). It is not necessary that a formal ALP be drawn and a more simplified diagram of the airport may be used for planning purposes. The only components essential to show are ones which may have off-airport compatibility implications-specifically: Runways, runway protection zones (RPZ), and airport property lines.

The Division of Aeronautics (Division) has reviewed and supports the Airport Layout Plans/Diagrams to be used for the purpose of updating an airport land use compatibility plan for the Trinity Center Airport, Ruth Airport, Hayfork Airport, and the Hyampom Airport.

The Division supports the Weaverville ALP to be used for ALUCP update purposes. The Division strongly recommends that an RPZ for Runway 18 be established and included in the ALUCP, and as a component of the next ALP update. An RPZ and strict policies for the land use within the RPZ are necessary to meet the requirements in PUC § 21670 et seq. Historical aircraft accident data shows the need for protection at both runway ends, even with a "one-way runway". Again, the ALUC has the option of preparing a simplified diagram of the airport which shows the few criteria mentioned above and on pages 51 and 52 of the California Airport Land Use Planning Handbook.

Our recommendation remains in effect until such time as any of the following occur: 1) a new airport master plan is adopted; 2) there are significant changes in the existing airport conditions or the proprietor's expansion plans for the airport over the next twenty (20) years change in such a manner as to have off-airport land use consequences.

We look forward to continuing to work with the Airport Land Use Commission in connection with approval of this important ALUCP. Please let us know if we can be of any additional assistance regarding this matter.

Sincerely,

Ron Bolyard

RON BOLYARD
Aviation Planner

c: Fernando Yanez-FAA, Jan Smith Trinity County DOT

"Caltrans improves mobility across California"

5.0 Coffman Associates, Hayfork Operations Letter

AIRPORT PLANNING IS OUR ONLY BUSINESS
www.coffmanassociates.com

Coffman Associates
Airport Consultants

April 30, 2008

Mr. Wyatt Paxton
Director, Trinity County Building & Development Services
P.O. Box 476
Weaverville, CA 96093

Re: ACLUP
Hayfork Airport

Dear Wyatt:

Regarding the existing/future activity levels for Hayfork Airport, we believe that the airport should be considered a "low activity" general aviation airport for purposes of safety compatibility zones. While the airport's runway is 4,115 feet in length, the airport's operational level is below the threshold of 2,000 takeoffs and landings per year **at each runway end**. Furthermore, the airport elevation creates a longer runway length requirement than normal (the equivalent length requirement at sea level is only 3,100 feet).

We believe that the forecasts presented in the ALP Narrative Report remain valid, particularly in light of the recent fencing project at the airport. Based aircraft numbers may vary over time based upon owner or business preferences; and frequency of use for medical and fire support will also vary. Security of the aircraft ramp was the most significant comment we received at public meetings during the ALP process, and with completion of this project, aircraft owners will show greater interest in basing aircraft on the airfield.

Thank you for the opportunity to comment.

Sincerely,

Stephen C. Wagner
Principal

Kansas City • Phoenix
237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063 • Phone: 816.524.3500 • FAX: 816.524.2575

APPENDIX

C

STATE AND FEDERAL LAWS

The following State and Federal laws framed the development of this Airport Land Use Compatibility Plan.

1.0 California Code

1.1 Public Utilities Code

21001 – State Aeronautics Act

21670–21679.5 – Airport Land Use Commission

21402–21403 – Regulation of Aeronautics (pertaining to rights of aircraft flight)

21655, 21658, 21659 – Regulation of Obstructions

21661.5, 21664.5 – Regulation of Airports (pertaining to approval of new airports and airport expansion)

1.2 Government Code

65302.3 – Authority for and Scope of General Plans (pertaining to general plan consistency with airport land use plans)

65943–65945.7 – Application for Development Projects (referenced in State Aeronautics Act)

66030–66031 – Mediation and Resolution of Land Use Disputes (applicable to ALUC decisions)

66455.9 – School Site Review (applicable to ALUCs)

1.3 Education Code

17215 – School Facilities, General Provisions (pertaining to Department of Transportation review of elementary and secondary school sites)

81033 – Community Colleges, School Sites (pertaining to Department of Transportation review of community college sites)

1.4 Public Resources Code

21096 – California Environmental Quality Act, Airport Planning (pertaining to projects near airports)

1.5 Business and Professions Code

11010 – Regulation of Real Estate Transactions, Subdivided Lands (regarding airport influence area disclosure requirements)

1.6 Civil Code

1103–1103.4 – Disclosure of Natural Hazards upon Transfer of Residential Property

1353 – Common Interest Developments (regarding airport influence area disclosure requirements)

2.0 Federal Law

The *Federal Aviation Regulations* are found in Chapter 1 of the Code of Federal Regulations Title 14, "Aeronautics and Space".

The following parts of Chapter 1 are relevant to this ALUCP:

- Part 36, *Noise Standards: Aircraft Type and Airworthiness Certification*
- Part 77, *Objects Affecting Navigable Airspace*
- Part 150, *Airports Noise Compatibility Planning*

APPENDIX

D

CASE LAW

1.0 Cases Concerning ALUCs

Butte County ALUC: *California Pilots Association v. County of Butte* (Butte Co. Superior Ct., Case No. 122720, 1999; decided 2003; affirmed 3d District Ct. Appeals, April 14, 2003) -- The Butte County Airport Land Use Commission determined that proposed construction of several homes near the Chico Municipal Airport was inconsistent with the commission's plan for orderly coexistence of airports and surrounding areas. The county board of supervisors overruled the commission. Plaintiff challenged the county's approval of the development, alleging that the county abused its discretion in overruling the commission. Held: the county's decision was supported by substantial evidence and thus consistent with the law.

Merced County ALUC: California Pilots Association sued City of Los Banos over city's approval of a housing project within the safety zone of a Los Banos Airport runway. (Filed 2001, Merced Co. Superior Ct.)

Napa County ALUC: *PAH/Stanley Ranch v. County of Napa* (Napa Co. Superior Ct., Case No. 26-04804,1999) -- The Napa County Airport Land Use Commission determined that a housing development plan was inconsistent with the commission's airport land use plan. The developer challenged the commission's decision. Held: the commission's decision was supported by substantial evidence and procedural due process was not violated in arriving at the decision.

Orange County ALUC: The county sued the City of Irvine over the city's attempts to rezone the portion of the former El Toro Marine Corps Air Station within its corporate boundaries. The court required the city to analyze the consistency of its project with both the ALUC's land use compatibility plan for

the area surrounding the air base, even though the Department of Defense had closed the base, and a reasonably foreseeable future land use compatibility plan for a civilian airport at the site. (Orange Co. Superior Ct., decided 1997.)

Orange County ALUC: Suits (consolidated) filed by cities of Irvine and Lake Forest against the ALUC challenging the ALUC's authority to continue to enforce its land use compatibility plan for the decommissioned El Toro Marine Corps Air Station. The cities sought to permit private development adjacent to the closed airport. The court upheld the validity of the ALUC's plan despite the closure of the airport. (Filed in Orange Co. Superior Ct., November 1999; decided 2001.)

Orange County ALUC: The county sued the City of Laguna Wood after the city approved a project that the ALUC had determined was inconsistent with it land use compatibility plan for El Toro Marine Corps Air Station. The air base had been closed at the time of the ALUC's determination. The county's petition for writ of mandate was denied. See Petition for Writ of Mandate. (Filed Orange Co. Superior Ct., Case No. 01CC07878, June 18, 2001; case transferred to San Diego Co. Superior Ct., Case No. GIC781205; decided Nov. 21, 2002.)

Riverside County ALUC: City of Coachella v. Riverside County ALUC (Calif. Ct. Appeals, 4th Dist., 1989, 210 Cal.App.3d 1277) -- City sought a court order nullifying the commission's land use compatibility plan for the area surrounding Thermal Airport after the commission determined that certain subdivisions being processed by the city were inconsistent with the plan. The appellate court upheld the trial court's issuance of a writ nullifying the plan and ordering the ALUC to draw up a new plan. The decision hinged on the court's interpretation of the statutes requiring local ALUCs to prepare land use compatibility plans.

Riverside County ALUC: *Silverhawk Land & Acquisitions, LLC v. Riverside County ALUC* -- Developers challenged the ALUC's land use compatibility plan for French Valley Airport. The court ordered that an environmental impact report on the plan be prepared. (Filed June 2, 2005, Riverside Co. Superior Ct., Case No. RIC 431176.)

Solano County ALUC: *Muzzy Ranch v. Solano Co. Airport Land Use Commission* (Calif. Ct. Appeals, 1st Dist., 2005, 125 Cal.App.4th 810) -- Adoption of an airport land use compatibility plan for the area surrounding an airport is a "project" as that term is used in the California Environmental Quality Act (CEQA), and thus the plan is subject to CEQA. The California Supreme Court affirmed this holding but determined that the particular land use plan adopted by the Solano County commission was exempt from the requirement of an environmental analysis. (California Supreme Court, opinion S131484, June 21, 2007, ___ Cal.4th ___)

Sonoma County ALUC Developers Larry Wassem and Richard Combs, who wanted to build a hotel near the Schulz-Sonoma County Airport, challenging the ALUC's newly adopted land use compatibility plan for the area around the airport. The plan would have disallowed the hotel. The suit was settled, allowing the developer to build the hotel but keeping the land use plan intact. See Developer Drops Lawsuit over Airport Land-Use Compatibility Plan. (Filed between January and April 2001, Sonoma Co. Superior Ct.)

Stanislaus County ALUC: *California Aviation Council v. City of Ceres* (Calif. Ct. Appeals, 5th Dist., 1992, 9 Cal.App.4th 1384) -- City Council's failure to make specific findings in approving a project that was not consistent with the ALUC's land use compatibility plan was determined to be an abuse of discretion.

