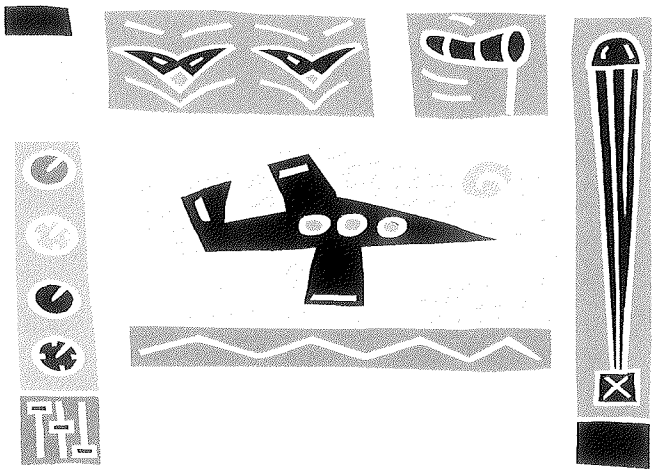
PLUMAS COUNTY

AIRPORT LAND USE COMPATIBILITY PLANS

FOR

QUINCY (GANSNER AIRPORT)
CHESTER (ROGERS FIELD)
BECKWOURTH (NERVINO AIRPORT)



APPROVED DECEMBER 17, 2008
BY THE
PLUMAS COUNTY
AIRPORT LAND USE COMMISSION

PREPARED
BY THE
PLUMAS COUNTY
PLANNING DEPARTMENT

RESOLUTION 2008-02

Adoption of Airport Land Use Compatibility Plans for the Three Public-Use Airports Within Plumas County Rogers Field at Chester Gansner Airport at Quincy Nervino Airport at Beckwourth

WHEREAS, the Plumas County Airport Land Use Commission recognizes the need to protect airports and their planned operations from development in surrounding areas that may interfere with those operations, and

WHEREAS, the State Legislature has enacted enabling legislation under the California State Aeronautics Act (ref. Public Utilities Code Section 21670, et seq., and Public Utilities Code Section 21661.5 and 21664.5, State Airport Land Use Commission enabling law) to provide for airport land use compatibility planning to be conducted at the local level, and

WHEREAS, the purpose of airport land use planning is to provide for the orderly development of each public use airport and the area surrounding these airports to promote the overall goals and objectives of California airport noise standards adopted pursuant to Public Utilities Code Section 21669 and to prevent the creation of new noise and safety problems, and

WHEREAS, the purpose of airport land use planning 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, and

WHEREAS, State Airport Land Use Commission enabling law provides that each Airport Land Use Commission, including the Plumas County Airport Land Use Commission, shall provide an airport land use compatibility plan that will provide for the orderly growth of each public airport and area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general, and

WHEREAS, the Plumas County Airport Land Use Commission's airport land use compatibility plans shall include and shall be based on a long-range master plan, as determined by the Division of Aeronautics of the California Department of Transportation that reflects the anticipated growth of an airport during a least 20 years, and

WHEREAS, the Plumas County Airport Land Use Commission is required by State enabling law to review each airport land use compatibility plan as often as necessary in order to accomplish its purposes, and

WHEREAS, The Plumas County Airport Land Use Commission recognizes the need to develop comprehensive land use plans for the mentioned 3 public-use airports within the County: Rogers Field at Chester, Gansner Airport at Quincy, and Nervino Airport at Beckwourth , and

WHEREAS, the Plumas County Airport Land Use Commission has developed airport land use compatibility plans for the three public-use airports: Rogers Field at Chester, Gansner Airport at Quincy, and Nervino Airport at Beckwourth, and

WHEREAS, the Plumas County Airport Land Use Commission conducted public workshops on draft airport land use compatibility plans in the City of Portola in July 15, 2008 for the Nervino Airport at Beckwourth, in Quincy on July 16, 2008 for the Gansner Airport at Quincy, and in Chester on July 17, 2008 for Rogers Field at Chester seeking to educate the public and to receive public comments and input on the draft airport land use compatibility plans, and

WHEREAS, the Plumas County Airport Land Use Commission conducted a public hearing on the final draft airport land use compatibility plans for the three public-use airports: Rogers Field at Chester, Gansner Airport at Quincy, and Nervino Airport at Beckwourth on December 3, 2008 in Quncy, and

NOW, THEREFORE, BE IT RESOLVED, that the Plumas County Airport Land Use Commission determines that adoption of the airport land use compatibility plans for the three public-use airports Rogers Field at Chester, Gansner Airport at Quincy, and Nervino Airport at Beckwourth are not subject to the California Environmental Quality Act (CEQA) per Section 15308 of the California Quality Act Guidelines which states, Actions by Regulatory Agencies for the Protection of the Environment: "Class 8 consists of actions taken by regulatory agencies, as authorized by the state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment. Construction activities and relaxation of standards allowing environmental degradation are not included in this exemption."

The Plumas County Airport Land Use Commission in determining that the CEQA Guidelines Section 15308 exemption is appropriate for use in adoption of the airport land use compatibility plans for Rogers Field at Chester, Gansner Airport at Quincy, and Nervino Airport at Beckwourth finds in support of this determination that the adoption and implementation of the Airport Land Use Compatibility Plans for Rogers Field at Chester, Gansner Airport at Quincy, and Nervino Airport at Beckwourth serve to protect the environment and are not plans for development and the Plumas County Airport Land Use Commission's action to adopt the Airport Land Use Compatibility Plans for the Rogers Field at Chester, Gansner Airport at Quincy, and Nervino Airport at Beckwourth will not cause reasonably foreseeable direct physical changes in the environment.

The Plumas County Airport Land Use Commission, hereby, in accordance with Public Utilities Code Section 21675 (a) for the establishment of planning boundaries and adoption of an Airport Land Use Compatibility Plan for each of the County's 3 public **ADOPTS** the Airport Land Use Compatibility Plan for Rogers Field at Chester, the Airport Land Use Compatibility Plan for Gansner Airport at Qunicy, and the Airport Land Use Compatibility Plan for Nervino Airport at Beckwourth.

The foregoing resolution was duly passed and adopted by the Plumas County Airport Land Use Commission, at a meeting of said Commission held on the 17th day of December, 2008, by the following vote:

AYES: 6 Commissioners:
NOES: 0 Commissioners:
ABSENT: 1 Commissioners:

Carl Felts

Carl Felts
Chairman of the Airport Land Use Commission

Plumas County
Airport Land Use Compatibility Plan
for
Gansner Airport at Quincy

This Airport Land Use Compatibility Plan (ALUCP) sets forth land use compatibility policies applicable to future land use and development at and in the vicinity of Gansner Airport, Quincy, CA, (the Airport).

A. **THE AIRPORT LAND USE COMMISSION** - The Plumas County Airport Land Use Commission (ALUC) has been created by the Plumas County Board of Supervisors to carry out requirements of the State Aeronautics Act and the California Public Utilities Code pertaining to land use at and near Plumas County airports. The ALUC receives technical support from Plumas County, but it is an autonomous body and not part of any local governmental structure. Among the powers and duties of the ALUC under the statute are:

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

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

The ALUC fulfills its statutory obligations by performing two primary functions:

1. **Prepare Airport Land Use Compatibility Plans** – The Commission is required to prepare and adopt an ALUCP for each of the airports within its jurisdiction. In the case of Plumas County, this requirement applies to three County-owned airports: Rogers Field Airport at Chester, Gansner Airport at Quincy, and Nervino Airport at Beckwourth, each of which will have its own ALUCP.

2. **Review and Approve or Disapprove Certain Plans, Actions, and Projects at or in the Vicinity of an Airport** – The particular Plans, Actions, and Projects subject to review and action or advisory opinion are specified in the ALUC Review section below.

In addition to the plans, actions, and projects for which ALUC review is mandatory, other actions or proposals may be referred to the ALUC by a County Agency or the party proposing such action or project for advisory review. Any recommendation or other statement made by the ALUC in response to a request for advisory review shall not be binding on any party involved, and shall not be cited as evidence for a decision one way or the other in any subsequent review and action.

B. SCOPE OF THE AIRPORT LAND USE COMPATIBILITY PLAN

1. **Purposes** - The purposes for which this ALUCP is prepared and adopted by the ALUC are:

   a. To promote the safety and well being of the public by ensuring that proposed land uses in the vicinity of the airports are consistent with acceptable exposure of persons and property to hazards or other adverse effects associated with the operation of the Airport;

   b. To provide policies, criteria, and information to assist the ALUC and local reviewing agencies in evaluating the compatibility of proposed land uses or other actions affecting land use, and in determining the consistency of the proposal with the ALUCP; and

   c. To provide guidance to local agencies for determining which proposed uses or actions are to be referred to the ALUC for review.

2. **Authorities** - The ALUC intends that the ALUCP should conform, to the greatest extent possible, with the standards and recommendations set forth in the following documents, while also reflecting the unique setting and circumstances at the Airport:

   a. The California Public Utilities Code, Section 21670 et seq.;

   b. The *California Airport Land Use Planning Handbook*, January, 2002;

   c. Federal Aviation Regulations (FAR), Part 77, *Objects Affecting Navigable Airspace.*

   The ALUCP is also based in part on information contained in the *Plumas County Airport Master Plan, 1990-2010, Final Draft Report, June 1990,* and *Airport Layout Plan for Gansner Field, 2008.*

   The ALUC has no authority to require changes in pre-existing non-conforming uses.

   The ALUC does not intend to review proposed uses or actions outside the Area of Influence defined below, except when such review and action or recommendation might be requested or required by a County Agency because of unusual circumstances.

C. **CEQA CONSIDERATIONS** - The Airport Land Use Commission adopts this ALUCP as a Class 8 Categorical Exemption to the California Environmental Quality Act, since this adoption "...consists of actions taken by regulatory agencies, as authorized by the state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment."

This action is based on the findings of the ALUC that:

1. This ALUCP serves to protect the environment and is not a plan for development.

2. This ALUCP will not cause a reasonably foreseeable change in the environment.

D. **AIRPORT INFLUENCE AREA** - The Airport Influence Area (AIA) is the geographic area within which proposed land uses and other actions affecting land use will be subject to the review and action processes established by this ALUCP. As noted above, special circumstances may require review and action or recommendation for land uses outside the AIA.

The ALUC designates the AIA for Gansner Airport as follows:

1. The layout and dimensions of the various components of the AIA are in general the following:

   a. The AIA for Zone 1, the Runway Protection Zone (RPZ), shall be the same as that designated in the Airport Layout Plan (ALP) adopted by the Plumas County Board of Supervisors for Ganser Airport;

   b. The AIA for Zones 2-6 shall be as shown in Example 4, "General Aviation Runway with Single-Sided Traffic Pattern," Figure 9K, page 9-39, of the California Airport Land Use Planning Handbook, January, 2002 (Handbook). A copy of which is provided in Appendix A.