Tulare County ALUC: *California Pilots Association v. City of Tulare* -- The city planning commission approved a permit to build a truck terminal within a Tulare Airport runway safety zone established by the ALUC. City is exempt from ALUC policy under a waiver obtained years ago. The suit demanded that the City operate under ALUC policy and its land use plan for the airport. The suit was dismissed for lack of standing for failure to exhaust administrative remedies (petitioner had not participated in the city hearings.) However, the court ruled that the City needs to work with the ALUC to properly exercise the waiver that exempts City from ALUC policy. (Filed Tulare Co. Superior Ct., 2004; decided Nov. 2005.)

2.0 Attorney General Opinions

AG Opinion 72-203 (July 5, 1972) – An ALUC does not have authority to formulate a comprehensive land use plan for the area surrounding a federal military airport. (Published 55 Ops.Atty.Gen. 284.)

AG opinion 74-126 (Nov. 15, 1974) – An ALUC's planning authority extends to the areas surrounding airports operated for the benefit of the public, whether such airports are publicly or privately owned. (Published 57 Ops.Atty.Gen. 567.)

AG opinion 88-307 (July 6, 1988) – An ALUC has a reasonable period of time to adopt an airport land use plan. What constitutes a reasonable period depends on relevant circumstances. (Published 71 Ops.Atty.Gen. 213.)

AG opinion 90-914 (May 7, 1991) – The jurisdiction of a county airport land use commission is limited by county boundaries. (Published 74 Ops.Atty.Gen. 58.)

AG opinion 91-502 (1992) – A two-thirds vote of members of a city council constituting a quorum, not two-thirds of the entire membership of the council, is sufficient to override a determination of the ALUC. (Published 75 Ops.Atty.Gen. 47.)

AG opinion 03-805 (July 22, 2004) – An airport land use commission may not exempt a specific plan adopted by a city or county from compliance with the commission's more stringent compatibility standards for land use, development density, and development intensity in the vicinity of a public use airport.

APPENDIX

E

GENERAL PLAN CONSISTENCY ANALYSIS

1.0 Overview

This appendix compares land use restrictions imposed by the Trinity County General Plan to those imposed by this Compatibility Plan.

Resources used in this review are:

- The ALUCP Table 2-3 "Primary Compatibility Criteria" in Chapter 2 page 2-36 shows the land use criteria and prohibited land uses for each airport compatibility zone.
- Table E-1 "Zoning District Summary" page E-5 highlights the land use criteria for zoning districts underlying airport compatibility zones.
- Figure E-1 "General Plan Designations and Allowable Zoning", reproduced from the General Plan Land Use Element, shows the allowable zoning districts within each General Plan designation.

- Trinity County GIS database Zoning District layer, April 2009
- Trinity County General Plan, Land Use element 1988
- Trinity County General Plan, Noise element 2003
- Hayfork Community Plan, 1996
- Weaverville Community Plan, 2001

Many zoning districts within the county are compatible with this ALUCP because the districts limit density and minimum lot size to the same, or more restrictive, sizes as does this ALUCP. This compatibility is generally due to the lack of water and community sewage treatment.

2.0 General Plan Land Use Designations

The Trinity County 1988 General Plan does not specifically define land use within land use designations. The plan defines the designation by indentifying the allowable Zoning Districts. See Figure E-1 "General Plan Designations and Allowable Zoning" in the General Plan.

The 1988 Trinity County General Plan Land Use element contains these land designations:

- Agriculture (A)
- Community Development (CD)
- Community Expansion (CE)
- Commercial (C)
- Industrial (I or M)
- Multiple Family Residential
- Natural Resource (NR)
- Open Space / Conservation (OS)
- Public Facilities
- Resource (RE)
- Rural Residential (RR)
- Single Family Residential - Medium density
- Single Family Residential - High density
- Village (V)

General Plan designation CD was dropped after Junction City Community Plan was completed.

The airport compatibility zones in this plan overlay the following General Plan designations:

- Agriculture
- Commercial
- Industrial
- Multiple Family: Medium and High[1]

1.Some of these designations do not match the list of 1988 General Plan designations due the the changes adopted via the cited resolution.

- Open Space
- Public Facilities
- Resource
- Rural Residential
- Single Family: Low, Medium, and High[1]
- Village

Note: After the General Plan was adopted in 1988, a number of community plans were developed and adopted via Resolution 2001-028. These plans contain zoning designation and district changes. These changes and other ordinance changes over the years are reflected in Table E-1 "Zoning District Summary".

GENERAL PLAN DESIGNATIONS AND ALLOWABLE ZONING DISTRICTS

6-20-89
Res 95-89

ALLOWABLE ZONES / GENERAL PLAN DESIGNATIONS	Resource	Agriculture	Open Space/ Conservation	Rural Residential	Community Expansion	Community Development	Single Family Residential (Med.)	Single Family Residential (High)	Multifamily Residential	Commercial	Industrial	Public Facilities	Village	MINIMUM PARCEL SIZE
Mining	X	X	X		X	X								10 acres
TPZ	X	X	X											160 acres unless par created prior to 198
Ag. Preserve	X	X	X											40 acres
Agriculture	X	X	X		X	X							X	10 acres
Ag. Forest	X	X	X		X	X							X	10 acres*
Open Space	X	X	X									X	X	
Conservation			X											10 acres
RR-10**				X		X							X	10 acres
RR-5**				X		X							X	5 acres
RR-21/2**				X		X							X	2 1/2 acres
RR-1**				X		X	X	X					X	1 acre
Unclassified				X		X							X	5 acres
R-1A***						X	X	X	X				X	1/2 acre
R1**						X		X					X	6,000 sq. ft.
R2 Duplex						X			X				X	6,000 sq. ft.
R3 Multiple Family						X			X				X	10,000 sq. ft.
Residential Office					X	X	X	X	X				X	7,000 sq. ft.
Mobile Home and Special Occupancy Parks				X	X	X			X	X			X	3 acres
C-1 Retail Commercial					X					X			X	10,000 sq. ft.
C-2 General Commercial						X				X				10,000 sq. ft.
HC Highway Commercial						X				X			X	10,000 sq. ft.
C-3 Heavy Commercial						X				X	X	X	X	1/2 acre
Industrial											X		X	1/2 acre
Specific Unci Development	X	X	X	X	X	X	X	X	X	X	X	X	X	20 acres
Public Facilities	X					X				X		X	X	2,000 sq. ft.
Flood Hazard			X											N/A
Min. Parcel Size	20 Ac.	10 Ac.	N/A	1 Ac.	10 Ac.	5M sq.	10M sq.	6M sq.	10M sq.	10M sq.	1/2 Ac.	2M sq.	5M sq.	

* Depends on Site Class (Min. Parcel size of Site III or better; 40 acres)
** Or More restrictive (i.e., less dense)
*** May be less restrictive (i.e. more dense) Dependent on Projects

OVERLAY ZONING DISTRICTS:
The above chart does not include Overlay Zones. Overlay Zones are considered to be compatible with all General Plan Designations since they must be utilized in conjunction with an underlying zone. (19)

Figure E-1 General Plan Designations and Allowable Zoning

3.0 County Zoning Districts

The airport compatibility zones overlay the zoning districts outlined the table below. The table summarized the zoning district criteria that is applicable to airport compatibility zones.

Zoning District	Zone Code	Dwellings	Minimum Parcel	Maximum Height	Notes
TPZ	TPZ	1*	40 acres or as otherwise zoned	No limit	Allows labor camps
Agriculture	A	1*	½ acre	40'	Allows labor camps
Ag Preserve	AP	1*	40 acres	40'	Allows labor camps
Ag Forest	AF		10 acres	No limit	
Open Space	OS	0	No minimum	No limit	
Conservation					
RR-10	RR-10	1	10 acres	40'	
RR-5	RR-5	1	5 acres	40'	
RR-2½	RR-2½	1	2½ acres	40'	
RR-1	RR-1	1	1 acre	40'	
Unclassified	UNC	1	5 acres	40'	
Multiple Family - Medium density R2 Duplex	R2	2	6,000 ft^2	40'	
R3 Multiple Family	R3	No limit	16,000 ft^2 2,000 ft^2/du	25'	
Residential Office	RO		7,000 ft^2	25'	
Mobile Home and Special Occupancy Parks	MH		3 acres 4,500 ft^2/du	25'	
C-1 Retail Commercial	C1	1	10,000 ft^2	25'	Allows public assembly and noise sensitive uses without general restriction, churches, day care, hospitals, etc.

Table E-1 Zoning District Summary

C-2 General Commercial	C2	1	10,000 ft^2	25'	Allows public assembly and noise sensitive uses without general restriction, churches, day care, hospitals, motels, hotels, etc.
C-3 Heavy Commercial	C3	1	½ acre	25'	
HC Highway Commercial	HC	1	10,000 ft^2	35'	Allows public assembly and noise sensitive uses without general restriction, churches, day care, hospitals, motels, hotels, etc.
Industrial	I	No limit	½ acre	45'	No specific limit is specified except that residential units must be second floor or rear half of an industrial or commercial building.
Heavy Industrial	M2				
Specific Unit Development	SUD	N/A	N/A	N/A	No general restrictions are specified. Any restrictions are specific to a development and listed in the permit.
Public Facilities	PF	N/A	2,000 ft^2	40'	
Single Family-Low R1-A	SF-L R1-L	1	6,000 ft^2	40'	Not a GP zone, introduced with the 1996 Hayfork community plan
Single Family-Med	SF-M R1-M	1	10,000 ft^2	40'	Not a GP zone, introduced with the 1996 Hayfork community plan
R1	R-1	1	6,000 ft^2	40'	
Single Family-High	SF-H R1	1	20,000 ft^2	40'	Not a GP zone, introduced with the 1996 Hayfork community plan

Table E-1 Zoning District Summary (continued)

* Some districts allow residential use related to the primary use -- for example, AP lists a residence under Accessory Buildings for a residence accessory to harvesting and planting operations.

4.0 Compatibility Plan Conflicts with Zoning District Criteria

This section highlights general areas of potential conflict that exist between the current General Plan and County Zoning Ordinance and the ALUCP.

For the most part, the airport compatibility zone criteria is equal to or less restrictive than the underlaying zoning districts.

Conflict areas:

a) No dwellings and public assembly, and limited other land uses, in airport compatibility Zone A.

In most cases, land within Zone A boundaries is within the airport boundaries or on federal land.

b) This ALUCP sets a height restriction of 35 feet in Compatibility Zones A and B1.

Therefore there a potential conflict with any underlying Zoning District with a greater maximum height definition.

c) This ALUCP set a maximum number of dwellings per acre in compatibility zones. This limit affects the minimum parcel size. Thus, this plan may have a greater limitation than the underlying zoning district within he following airport compatibility zones:

- Class B1 = 0.1 du/ac means a minimum parcel of 10 acres
- Class B2 = 0.4 du/ac means a minimum parcel of 2.5 acres
- Class C = 0.2 du/ac means a minimum parcel of 5 acres
- Class D = 4 du/ac means a minimum parcel of 10,890 sf

(Note: An acre is 43,560 sf.)

All zoning districts are affected by this restriction except for Timber TPZ, Ag Preserve, Ag Forest, Open Space, and Rural Residential-10.

d) Intensity. Neither the General Plan nor the Zoning Ordinance define non-residential intensity criteria.Therefore, a conflict will arise if the facility's occupancy limit exceeds the airport compatibility zone's intensity limits.

5.0 Compatibility Plan Conflicts and Community Plans

This section highlights some general areas of conflict that exist between community plans and the ALUCP.

Community plans were adopted into the General Plan in 2001. The community plans that are affected by this compatibility plan and will have to be made consistent are:

- Hayfork
- Weaverville

5.1 Hayfork

The Hayfork Community Plan was adopted by Resolution 2001-028.

Chapter 9 of the 1996 Hayfork Community Plan addresses land uses and community design. (Figure 3.2 in the Hayfork plan shows the airport safety zones.)

The safety zones included in the plan are superseded by this compatibility plan.

The spirit of the Hayfork Community Plan is to use the airport as an asset and the community clearly understood the need for protected area around an airport. Policy 2.2b of the Plan says "Prohibit all development within Airport Safety Area 1." Policy 2.2b says further "Support only agricultural, open space, and/or low-density uses in Airport Safety Area 2."

The community plan identifies lands west of the airport for light industrial use--Chapter 7, page 9-17. Within height, glare, open land, and smoke restrictions, industrial use on these lands should be compatible.

There are many lot size and maximum density restrictions in the Hayfork plan that differ from the county ordinances. Staff should research consistency between these plans in order to determine airport compatibility zone conflicts.

5.2 Weaverville

The Weaverville Community Plan, was adopted by resolution 2001-028.

The Weaverville Plan does not contain extensive land use modifications. Chapter 9, Land Use and Community Design, discussions the desired use of areas within the Weaverville planning area.

For East Weaver, north of Weaverville airport, it is noted that parcels are limited to a 2.5-acre minimum due to water and septic. This limit is consistent with this plan's criteria for Zones B1 and B2.

For area south of the airport, Five Cent Gulch and the Trinity Lakes Blvd, parcels are designated to be between 1/2 to 8 acres. In the Highway 3 Commercial Area identified in the plan, visual characteristics are the main concern. There is a potential for density conflicts in these areas.

Due to the terrain around Weaverville, the aircraft local traffic pattern is well south of the airport. Therefore Compatibility Zone D was extended to cover most of downtown Weaverville. Within this extended compatibility zone area there is very little land that is not existing or a candidate for infill.

Allowing zone flexibility for affordable housing, in conjunction with providing adequate adjacent open land, is an acknowledged community goal, and all projects reviewed by the ALUC will consider the appropriate balance between the need for housing and the need for safety in proximity to the airport.

6.0 Noise

California law sets the standard for the acceptable level of aircraft noise for persons residing near airports at 65 CNEL (California Code of Regulations, Title 21, Division 2.5, Chapter 6). The 65 CNEL criterion was selected for urban residential areas where houses are of typical construction with windows partially open.

Four types of land uses are defined as incompatible with noise above 65 CNEL: residences, schools, hospitals and convalescent homes, and places of worship. These land uses are regarded as compatible if they have been insulated to assure an interior sound level of 45 CNEL from aircraft noise. These uses are also to be considered compatible if an avigation easement over the property has been obtained by the airport operator.

In Trinity County, all 65 CNEL noise contours are contained within the airport boundaries.

This plan is consistent with the Trinity County General Plan Noise Element, October 2003. Noise Element Section 2.5 addresses airport noise.

7.0 Hayfork

Hayfork Airport's Compatibility Zones overlay parcels with these General Plan designations:

- Agriculture
- Commercial
- Industry
- Open Space
- Multiple Family: Low, Medium and High
- Public Facility
- Resource
- Rural Residential
- Single Family: Medium and High

Conflicts may exist to the extent describe in previous sections of this appendix.

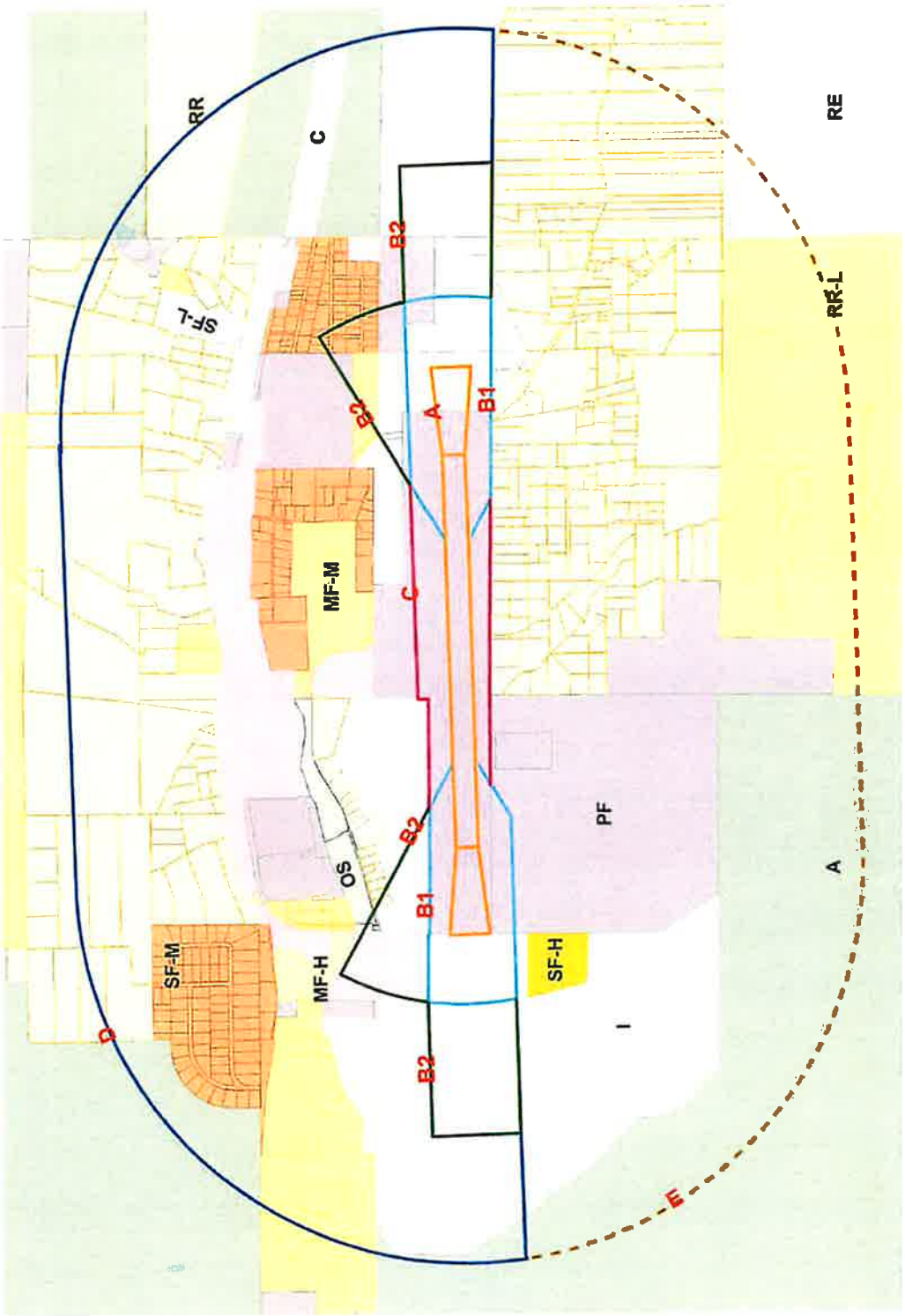

Figure E-2 Hayfork Compatibility Zones and GP Designation

8.0 Hyampom

Hyampom Airport's Compatibility Zones overlay parcels with these General Plan designations:

- Agriculture
- Rural Residential
- Rural Expansion

At Hyampom, no conflict exists between the General Plan and this Compatibility Plan.