2. The AIA is defined as the total of the following:

   a. The area within Zone 6;

   b. The areas that are subject to height restrictions by the Approach Surfaces and Transition Surfaces specified in FAR Part 77, and the Safety Clearance Surfaces defined by the ALUC below.

3. For purposes of defining the AIA and the various Zones within it, the north-easterly end of Runway 06/24 is assumed to extend 895 feet beyond its current length, because that extension is contemplated in the Airport Capital Improvement Program. The current runway with the 895-foot extension added is referred to in the ALUCP as the "Reference Runway."

4. Zone 3 on the northerly side of the runway at its northeasterly end is established for both the existing runway and the Reference Runway, both of these Zones 3 to be in effect until such time as the runway is extended, after which time only Zone 3 for the runway as actually extended is to remain in effect.

A map of the AIA, the Safety Compatibility Zones (Zones 1 through 6), and the Safety Clearance Surfaces is provided in Appendix B. A map of the Part 77 surfaces is provided in Appendix C.

E. ALUC REVIEW

1. **Policies and Procedures** – ALUC Policies and Procedures for mandatory and advisory review and action are stated in the "Plumas County Airport Land Use Commission Policies, Rules, and Regulations" document adopted by the Commission separately and copied here as attachment 1 for information but not as part of the ALUCP. The amendment of such Rules, Policies, and Procedures does not constitute the amendment of an Airport Land Use Plan.

2. **Construction Plans for New Airports** – No application for the construction of a new airport within Plumas County may be submitted to any local, state, regional, or federal agency unless that plan has been submitted to the ALUC for determination of its compatibility with existing and potential land uses in the vicinity. The Area of Influence initially shall be the area within 2-mile radius around the proposed airport site, which area may be re-defined by the ALUC during its review of the proposal.

3. **Airport Expansions** – No application for the expansion of the Airport which entails an amendment of the Airport Permit may be submitted to any local, state, regional, or federal agency unless that plan has been submitted to and approved by the ALUC.

   Airport expansion is defined to include:

   a. construction of any new runway

   b. extension or realignment of an existing runway

   c. acquisition of runway protection zones or any interest in land for the purposes above

4. **Airport Master Plans, Airport Layout Plans, and Capital Improvement Plans** – Plumas County or any succeeding owner of the Airport shall, prior to modification of an Airport Master Plan, Airport Layout Plan, or Capital Improvement Plan, refer such proposed changes to the ALUC for evaluation of the effects on existing and potential land uses in the vicinity, and decision on whether such effects are acceptable.

5. **Actions by Referring Agencies** – The County of Plumas, prior to enacting ordinances and actions that affect land uses within the Area of Influence, or that may affect the viability of the Airport or the compatibility of the Airport with surrounding land uses, must refer such actions to the ALUC for evaluation of the effects on existing and potential land uses in the vicinity.

County actions that would trigger such a referral include:

a. general plans and general plan amendments;

b. specific plans and specific plan amendments;

c. amendments to zoning or land use control ordinances;

d. building regulations and modifications thereof.

The ALUC may approve, disapprove, or recommend changes to the referred actions.

6. **Individual Development Projects** – Except when a referring Agency believes special circumstances require ALUC review of a project outside the AIA, only new projects that affect land use within or partially within the AIA are normally subject to review. Individual development projects include all development or construction for which the County requires a building permit, a use permit, a zoning variance, or other action that would cause or permit an immediate or foreseeable change in land use that might be inconsistent with compatibility criteria established by the ALUCP.

As noted under "Existing Land Use" below, normally a pre-existing land use is not subject to review, but may become subject to review if a building footprint or its intensity of public use would be increased ten percent or more by a proposed action or development that would require review if it were an entirely new action or development.

In reviewing individual projects, the ALUC shall give first priority to safety and second priority to noise. Additional factors may be considered, but with lower priority than safety and noise.

In reviewing individual projects, the ALUC shall be guided by:

a. The Safety Compatibility Zones described above under AIRPORT INFLUENCE AREA.

b. The Basic Safety Compatibility Qualities listed for the various Zones in Table 9B, pages 9-44 and 9-45 of the Handbook, copies of which are provided in Appendix A, as modified in the Safety section below.

c. The Community Noise Equivalent Level (CNEL) contours shown for Gansner Airport in the Draft Plumas County Airport Master Plan, 1991-2010, or in any subsequent Airport Layout Plan or Airport Master Plan adopted by Plumas County.

d. The obstruction clearance surfaces described in FAR Part 77.25 and shown in Appendix C of this Plan, which shall not be

penetrated by any structure subject to ALUC review unless such penetration is approved by the Federal Aviation Agency.

7. **Safety** - The decision criteria established in Table 9B of the Handbook are the primary considerations for safety, and are generally characterized by four labels:

   Allow – Use is acceptable.

   Limit – Use is acceptable only if density/intensity restrictions are met.

   Avoid – Use generally should not be permitted unless no feasible alternative is available.

   Prohibit – Use should not be permitted under any circumstances.

In general, when a proposed land use or action is "allowed" by its characteristics and its location in a particular Zone, that proposed use or action need not be referred to the Commission for review.