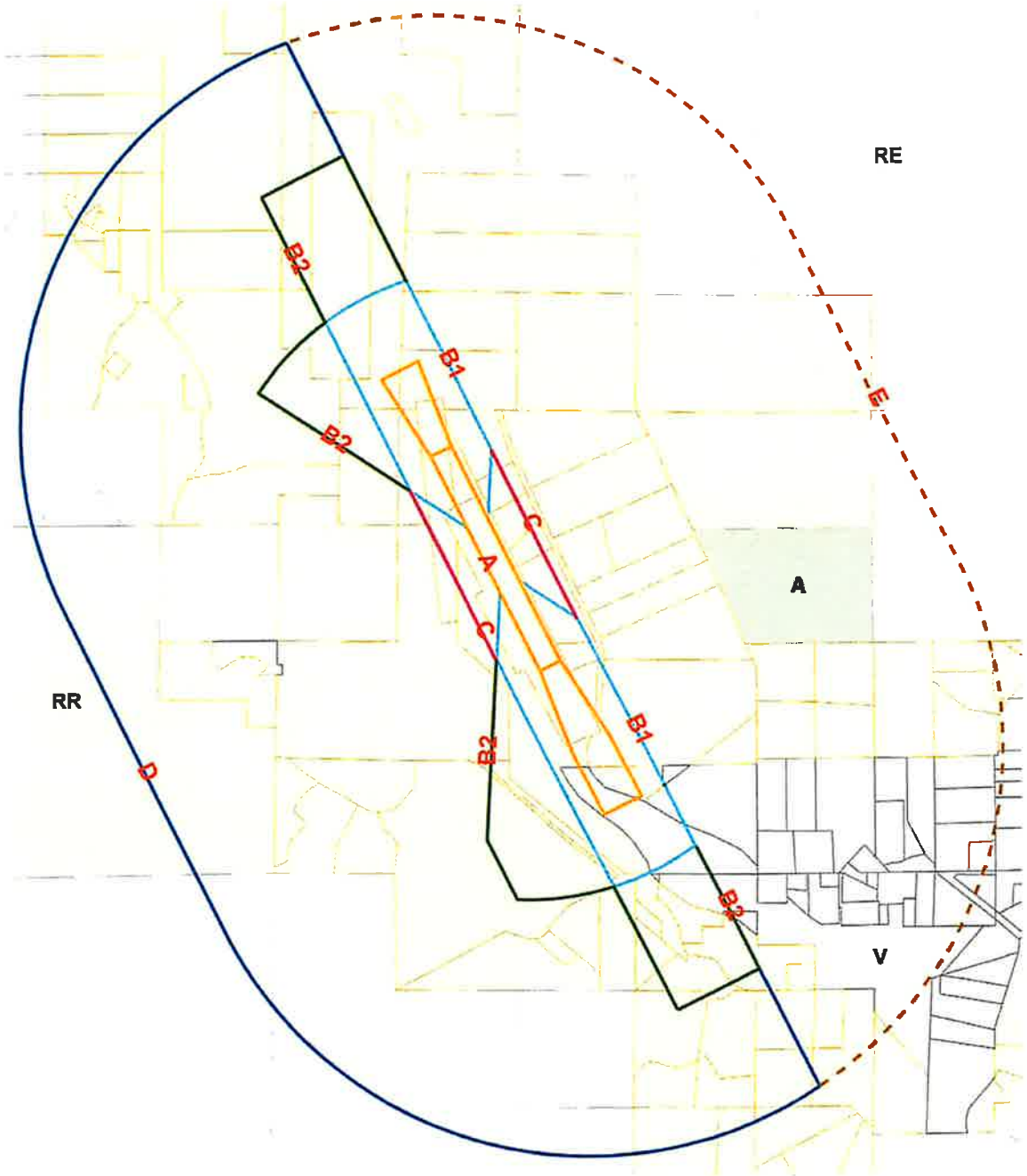

Figure E-3 Hyampom Compatibility Zones and GP Designation

9.0 Ruth

Ruth Airport's Compatibility Zones overlay parcels with these General Plan designations:

- Public Facility
- Resource
- Rural Residential

At Ruth, no conflict exists between the General Plan and this Compatibility Plan.

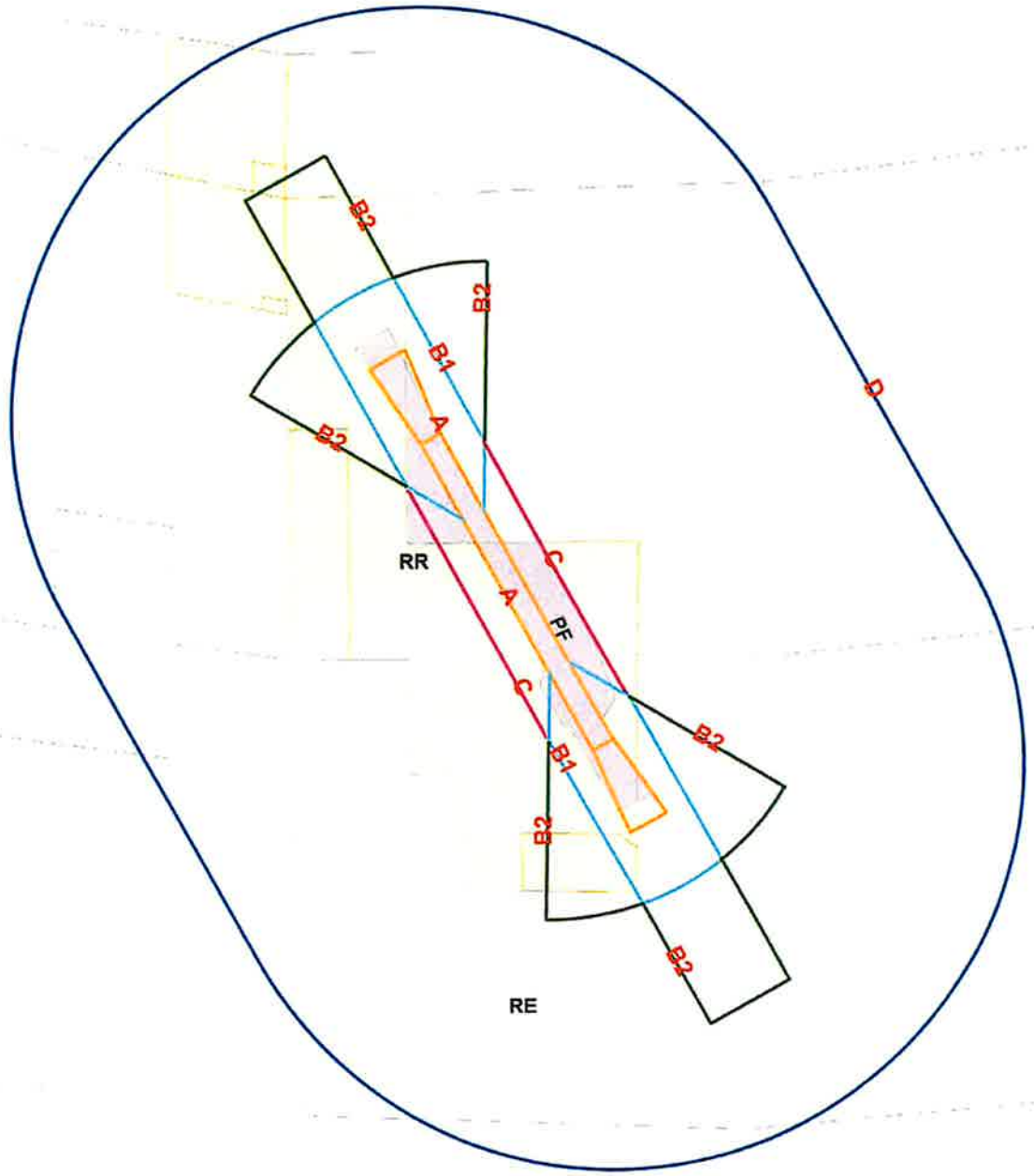

Figure E-4 Ruth Airport Compatibility Zones and GP Designation

10.0 Trinity Center

Trinity Center Airport's Compatibility Zones overlay parcels with these General Plan designations:

- Commercial
- CR
- Community Expansion
- Public Facility
- Resource
- Rural Residential

Most of the Compatibility Zones at Trinity Center are over water or federal land.

There are two areas of existing use conflict with the general plan:

- Parcels in Compatibility Zone B1 at the north end of runway 32 that are zoned HC. This plan imposes an intensity limit.
- Residential property in Compatibility Zone C west of the runway. All but two parcels are developed, therefore existing use. This plan imposes a density and height restriction.