Uses that are to be "limited," "avoided," or "prohibited" must be submitted to the Commission for review and action.

Where residential uses would be "limited" by the criteria stated in Handbook Tables 9B and 9C, the following density limits shall apply within Safety Compatibility Zones 2 through 5:

a. Infill is allowed to the extent of one dwelling unit (D.U.) is allowed on any parcel in existence on the date of original adoption of this ALUCP, provided the development rights of that parcel have not been transferred, as provided below, in a way that would not permit the development.

b. For parcels created after the date of original adoption of this ALUCP by lot split or subdivision, no more than one D.U. per 2 acres is allowed. For purposes of providing the minimum 2 acres for a D.U., a parcel may include the development rights of other buildable areas within Zones 2 through 5 for the same runway, the development rights of such areas having been transferred by recorded deeds of both originating and receiving parcels. Any parcel from which such development rights have been transferred shall have the transferred area subtracted from its remaining development rights. If a D.U. already exists on an originating parcel, the unencumbered development rights of that parcel shall not be reduced below 2 acres. A parcel not containing a D.U. may have its remaining development rights reduced below 2 acres, but in such case no D.U. may be constructed on that parcel unless a

transfer of development rights from other parcels brings the total to 2 acres or more.

In areas outside the AIA, or within the AIA where there is uncertainty about which decision criteria apply, the proposed use or action should be referred to the Commission for review and action or recommendation.

The ALUC is not required to consider only the factors listed in Table 9B, or reach only one of the four listed decisions, and it can add conditions or require mitigations as part of any decision it reaches. However, if the decision is not fully consistent with the guidance provided by the Handbook, the Commission is required to state its reasons for deciding otherwise.

8. **Noise** - The upper limit of generally acceptable Community Noise Equivalent Level is 60 decibels (db) at the site potentially affected. According to analysis presented in the 1990 Draft Airport Master Plan, the area subject to 60 db CNEL generally stays within the airport boundaries or slightly beyond the runway ends for current and projected takeoff and landing operations at Gansner Airport. Therefore, noise is very unlikely to be the basis for restriction of land use development at or near the airport. On the other hand, it would be a useful service to the sponsors of individual developments if the County routinely informed an applicant about potential safety and/or noise problems, whenever a project is within the AIA, whether or not the project might be subject to review. A diagram of CNEL levels is provided as Appendix E.

9. **Overflights** - Because there are no designated Airways or established routes that would cause overflights to be significant safety hazards or noise problems related to land use in Plumas County, the ALUC determines that the ALUCP cannot meaningfully deal with overflights as a safety or noise issue.

F. LIMITATIONS ON ALUC AUTHORITY

1. **Existing Land Use** - The ALUCP applies only to new development, and the ALUC has no authority over unchanged pre-existing land uses, whether or not such uses are compatible with the ALUCP.

   However, a proposed action or development does become subject to review, as if there were no pre-existing use, whenever the proposed action or development would increase a building's footprint, volume, or intensity of public use at the site, by ten percent or more.

2. **Airport Operations** - Except for its authority to review airport master plans or modifications thereof, applications for airport expansion, and construction plans for new airports, the ALUC shall have no jurisdiction over the normal operation of an Airport.

G. **AIRPORT INFORMATION** - The ALUCP is based on the following airport information, taken primarily from the 1990 Draft Airport Master Plan:

1. Gansner airport has one runway, 06/24, paved and currently 4,100 feet long and 60 feet wide. Because of rising terrain nearby, a second runway is not considered to be feasible.

2. The elevation of the airport reference point is 3,415 feet above mean sea level (msl).

3. The elevations at runway ends are 3,415 feet msl at the southwesterly end, and 3,403 feet msl at the existing northeasterly end. The elevation of the northeasterly end of the Reference Runway (which is 895 feet longer than the existing runway) would be 3,400 feet.

4. Based on runway length, terrain, and current use, the airport is classified as Basic Utility Stage 1, aircraft less than 12,500 pounds gross weight, visual operations, with terrain problems making current or prospective instrument approaches not feasible.

5. If the runway were lengthened by 895 feet, the airport could potentially qualify for Basic Utility Stage 2 classification, but that would not have significant effect on the ALUCP.

6. The facility and/or its usage are not expected to change sufficiently within the 20-year planning horizon to invalidate any of the information on which the ALUCP or Part 77 clearance surfaces are based.

H. **EFFECT OF FEDERAL AIR REGULATION PART 77** - Part 77 deals with "Objects Affecting Navigable Airspace." In general it creates two potential obligations for the "sponsor" of a proposed structure or alteration of sufficient height that it might be an obstruction to air navigation. First, it establishes a rather broad requirement for the sponsor to report certain information directly to the FAA about a proposed structure or alteration that might affect navigable airspace, such report to be on a prescribed form within a specified time. Second, the sponsor might be required to apply special marking or lighting to a structure, or a different mitigation or other corrective measure, if the FAA determines that the proposed structure or alteration would actually be an obstruction to air navigation.

FAR Part 77 is a Federal regulation that gives the ALUC no direct role in its administration or enforcement. However, in response to Handbook guidance the ALUC does undertake to provide:

1. Reminders to all interested parties of their obligation to report certain information directly to the FAA when a proposed structure requires such report under Part 77 rules.

2. Descriptions and maps from which an interested party could make a preliminary estimate as to whether the heights of a structure might cause it to be an obstruction according to Part 77 criteria; and.