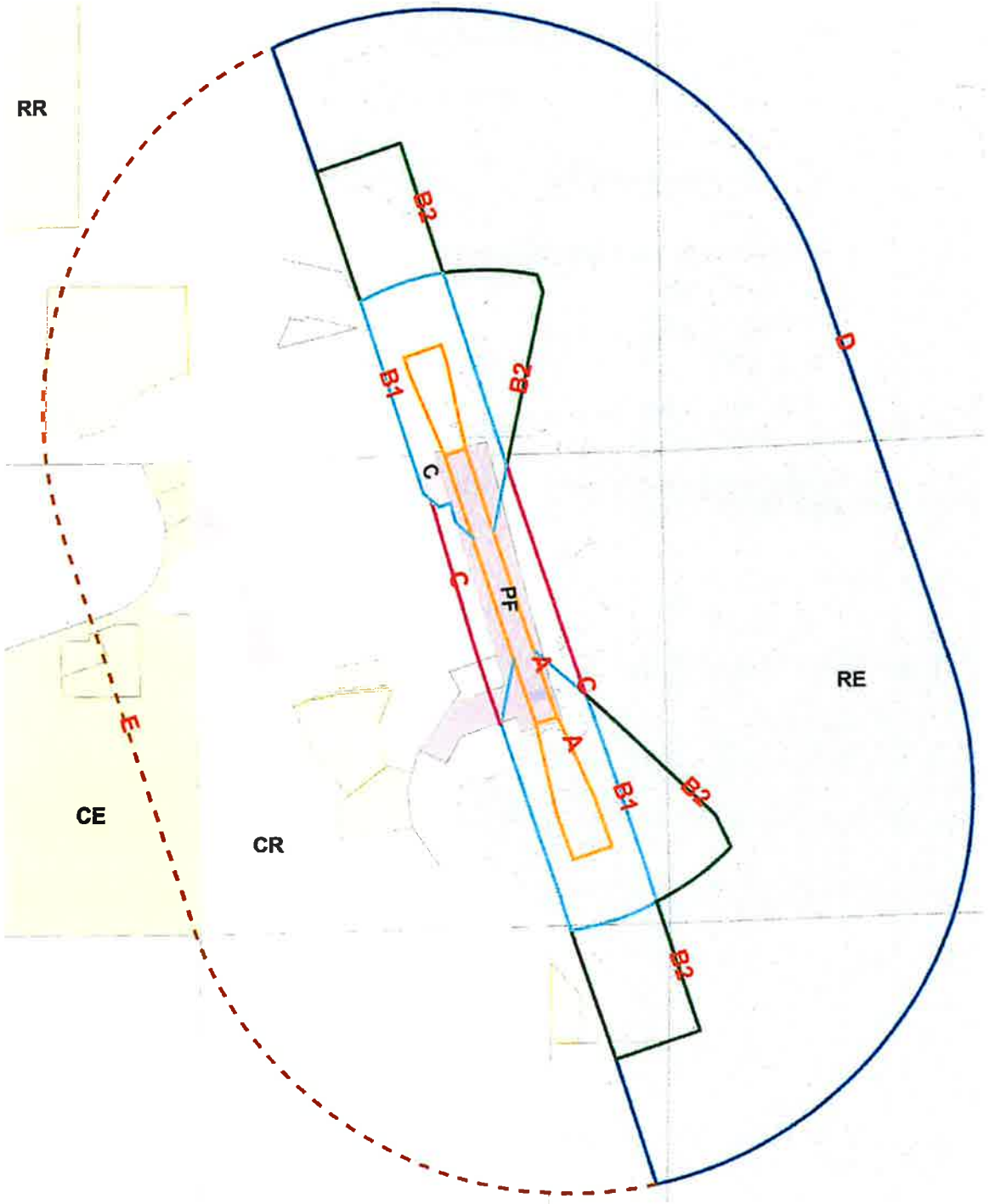

Figure E-5 Trinity Center Compatibility Zones and GP Designation

11.0 Weaverville

Weaverville Airport's Compatibility Zones overlay parcels with the General Plan designations:

- Agriculture
- Commercial
- Community Expansion
- Industry
- Multiple Family - Medium and High
- Open Space
- Public Facility
- Resource
- Rural Residential
- Single Family - Low and High

Conflicts may exist to the extent describe in previous sections of this appendix.

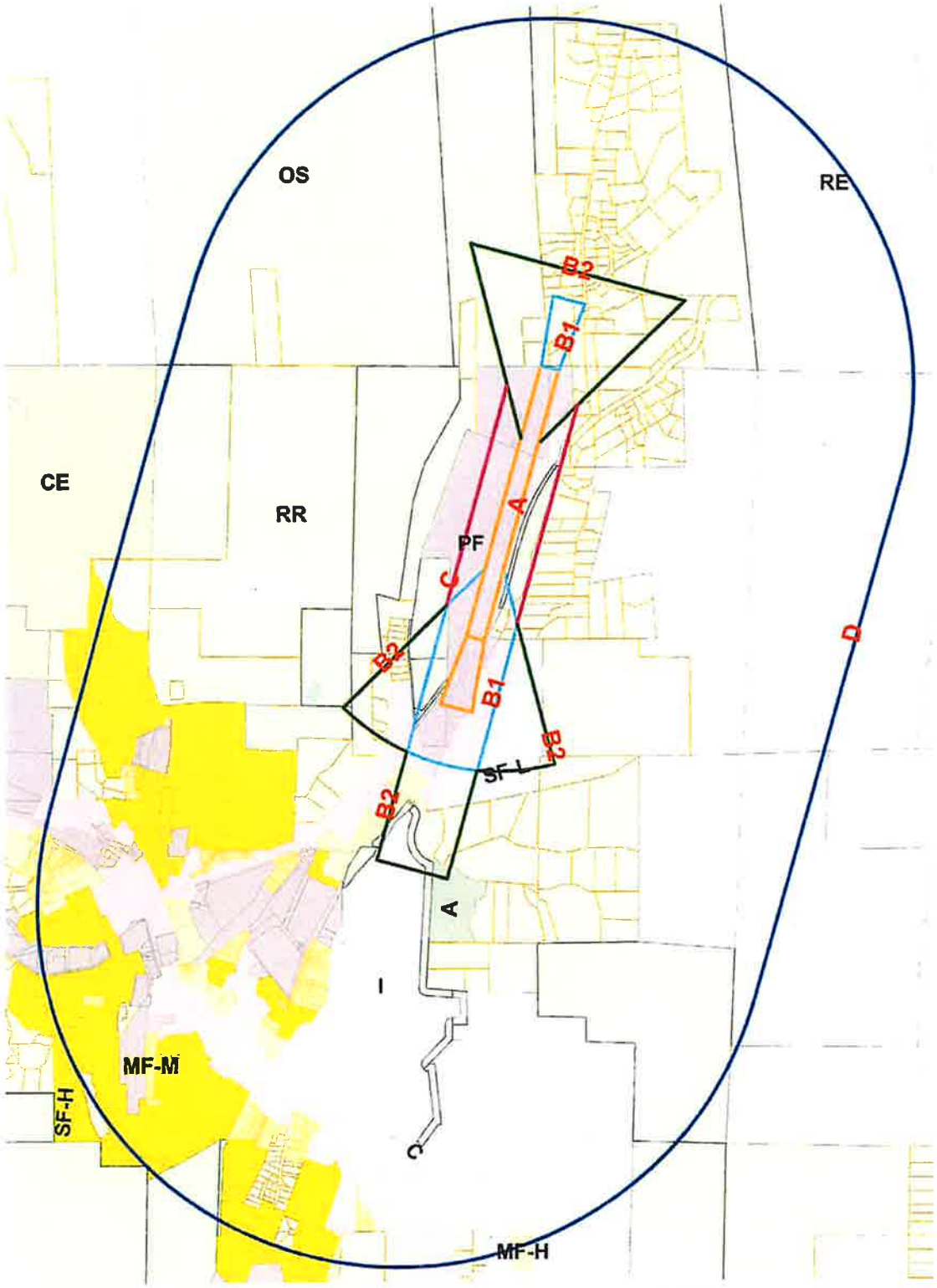

Figure E-6 Weaverville Airport Compatibility Zones and GP Designation

APPENDIX

F

SAMPLE BUYER AWARENESS DOCUMENTS

1.0 Overview

Buyer awareness is an umbrella category for several measures whose objective is to ensure that prospective buyers of airport area property, particularly residential property, are informed about the airport's impact on the property. Trinity County Airport Land Use Compatibility Plan policies include use of each of these measures.

- **Avigation Easement** - Avigation easements go beyond mere buyer awareness by setting limitations on the heights of structures and other objects on the affected property. An avigation easement thus conveys to the airport sponsor not only rights associated with aircraft overflight of the property, but also the right to limit the height of objects and, after reasonable notice, the right to access the property in order to assure compliance with those limitations. An avigation easement is required for higher risk compatibility zones as stated in Policy 10.0 "Buyer Awareness Programs".

  As indicated in the Chapter 2, dedication of an avigation easement is an Airport Land Use Commission requirement for approval of land use development within Compatibility Zones A and B1 and the Height Review Overlay Zone. These all are locations where objects potentially must be restricted to heights less than often exists with similar land uses. A sample of a standard avigation easement is included in Appendix F2.

- **Deed Notice** - A deed notice is an official statement which is recorded in county records as part of a tentative or final subdivision map prepared at the time a parcel is subdivided. As used for airport compatibility

planning, the purpose of a deed notice is to disclose that the property is subject to routine overflights and associated noise and other impacts by aircraft operating at a nearby airport. Because this information becomes part of the deed to each property in the subdivision, it should show up in a title report prepared when one of the parcels is being sold.

In one sense, deed notices are similar to avigation or other aviation-related easements in that they become part of the title to a property and thus are a permanent form of buyer awareness. The distinguishing difference between deed notices and avigation easements is that deed notices only serve as a disclosure of potential overflights, whereas avigation easements convey an identified set of property rights. In locations where height limitations or other land use restrictions are unnecessary, deed notices have the advantage of being less cumbersome to define. Also, they give less appearance of having a negative affect on the value of the property. An ideal application of deed notices is as a condition of approval for development of residential land uses in airport-vicinity locations where neither noise nor safety are significant factors, but frequent aircraft overflights might be annoying to some people.

- **Real Estate Disclosure** - A less definitive, but more all-encompassing, form of buyer awareness measure is for the ALUC and local jurisdictions to establish a policy indicating that information about an airport's influence area should be disclosed to prospective buyers of all airport-vicinity properties prior to the transfer of title.

  The advantage of this type of program is that it applies to previously existing land uses as well as to new development. This requirement already exists in California state real estate law, but it can be reinforced by local policy.

  A real estate disclosure policy can be included as a component of an airport combining zone ordinance. Additionally, notification describing the airport influence area and discussing its significance could be formally sent to all local real estate brokers and title companies. Having received this information, the brokers would be obligated by state law to pass it along to prospective buyers.

  The Trinity County Airport Land Use Compatibility Plan indicates that real estate disclosure are required within an Airport Influence Area. Property sellers must comply with California Civil Code §1103.

2.0 Avigation Easement Sample

When Recorded Return To:

Trinity County
Planning Department
PO Box 2819
Weaverville, CA 96093

Space Above for Recorder's Use

AVIGATION AND HAZARD EASEMENT

(California Public Utilities Code, section 21652)

In consideration of fulfillment of a condition of project approval, _____ _____ *[full name of property owner]* ("Grantor") grants to Trinity County, its successors and assigns ("Grantee"), a perpetual and assignable avigation easement in and over the real property situated in the County of Trinity, State of California, more particularly identified and described as follows:

[*Insert legal description of property to be covered by easement*]

hereinafter called ("Parcel") and outlined on the map (Exhibit A), including a right-of-way for the free and unrestricted passage and flight of aircraft in, through, across and about the airspace lying above, in whole or in part, the horizontal limits of the civil airport imaginary surfaces described in Federal Aviation Regulations Part 77.25 (14 CFR 77.25) ("Airspace").

The easement and right-of-way herein granted shall be deemed both appurtenant to and for the direct benefit of that real property which now or hereinafter constitutes the _____ _____ *[full name of airport]*, as shown and identified in Exhibit "B" attached hereto and made a part hereof ("Airport"), 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, taking off from, landing upon, or operating such aircraft in or about the AIRPORT, or in otherwise flying through the AIRSPACE. For the purposes of this instrument, the PARCEL shall be the servient easement and the AIRPORT shall be the dominant tenement. These covenants and agreements run with the land and shall be binding upon the heirs, representatives, administrators, executives, successors, and assigns of the GRANTOR.

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

1. The use of and benefit of the public, including the continuing right to fly, or cause or permit the flight, by any and all persons, of any aircraft, of any and all kinds now or hereafter known, in, through, across, or about any portion of the AIRSPACE.

2. The continuing right to cause or create, or permit or allow to be caused or created, within all AIRSPACE above the existing surface of the PARCEL, whether or not while directly over the PARCEL, such noise (including any noise generated outside the boundaries of said real property) vibrations, current or other effects of air, fumes, deposits of dust or other particulate matter, illumination, and fuel consumption, fear, interference with sleep and communication and any and all other effects or interference that may be alleged to incident to or caused by the operation of aircraft over or in the vicinity of the AIRPORT, as may be inherent in or may arise or occur from the operation of aircraft of any and all kinds, either now existing or to be developed in the future, for navigation of, or flight in air, or from landing at or taking off from the AIRPORT, including ground run-ups an testing of aircraft engines.

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

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

5. 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 now upon, or that in the future may be upon, the PARCEL, and which extend into the AIRSPACE.

6. The right to prohibit or restrict electrical emissions which would interfere with aircraft communications systems or aircraft navigational equipment.

7. The right to regulate the height of structures and growth of trees in accordance with Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Air Space.

8. Any other use of easement from time to time as may be required by the Federal Aviation Administration, and/or any other entity, agency, or department of any State, Federal or local government, or designee thereof, authorized to impose rules and regulations for the operation of the AIRPORT.

9. The right of ingress to, passage within, and egress from the PARCEL, solely for the above stated purposes.

This grant of avigation easement shall not operate to deprive the GRANTOR, its successors or assigns, of any rights that it may otherwise have from time to time against any individual or private operator for negligent or unlawful operation of aircraft.

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

(Signatures on Page 3)

IN WITNESS WHEREOF, the GRANTORs have hereunto set their hands and seals this _____ day of _____, 20_____.

GRANTOR(S)

_____
Print Name *[Signatures must be notorized]*

In consideration of the premises and to assure GRANTEE of the continued benefits accorded it under this avigation easement, _____ *[name of mortgagee]*, owner and holder of a mortgage dated _____ and recorded _____ covering the premises above described, does hereby covenant and agree that said mortgage shall be subject to and subordinate to this Easement and the recording of this easement shall have preference and precedence and shall be superior and prior in lien to said mortgage irrespective of the date of the making or recording of said mortgage instrument.

TRUST DEED BENEFICIARIES and/or MORTGAGEES

_____
Print Name *[Signatures must be notorized]*

ACKNOWLEDGMENT

State of California)
) ss
County of Trinity)

On _____,20___ before me, _____,a Notary Public, in and for said County and State, personally appeared _____, who proved to me on the basis of satisfactory evidence, to be the person(s) whose name(s) is/are subscribed to the within instrument, and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument, the person(s) or entity(ies) upon of which the person(s) acted, executed this instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature –Notary Public, County of Trinity, State of California (Seal)

CERTIFICATE OF ACCEPTANCE
AND CONSENT TO RECORD
(Government Code § 27281)

This is to certify that the interest in real property conveyed by deed or grant dated _____ _____ from _____ *[name of GRANTOR]* to the Trinity County *[GRANTEE]* is hereby accepted by the Trinity County Board of Supervisors, and the GRANTEE consents to recordation thereof by its duly authorized officer.

Dated: _____

By _____

Name:

Title:

3.0 Deed Notice Sample

When Recorded Return To:

Trinity County
Planning Department
PO Box 2819
Weaverville, CA 96093

NOTICE OF
ENVIRONMENTAL CONSTRAINT

This "NOTICE OF ENVIRONMENTAL CONSTRAINT" shall serve as constructive notice that the Planning Director has conditionally approved a building permit per Resolution ALUC-_____ to allow construction of a _____ *[project description]* on the following described property located in the unincorporated area of the County of Trinity, State of California, more particularly described as:

OWNERS NAME: _____
APN: _____
BP: _____

[Parcel description]

The subject property is located within Airport Compatibility Zone ____ of the _____ Airport, and as such the subject property and any buildings constructed thereon shall be subject to the following environmental constraints:

- No uses that may interfere with navigational signals or radio communications shall be allowed.
- No lighting which is difficult to distinguish from airport lighting shall be allowed. Lighting shall not create glare that may interfere with operations of aircraft.
- All building materials shall be non-glare.
- No building or use on the parcel may provide an attraction for birds or create bird strike hazards. Any question as to whether a use may or may not be allowed shall be determined by the Trinity County Airport Manager.

- If any portion of the buildings protrudes into FAR Part 77 Air Space, the applicants shall obtain approval from the FAA prior to issuance of the building permit. Any conditions of the FAA shall be incorporated as conditions of the building permit. A copy of FAA approval shall be provided to the Chief Building Inspector prior to issuance of the building permit.

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

The above conditions are imposed on the parcel as described and shall be binding upon the owners of said lands and their successors and assigns.

_____ _____
Name Name

STATE OF CALIFORNIA)
) ss
COUNTY OF _____)

On _____, 2008 before me, _____, a Notary Public, in and for said County and State, personally appeared _____, who proved to me on the basis of satisfactory evidence, to be the person(s) whose name(s) is/are subscribed to the within instrument, and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument, the person(s) or entity(ies) upon of which the person(s) acted, executed this instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
NOTARY PUBLIC - County of
State of California

4.0 California Real Estate Disclosure Sample

REAL ESTATE DISCLOSURE STATEMENTS

(California Civil Code, Section 1103)

Division 2—Property
Part 4—Acquisition of Property
Title 4—Transfer
Chapter 2—Transfer of Real Property
Article 1.7—Disclosure of Natural Hazards upon Transfer of Residential Property

Overview

The requirement for disclosure of information about the proximity of an airport has been present in state law for some time, but legislation adopted in 2002 and effective in January 2004 explicitly ties the requirement to the airport influence areas established by airport land use commissions.

With certain exceptions, these statutes require disclosure of a property's location within an airport influence area under any of the following three circumstances: (1) sale or lease of subdivided lands; (2) sale of common interest developments; and (3) sale of residential real property. In each case, the disclosure statement to be used is defined by state law as follows:

NOTICE OF AIRPORT IN VICINITY

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

APPENDIX

G

GLOSSARY OF ALUCP TERMS

Abbreviations and acronyms

AC	Advisory Circular
AGL	Above Ground Level
AIM	Aeronautical Information Manual
ALP	Airport Layout Plan
AWOS	Automated Weather Observing System
CBC	California Building Code
DU	Dwelling Unit
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
GA	General Aviation
GIS	Geographic Information system
MSL	Mean Sea Level
OFA	Object Free Area
RPZ	Runway Protection Zone
UBC	Uniform Building Code

Above Ground Level (AGL)

An elevation datum given in feet above local ground level.

Advisory Circular (AC) *(FAA RGL Library)*

Advisory Circulars (ACs) provide guidance such as methods, procedures, and practices for complying with regulations and grant requirements. ACs may also contain explanations of regulations, other guidance material, best practices, or information useful to the aviation community.

They do not create or change a regulatory requirement. Most ACs can be found at www.faa.gov.

Aeronautics Act

Except as otherwise indicated, the article of the Public Utilities Code, set forth at section 21670 *et seq.*, relating to Airport Land Use Commissions and airport land use compatibility planning.

Aeronautical Activities *(FAA AC 150/5190-6)*

Any activity that involves, makes possible, or is required for the operation of aircraft, or that contributes to or is required for the safety of such operations. Activities within this definition, include, but are not limited to: general and corporate aviation, air taxi and charter operations, pilot training, aircraft rental and sightseeing, aerial photography, helicopters activities, aerial advertising and surveying, parachute or ultralight activities, and any other activities that, because of their direct relationship to the operation of aircraft, can appropriately be regarded as aeronautical activities. Activities, such as model aircraft and model rocket operations, are not aeronautical activities.

Aeronautical Study *(FAA AC 70/7460-2K general definition)*

A study performed pursuant to FAR Part 77 "Objects Affecting Navigable Airspace" concerning the effect of proposed construction or alteration on the use of air navigation facilities or navigable airspace by aircraft. The conclusion of each study is normally a determination as to whether the specific proposal studied would be a hazard to air navigation and/or a determination for marking and/or lighting.

Aircraft Accident *(NTSB Part 830)*

An occurrence incident to flight in which, as a result of the operation of an aircraft, a person (occupant or nonoccupant) receives fatal or serious injury or an aircraft receives substantial damage.

- Except as provided below, *substantial damage* means damage or structural failure that adversely affects the structural strength, performance, or flight characteristics of the aircraft, and that would normally require major repair or replacement of the affected component.
- Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wing tips are not considered substantial damage.

Aircraft Incident *(NTSB Part 830)*

A mishap associated with the operation of an aircraft other than an accident in which neither fatal nor serious injuries nor substantial damage to the aircraft occurs.