3. Allowable heights, adopted by the ALUC and incorporated in the ALUCP, of structures within Safety Compatibility Zones 1 through 5, which are intended to avoid the creation of safety problems related to either the Part 77 Standards or the ALUCP criteria.

I. **HEIGHT RESTRICTIONS IN SAFETY COMPATIBILITY ZONES** - In order to promote safety and assure that FAR Part 77 standards are observed in the areas most critical for approach and departure safety, the ALUC defines and establishes Safety Clearance Surfaces (SCS) alongside the Part 77 Approach Surfaces, extending laterally to cover the area of Safety Compatibility Zones 1 through 5. The SCS surfaces shall originate at the ends and sides of the Primary Surface and extend upward and outward at a slope of 20 to 1 through Zones 1 through 5. The penetration of a structure above the Part 77 Approach Surface shall normally be considered "Prohibited." The penetration of a structure above the SCS but outside the Part 77 Approach Surface shall be "Avoided."

J. **COMPATIBILITY POLICIES AND CRITERIA** - The ALUC adopts Table 9 B, "Basic Safety Compatibility Qualities," pages 9-44 and 9-45 of the Handbook (reproduced as Appendix A, attached), as its Compatibility Policy. The ALUC adopts the "Definitions" listed in Table 9 B, the prohibition of structures that would penetrate the Part 77 Approach Surfaces, and the avoidance of structures that would penetrate the Safety Compatibility Surfaces defined above, as the Commission's basic Criteria for compatibility decisions. As stated earlier, noise compatibility is not expected to be an issue where safety is not already the controlling factor, but if such case should arise the ALUC policy shall be to attempt to assure a CNEL not exceeding 60 db at the site of the proposed development. These basic criteria may be adjusted or changed in light of specific circumstances of a particular proposed action or project, but only when such adjustments or changes are fully explained in a written decision by the ALUC.

Appendices and Attachments to the Plumas County Airport Land Use Compatibility Plan for Gansner Airport at Quincy.

1. **Appendix A.** Excerpts from the *California Airport Land Use Handbook.*

2. **Appendix B.** Map of the Airport Influence Area, with Safety Compatibility Zones 1 through 6.

3. **Appendix C.** Map of FAR Part 77 obstruction clearance surfaces pertaining to Gansner Airport, Quincy.

4. **Appendix D.** Reminder Regarding Obligations and Standards Related to Part 77. Paraphrasing the regulation, Part 77 requires the sponsor of a project to report directly to the FAA, on a specified form within specified time limits, certain information regarding:

   a. Any construction or alteration on the airport;

   b. Any construction or alteration that extends more than 200 feet above the ground level at its site, no matter what its distance from the airport; and

   c. Any construction or alteration of greater height than an imaginary surface extending out ward and upward at a slope of 100 to 1 (i.e. 1 ft vertical for every 100 ft horizontal) for a horizontal distance of 20,000 feet from the nearest point on the nearest runway.

   There are exceptions to the above requirement; the main one of which that could apply in the vicinity of this Airport is that the following need not be reported:

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

   Note that the sponsor of the object is the one who is expected to determine that the object in question qualifies for the exception and therefore the report does not have to be made.

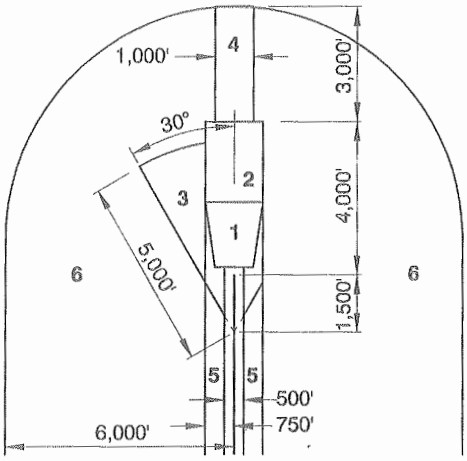
   Note also the "and" after the first comma in the exception, which seems to cancel the exception unless the structure is in a "congested" area of town, not in the open countryside.

   All in all it seems wise in most cases to make the report and let the FAA determine whether an obstruction exists.

   The above information is provided as a service to the sponsors of developments that might be affected. Before taking action, a sponsor should verify any statement in this section by examining the full text of FAR Part 77 and/or consulting FAA.

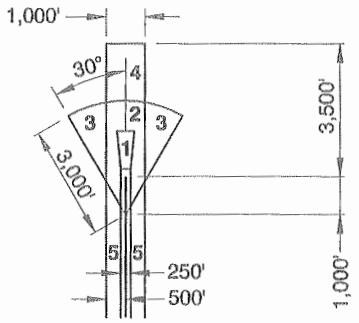
5. **Appendix E.** Diagram of Community Noise Equivalent Levels.

6. **Attachment 1.** Copy of the Plumas Airport Land Use Commission Policies, Rules, and Regulations. This is provided for the convenience of applicants, but is a separate document, not part of the Airport Land Use Compatibility Plan.



Example 4:
General Aviation Runway with Single-Sided Traffic Pattern

Assumptions:
- No traffic pattern on right
- Length 4,000 to 5,999 feet
- Approach visibility minimums ≥ 3/4 mile and < 1 mile
- Zone 1 = 1,000' x 1,510' x 1,700'



Example 5:
Low-Activity General Aviation Runway

Assumptions:
- Less than 2,000 takeoffs and landings per year at individual runway end.
- Length less than 4,000 feet
- Approach visibility minimums ≥ 1 mile or visual approach only
- Zone 1 = 250' x 450' x 1,000'

Legend

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

Notes:

- RPZ (Zone 1) size in each example is as indicated by FAA criteria for the approach type assumed. Adjustment may be necessary if the approach type differs.
- See Table 9A for factors to consider regarding other possible adjustments to these zones to reflect characteristics of a specific airport runway.
- See Tables 9B and 9C for guidance on compatibility criteria applicable with each zone.

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

FIGURE 9K *CONTINUED*

APPENDIX A
Page 1 of 4

Zone 1: Runway Protection Zone

Risk Factors / Runway Proximity

- Very high risk
- Runway protection zone as defined by FAA criteria
- For military airports, clear zones as defined by AICUZ criteria

Basic Compatibility Qualities

- Airport ownership of property encouraged
- Prohibit all new structures
- Prohibit residential land uses
- Avoid nonresidential uses except if very low intensity in character and confined to the sides and outer end of the area

Zone 2: Inner Approach/Departure Zone

Risk Factors / Runway Proximity

- Substantial risk: RPZs together with inner safety zones encompass 30% to 50% of near-airport aircraft accident sites (air carrier and general aviation)
- Zone extends beyond and, if RPZ is narrow, along sides of RPZ
- Encompasses areas overflown at low altitudes — typically only 200 to 400 feet above runway elevation

Basic Compatibility Qualities

- Prohibit residential uses except on large, agricultural parcels
- Limit nonresidential uses to activities which attract few people (uses such as shopping centers, most eating establishments, theaters, meeting halls, multi-story office buildings, and labor-intensive manufacturing plants unacceptable)
- Prohibit children's schools, day care centers, hospitals, nursing homes
- Prohibit hazardous uses (e.g. aboveground bulk fuel storage)

Zone 3: Inner Turning Zone

Risk Factors / Runway Proximity

- Zone primarily applicable to general aviation airports
- Encompasses locations where aircraft are typically turning from the base to final approach legs of the standard traffic pattern and are descending from traffic pattern altitude
- Zone also includes the area where departing aircraft normally complete the transition from takeoff power and flap settings to a climb mode and have begun to turn to their en route heading

Basic Compatibility Qualities

- Limit residential uses to very low densities (if not deemed unacceptable because of noise)
- Avoid nonresidential uses having moderate or higher usage intensities (e.g., major shopping centers, fast food restaurants, theaters, meeting halls, buildings with more than three aboveground habitable floors are generally unacceptable)
- Prohibit children's schools, large day care centers, hospitals, nursing homes
- Avoid hazardous uses (e.g. aboveground bulk fuel storage)

TABLE 9B

Basic Safety Compatibility Qualities

APPENDIX A
Page 2 of 4

Zone 4: Outer Approach/Departure Zone

Risk Factors / Runway Proximity

- Situated along extended runway centerline beyond Zone 3
- Approaching aircraft usually at less than traffic pattern altitude
- Particularly applicable for busy general aviation runways (because of elongated traffic pattern), runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common
- Zone can be reduced in size or eliminated for runways with very-low activity levels

Basic Compatibility Qualities

- In undeveloped areas, limit residential uses to very low densities (if not deemed unacceptable because of noise); if alternative uses are impractical, allow higher densities as infill in urban areas
- Limit nonresidential uses as in Zone 3
- Prohibit children's schools, large day care centers, hospitals, nursing homes

Zone 5: Sideline Zone

Risk Factors / Runway Proximity

- Encompasses close-in area lateral to runways
- Area not normally overflown; primary risk is with aircraft (especially twins) losing directional control on takeoff
- Area is on airport property at most airports

Basic Compatibility Qualities

- Avoid residential uses unless airport related (noise usually also a factor)
- Allow all common aviation-related activities provided that height-limit criteria are met
- Limit other nonresidential uses similarly to Zone 3, but with slightly higher usage intensities
- Prohibit children's schools, large day care centers, hospitals, nursing homes

Zone 6: Traffic Pattern Zone

Risk Factors / Runway Proximity

- Generally low likelihood of accident occurrence at most airports; risk concern primarily is with uses for which potential consequences are severe
- Zone includes all other portions of regular traffic patterns and pattern entry routes

Basic Compatibility Qualities

- Allow residential uses
- Allow most nonresidential uses; prohibit outdoor stadiums and similar uses with very high intensities
- Avoid children's schools, large day care centers, hospitals, nursing homes

Definitions

As used in this table, the follow meanings are intended:

- *Allow:* Use is acceptable
- *Limit:* Use is acceptable only if density/intensity restrictions are met
- *Avoid:* Use generally should not be permitted unless no feasible alternative is available
- *Prohibit:* Use should not be permitted under any circumstances
- *Children's Schools:* Through grade 12
- *Large Day Care Centers:* Commercial facilities as defined in accordance with state law; for the purposes here, family day care homes and noncommercial facilities ancillary to a place of business are generally allowed.
- *Aboveground Bulk Storage of Fuel:* Tank size greater than 6,000 gallons (this suggested criterion is based on Uniform Fire Code criteria which are more stringent for larger tank sizes)