Aircraft Operation

The airborne movement of aircraft at an airport or about an en route fix or at other point where counts can be made. There are two types of operations: local and itinerant. An operation is counted for each landing and each departure, such that a touch-and-go flight is counted as two operations.

Airport Elevation *(FAA AC 150/5190-4A)*

The highest point of an airport's runways, measured in feet above mean sea level. See the airport's Layout Plan for a runway's elevation.

Airport, Airstrip, Airpark, Airfield

Any areas of land or water designed and set aside for the landing and takeoffs of aircraft and utilized in the interest of the public for such purposes. The terms listed are synonymous.

Airport Hazard *(FAA "Land Use Compatibility and Airports")*

Any structure or object of natural growth located on or near the airport, or any use of land near the airport that obstructs the airspace required for the flight of aircraft in landing or taking off, or is otherwise hazardous to such landing or taking off.

Airport Influence Area (AIA)

An area where noise, safety, airspace protection or overflight concerns may significantly affect land uses or necessitate restrictions on those uses as determined by the Airport Land Use Commission. The Airport Influence Area constitutes the area within which certain land use actions are subject to review to determine consistency with the policies set forth in the Trinity County Airport Land Use Compatibility Plan.

Airport Land Use Commission (ALUC)

A commission established by State law that promotes and ensures compatibility between airports and the land uses surrounding them. The ALUC develops a plan (*see* ALUCP) and reviews local agency land use actions near airports.

Airport Land Use Compatibility Plan (ALUCP)

A plan developed by an Airport Land Use Commission in counties, where a public-use airport is located, that sets forth policies to encourage compatibility between public-use airports and the surrounding land use for each airport within its jurisdiction. In earlier editions of the Caltrans Land Use Handbook, the ALUCP was referred to as a *Comprehensive Land Use Plan (CLUP).*

Airport Layout Plan (ALP) *(FAA "Land Use Compatibility and Airports")*

A scale drawing of existing and proposed airside and landside facilities necessary for the operation and development of the airport. The ALP shows (1) boundaries and proposed additions to areas owned or controlled by the sponsor, (2) the location and nature of existing and proposed airport facilities and structures, and (3) the location on the airport of existing and proposed non-aviation areas and improvements. The ALP

may also depict those properties adjacent to the airport ownership that may have legal access to the airport.

Airport Master Plan *(FAA "Land Use Compatibility and Airports")*

A planning document, including appropriate documents and drawings, that describes the development of a specific airport from physical, economical, social, environmental and political jurisdictional perspectives. The airport layout plan drawing is part of the Master Plan.

Airport Operations *(FAA "Land Use Compatibility and Airports")*

The total number of movements in landings (arrivals) plus take-offs (departures) from an airport.

Airport Sponsor *(FAA "Land Use Compatibility and Airports")*

The owner or tax-supported organization such as a county, that is authorized to own and operate, to obtain property interests, to obtain funds, and is legally, financially, and otherwise able to meet all applicable requirements of current laws and regulations related to the operation of an airport.

Airside *(FAA "Land Use Compatibility and Airports")*

That portion of the airport facility where aircraft movements take place, airline operations areas, and areas that directly serve the aircraft, such as taxiway, runway, maintenance and fueling areas.

Airspace *(FAA "Land Use Compatibility and Airports")*

The space lying above the earth or above a certain area of land or water that is necessary to conduct aviation operations.

Airspace Protection Surfaces

Imaginary surfaces in the airspace surrounding airports defined in accordance with criteria set forth in Federal Aviation Regulations Part 77. These surfaces establish the maximum height that objects on the ground can reach without potentially creating constraints or hazards to the use of the airspace by aircraft approaching, departing, or maneuvering in the vicinity of an airport.

Aviation-Related Use

Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include runways, taxiways, and their associated protected areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed base operations, terminal buildings, etc.

Approach Surface *(FAR 77.25)*

An imaginary surface that is longitudinally centered on the runway centerline and extends outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based on the type of approach available or planned for that runway end.

Aviation-Related Use

Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include runways, taxiways, and their associated protected areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed base operations facilities, terminal buildings, etc.

Avigation Easement *(FAA "Land Use Compatibility and Airports")*

A grant of a property interest in land over which a right of unobstructed flight in the airspace is established.

California Environmental Quality Act (CEQA)

Statutes adopted by the state legislature for the purpose of maintaining a quality environment for the people of the state now and in the future. The Act establishes a process for state and local agency review of projects, as defined in the implementing guidelines that may adversely affect the environment.

Commercial Use

A use category that includes land uses or activities involving the production, processing, manufacturing, or sale of goods or services for financial gain, including uses that provide business, personal, medical/ personal care, or repair service, or that involve the selling, leasing, or renting of merchandise to the general public. Accessory uses may include offices, storage, food service, or other amenities primarily for the use of employees and parking for employees and visitors.

Compatible Land Use *(FAA FAR 150)*

A use of land (*e.g.*, commercial, industrial, agricultural) that is normally compatible with aircraft and airport operations; or sound-insulated land uses (*e.g.*, sound-insulated homes, schools, nursing homes, hospitals, libraries) that would otherwise be considered incompatible with aircraft and airports operations.

Compatibility Overlay Zone

A zone intended to place additional land use conditions on land impacted by the airport while retaining the existing underlying zoning.

Compatibility Plan

See *Airport Land Use Compatibility Plan.*

Community Noise Equivalent Level (CNEL) *(State Airport Noise Standards)*

The noise metric adopted by the State of California for evaluating 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 (7:00 p.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) periods relative to the daytime period. The noise levels are typically depicted by a set of contours, each of which represents points having the same CNEL value.

Conditional Use

A land use or development that generally would not be compatible with airport operations, but which a decision-making body may allow with appropriate restrictions and based on findings that the restrictions will either ensure greater compatibility with near-by airport operations or substantially mitigate potential adverse impacts associated with proximity to the airport.

Conforming Use

Any structure, tree, object of natural growth, or use of land that complies with all the applicable provisions of the ALUCP, any Trinity County Airport Overlay Zoning ordinances implementing the ALUCP, or any amendment to the ordinance.

Conical Surface *(FAR 77.25)*

An imaginary surface extending upward and outward from the periphery of the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet as measured outward from the periphery of the horizontal surface.

Deed Notice

A formal statement added to the legal description of a deed to a property and on any subdivision map. As used in airport land use planning, a deed notice would state that the property is subject to aircraft overflights and other restrictions. Moreover, deed notices serve as a form of buyer notification to ensure that those who are particularly sensitive to aircraft overflights can avoid moving to the affected areas.

Density

See *Land Use Density*

Development

The physical alteration of land by humans. Development includes subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Development does not include routine repair and maintenance activities. that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Development Review

The process for determining the appropriateness of a proposed development project.

Discretionary Review

A review taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Displaced Threshold *(AIM)*

A landing threshold that is located at a point on the runway other than the designated beginning of the runway.

Dwelling

Any building or portion thereof designed or used as a residence or sleeping place of one or more persons.

Easement

The legal right of one party to use a portion of the total rights in real estate owned by another party. This may include the right of passage over, on, or below property; certain air rights above the property, including view rights; and the rights to any specified from of development or activity, as well as any other legal rights in the property that may be specified in the easement document.

Exclusive Right *(FAA AC 150/5190-6)*

A power, privilege, or other right excluding or debarring another from enjoying or exercising a like power, privilege, or right. An exclusive right may be conferred either by express agreement, by imposition of unreasonable standards or requirements, or by any other means. Such a right conferred on one or more parties but excluding others from enjoying or exercising a similar right or rights would be an exclusive right.

Existing Land Use

A land use is considered existing at the time of adoption of this ALUCP if that land use either physically exists, or local government commitments to the land use proposal have been obtained; that is, no further discretionary approvals are necessary. Local government commitment to a proposal can usually be considered firm once one or more of the following have occurred:

(a) A tentative parcel or subdivision map has been approved and the original period (before any time extensions are submitted) within which the approval is valid has not expired;

(b) A vesting tentative parcel or subdivision map has been approved;

(c) A development agreement has been approved and remains in effect;

(d) A final subdivision map has been recorded;

(e) A use permit or other discretionary entitlement has been approved and not yet expired; or

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

FAR Part 77

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

FAR Part 77 Surfaces

See *Imaginary Surface.*

General Aviation (GA) *(FAA "Land Use Compatibility and Airports")*

Refers to all civil aircraft and operations that are not classified as air carrier, commuter or regional. The types of aircraft used in general aviation activities cover a wide spectrum from corporate multi-engine jet aircraft piloted by professional crews to amateur-built single-engine piston acrobatic planes, helicopters, balloons and dirigibles.

Glare

As used in this ALUCP, glare refers to the reflection of light from objects on the ground that can blind or interfere with pilot operations in flight. Objects that have non-glare coloring or coatings that significantly reduce reflectivity are not considered to produce glare.

Handbook

California Airport Land Use Planning Handbook (January 2002), published by the State of California, Department of Transportation -- Division of Aeronautics.

Height

For the purpose of determining consistency with height limits in all airport zones shown on an Airport Compatibility Zone Map, height shall be measured as the highest point of a structure or tree measured from the highest point of undisturbed ground immediately adjacent to the object unless otherwise specified.

Imaginary Surface

The imaginary areas in space and on the ground that are established in relation to the airport and its runways as the basis for regulating obstructions to air travel. See *FAR Part 77.*

Incompatible Land Use

The use of land not consistent with the policies of the ALUCP.

Infill Development

Development that takes place on vacant property largely surrounded by existing development, especially development that is similar in character.

Infrastructure *(FAA "Land Use Compatibility and Airports")*

A community's built elements that establish the community's foundation for maintaining existing populations, activities, future growth and development. Infrastructure elements include airports, roads, highways, bridges, water and sewer systems, waste disposal facilities, utilities, telecommunications systems, schools, and governmental and community facilities.