TABLE 9B *CONTINUED*

MAXIMUM RESIDENTIAL DENSITY

Current Setting	(1) Runway Protection Zone	(2) Inner Approach/ Departure Zone	(3) Inner Turning Zone	(4) Outer Approach/ Departure Zone	(5) Sideline Zone	(6) Traffic Pattern Zone
	Safety Compatibility Zones[a]					
Average number of dwelling units per gross acre						
Rural Farmland / Open Space (Minimal Development)	0	Maintain current zoning if less than density criteria for rural / suburban setting				No limit
Rural / Suburban (Mostly to Partially Undeveloped)	0	1 d.u. per 10 – 20 ac.	1 d.u. per 2 – 5 ac.	1 d.u. per 2 – 5 ac.	1 d.u. per 1 – 2 ac.	No limit
Urban (Heavily Developed)	0	0	Allow infill at up to average of surrounding residential area[b]			No limit

[a] Clustering to preserve open land encouraged in all zones.
[b] See Chapter 3 for discussion of infill development criteria; infill is appropriate only if nonresidential uses are not feasible.

MAXIMUM NONRESIDENTIAL INTENSITY

Current Setting	(1) Runway Protection Zone	(2) Inner Approach/ Departure Zone	(3) Inner Turning Zone	(4) Outer Approach/ Departure Zone	(5) Sideline Zone	(6) Traffic Pattern Zone
	Safety Compatibility Zones					
Average number of people per gross acre[a]						
Rural Farmland / Open Space (Minimal Development)	0[b]	10 – 25	60 – 80	60 – 80	80 – 100	150
Rural / Suburban (Mostly to Partially Undeveloped)	0[b]	25 – 40	60 – 80	60 – 80	80 – 100	150
Urban (Heavily Developed)	0[b]	40 – 60	80 – 100	80 – 100	100 – 150	No limit[c]
Multipliers for above numbers[d]						
Maximum Number of People per Single Acre	x 1.0	x 2.0	x 2.0	x 3.0	x 2.0	x 3.0
Bonus for Special Risk-Reduction Bldg. Design	x 1.0	x 1.5	x 2.0	x 2.0	x 2.0	x 2.0

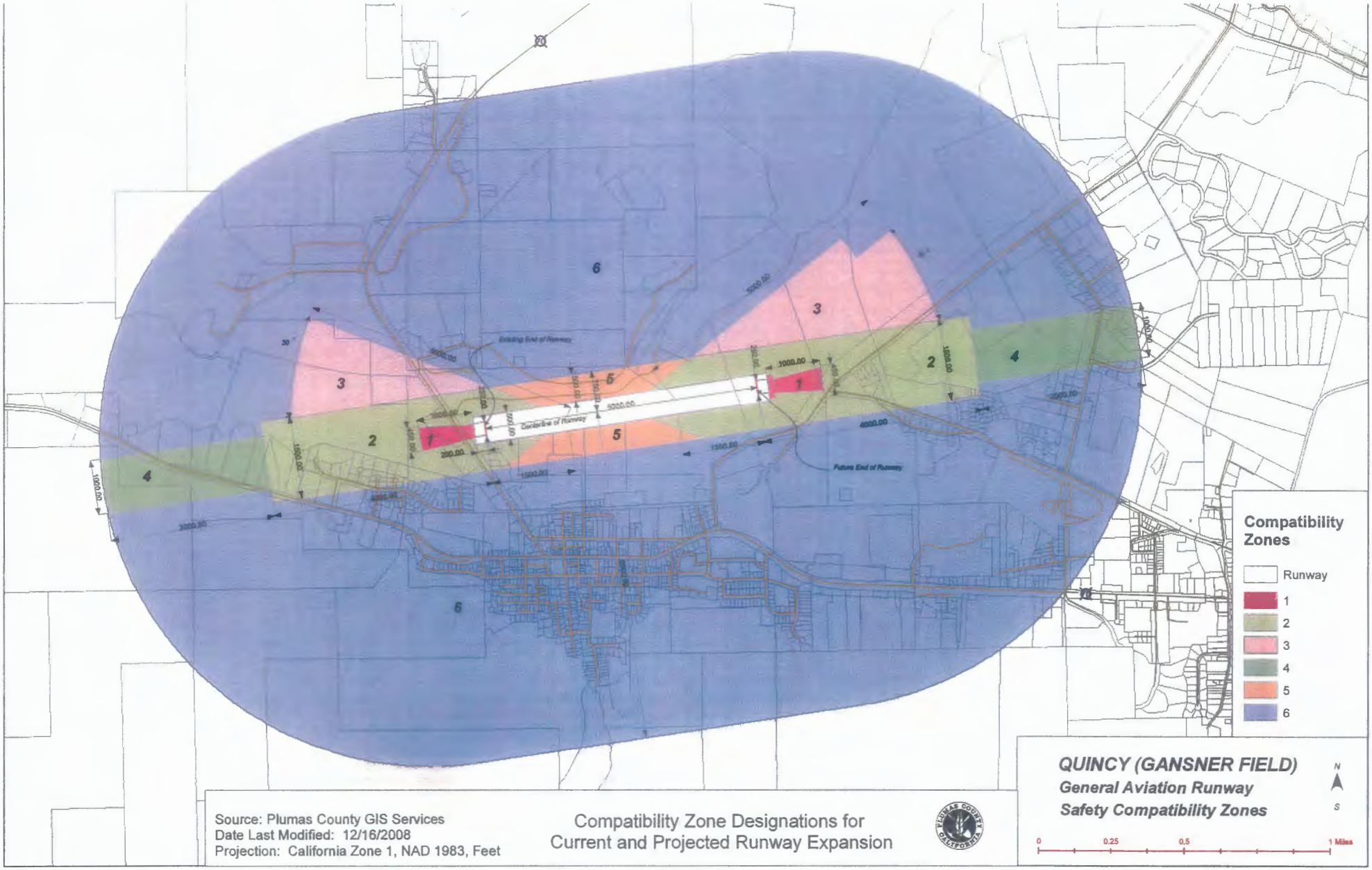
[a] Also see Table 9B for guidelines regarding uses which should be prohibited regardless of usage intensity
[b] Exceptions can be permitted for agricultural activities, roads, and automobile parking provided that FAA criteria are satisfied.
[c] Large stadiums and similar uses should be prohibited.
[d] Multipliers are cumulative (e.g., maximum intensity per single acre in inner safety zone is 2.0 times the average intensity for the site, but with risk-reduction building design is 2.0 x 1.5 = 3.0 times the average intensity).