Instrument Approach

A type of flight navigation that allows pilots to land an aircraft in reduced visibility (known as instrument meteorological conditions or IMC), or to reach visual conditions permitting a visual landing.

Land Use Compatibility *(FAA "Land Use Compatibility and Airports")*

The coexistence of land uses surrounding the airport with airport-related activities.

Land Use Density

A measure of the concentration of land use development in an area. Mostly the term is used with respect to residential development and refers to the number of dwelling units per acre. Unless otherwise noted, policies in this compatibility plan refer to *gross* rather than *net* acreage.

Land Use Intensity

A measure of the concentration of nonresidential land use development in an area. For the purposes of airport land use planning, the term indicates the number of people per acre attracted by the land use. Unless otherwise noted, policies in this compatibility plan refer to *gross* rather than *net* acreage.

Landing Area

Any locality, either of land or water, including airports/heliports and intermediate landing fields, which is used, or intended to be used, for the landing and takeoff of aircraft whether or not facilities are provided for the shelter, servicing, or for receiving or discharging passengers or cargo.

Landside

That part of an airport used for activities other than the movement of aircraft, such as vehicular access roads and parking.

Local Agency

The governmental body or department responsible for a general plan or a specific plan (such as the County of Trinity); or chartered with responsibility for creating, amending or enforcing land use ordinances; or chartered with responsibility for providing discretionary approvals of land use proposals.

Local Jurisdiction

The County of Trinity or any other government agency (except state or federal government agencies or Native American tribes) having jurisdiction over land uses within their respective boundaries.

Major Land Use Action

Actions related to proposed land uses for which compatibility with airport activity is a particular concern, but for which ALUC review is not always mandatory under state law. See Policy 4.3.

Navigable Airspace

The airspace above minimum altitude for safe flight, and includes the airspace needed to ensure safety in take-off and landing of aircraft.

Noise Exposure Contours

Continuous lines of equal noise level usually drawn around a noise source, such as an airport or highway. The lines are generally drawn in 5-decibel increments so that they resemble elevation contours in topographic maps.

Noise Impact

A condition that exists when the noise levels that occur in an area exceed a level identified as appropriate for the activities in that area.

Nonconforming Use

In general, a land use, parcel, or building that does not comply with a current land use plan or zoning ordinance, but which was legally permitted at the time the plan or ordinance was adopted. For the purposes of this ALUCP for airports in Trinity County, a nonconforming land use is one that exists (see *existing land use*) as of the adoption date of the ALUCP, but which does not conform with the compatibility criteria set forth herein.

Object Free Area *(FAA AC 150/5300-13)*

An area on the ground associated with a runway or taxiway that is to be clear of above-ground objects protruding above the elevation of the runway safety area edge elevation.

Obstruction

Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used therein, the height of which exceed the standards established in Subpart C of FAR Part 77.

On Airport Property

Property that is within the boundary of land owned by the airport sponsor.

Open Space

Areas of land not covered by structures, driveways, parking lots or trees. For the purposes of the ALUCP, open space has requirements identified in Chapter 2 so that the open space can serve as an effective emergency landing site for an aircraft in distress.

Overlay Zone

A zoning technique that allows for superimposing certain additional requirements upon a basic use zoning district without disturbing the requirements of the basic use district. In the instance of conflicting requirements, the stricter of the conflicting requirement shall apply.

Overflight

Any distinctly visible and/or audible passage of an aircraft in flight, not necessarily directly overhead.

Part 77

See *FAR Part 77.*

Public Assembly Use

A structure or outdoor facility where concentrations of people gather for purposes such as deliberation, education, shopping, business, entertainment, amusement, sporting events, or similar activities, but excluding air shows. "Public assembly use" does not include places where people congregate for relatively short periods of time, such as parking lots and bus stops, or uses approved by the FAA in an adopted airport master plan.

Public Use Airport *(FAA AC 150/5190-6)*

Means either a publicly owned airport or a privately owned airport open for public use.

Real Estate Disclosure

A Real Estate Disclosure is required by state law as a condition of the sale of residential property if the property is located in the vicinity of an airport and within its airport influence area. (See Bus. & Prof. Code, §11010; Civ. Code, §§1102.6, 1103.4, 1353.) The disclosure notifies the prospective purchaser of potential annoyances or inconveniences associated with airport operations prior to completing the purchase.

Reconstruction

The rebuilding of a legally established structure to its original condition after it has been damaged (typically due to fire or earthquake damage.) "Original condition" means the same or lesser footprint, height and intensity of use.

Redevelopment

Development of a new use (not necessarily a new type of use) to replace an existing use at a density or intensity that may vary from the existing use.

Runway Length

Runway lengths are measured to include displaced thresholds and all fully usable runway surfaces. They do not include overruns, stopways, or aligned taxiways.

Runway Protection Zone (RPZ) *(FAA AC 150/5300-13)*

A trapezoid-shaped area centered about the extended runway centerline that is used to enhance the protection of people and property on the ground. The zone begins 200 feet beyond the end of the runway or area usable for takeoff or landing. The RPZ dimensions are functions of the design aircraft, type of operation, and visibility minimums.

Runway Safety Area *(FAA AC 150/5300-13)*

A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an overshoot, or excursion from the runway.

Structure

An object anchored, constructed, attached, erected, gathered, located, placed, piled, or installed by man, either on the ground or in or over a body of water, either moveable or immovable, and either temporary or permanent. The term "structure" includes, but is not limited to, antennae, buildings, cranes, fences, overhead transmission lines, patios and decks, man-made ponds, signs and sign structures, smokestacks, towers, utility poles, wires, and anything attached to any of the foregoing either temporarily or permanently.

Threshold *(AIM)*

The beginning of that portion of the runway usable for landing (also see *Displaced Threshold*).

Traffic Pattern *(AIM)*

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.

Tree

Any object of natural growth.

Variance

Any modification or variation of an airport zoning ordinance's provisions where it is determined that, by reason of exceptional circumstances, the strict enforcement of the ordinance provision(s) would cause "practical difficulty or unnecessary hardship" that can be overcome by varying the application of the ordinance without harming the purpose and intent of the ordinance.

Vested Right *(the Handbook)*

Under California law, a landowner has a vested right to complete construction of a project in accordance with the terms of a building permit if the owner has performed substantial work and incurred

substantial liabilities in good faith reliance upon a permit validly issued by the government. The "Avco Rule," based on the California Supreme Court's decision in *AVCO Community Developers, Inc. v. South Coast Regional Commission*, sets the standard in California for "vesting" development projects.

Visual Approach *(FAA "Land Use Compatibility and Airports")*

An approach to an airport conducted with visual reference to the terrain.

Wildlife Attractants

Any human-made structure, land-use practice, or human-made or natural geographic feature that can attract or sustain hazardous wildlife within the landing or departure airspace or the airport's air operations area. These attractants include, but are not limited to, architectural features, landscaping, waste disposal sites, wastewater treatment facilities, agricultural or aquaculture activities, surface mining, or wetlands.

Wildlife Hazards

Species of wildlife (birds, mammals, reptiles), including feral animals and domesticated animals not under the immediate control of a person, that are associated with aircraft strike problems, are capable of causing structural damage to airport facilities, or act as attractants to other wildlife that pose a strike hazard.

AIRPORT LAND USE COMMISSION
COUNTY OF TRINITY, STATE OF CALIFORNIA

RESOLUTION NO. ALUC-2009-01
ON NOVEMBER 12, 2009

RESOLUTION ADOPTING THE TRINITY COUNTY AIRPORT LAND USE COMPATIBILITY PLAN FOR THE FIVE PUBLIC AIRPORTS IN TRINITY COUNTY

WHEREAS, Section 21675(a) of the California Public Utilities Code (CPUC) requires that each Airport Land Use Commission formulate an Airport Land Use Compatibility Plan (ALUCP) that provides for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and safeguards the general welfare of the inhabitants within the vicinity of the airport and the public in general; and

WHEREAS The Trinity County Airport Land Use Commission (ALUC) has spent the past 15 months developing the Airport Land Use Compatibility Plan (ALUCP) through a series of public workshops and presented it to airport communities during a series of in-community meetings; and

WHEREAS, the ALUC has submitted the ALUCP to Caltrans Division of Aeronautics for their review and has revised the document based on their review and comment; and

WHEREAS, on November 3, 2009 the Trinity County Board of Supervisors adopted the Airport Influence Areas, establishing the areas of the County that are subject to the ALUCP; and

WHEREAS, the ALUC, on November 12, 2009, held a public hearing on the proposed final draft of the Trinity County ALUCP for the five county owned airports (Weaverville Lonnie Pool, Trinity Center, Hayfork, Hyampom and Ruth); and

WHEREAS, notice of the hearing was provided in the Trinity Journal, a publication of general circulation within the County, on October 28, 2009.

NOW, THEREFORE, BE IT RESOLVED BY THE AIRPORT LAND USE COMMISSION OF TRINITY COUNTY that the ALUC hereby adopts the TRINITY COUNTY AIRPORT LAND USE COMPATIBILITY PLAN as the document that shall guide the ALUC and staff in reviewing future developments within the Airport Influence Area for compatibility with the County's public airports.

PASSED AND ADOPTED by the Airport Land Use Commission of the County of Trinity, State of California, at a regular meeting of said Commission, held on November 12, 2009, upon the motion of Commissioner Jungwirth, seconded by Commissioner Bushman, and on the following vote, to-wit:

AYES: Commissioners Razzeto, Bushman, Pflueger, Jungwirth, Miller, Harman and Groves.
NOES: None.
ABSENT: None.
ABSTAIN: None.

The foregoing resolution is hereby adopted:

CHAIRMAN – Keith Groves
Airport Land Use Commission, County of Trinity,
State of California

ATTEST:

Richard Tippett, Planning Director