TABLE 9C

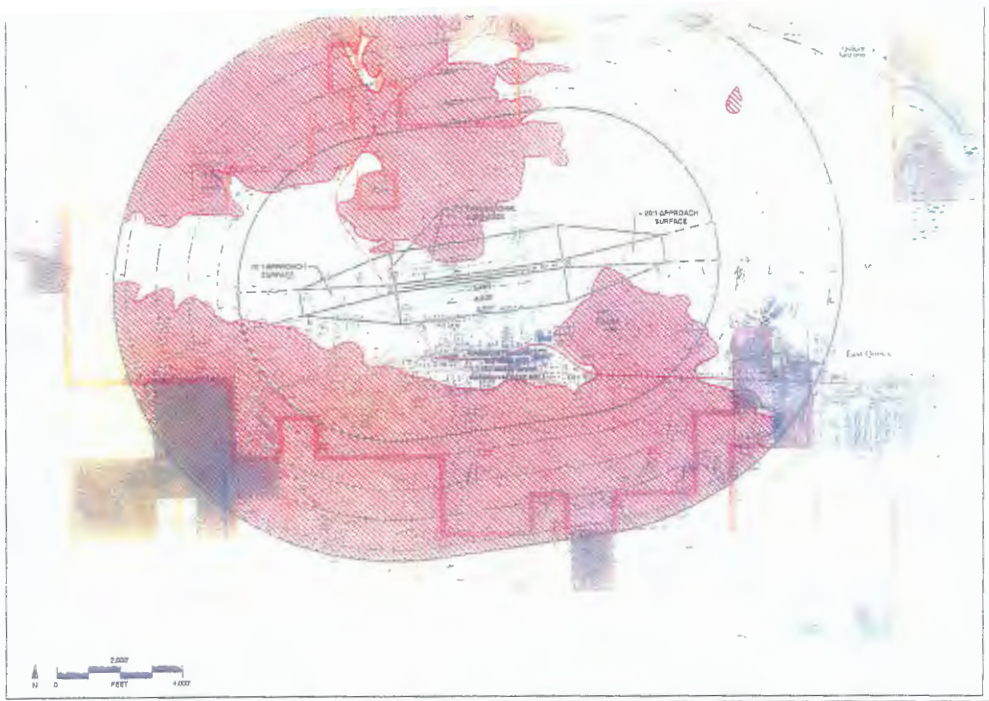
Safety Compatibility Criteria Guidelines

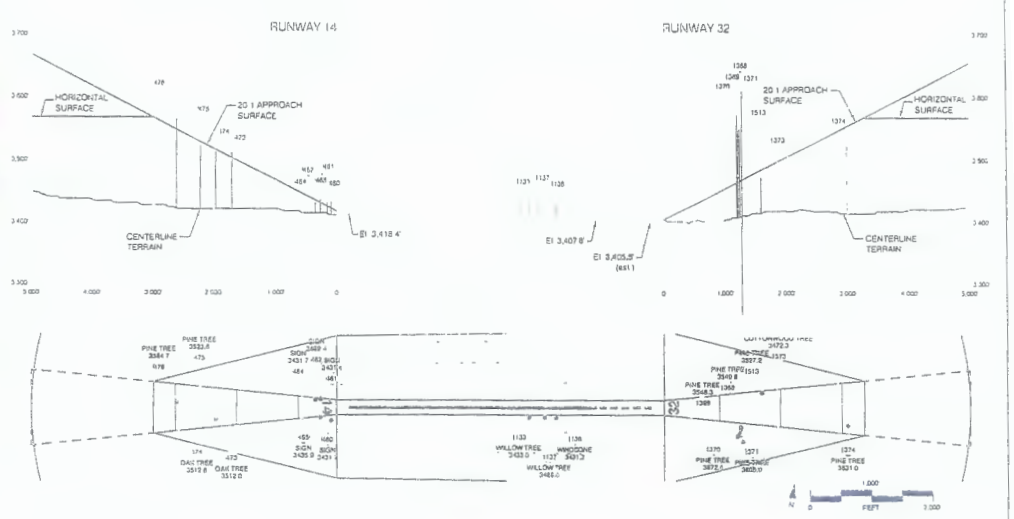
Land Use Densities and Intensities

APPENDIX A
Page 4 of 4


Compatibility Zones
Runway
1
2
3
4
5
6
QUINCY (GANSNER FIELD)
General Aviation Runway
Safety Compatibility Zones
N
S
0
0.25
0.5
1 Miles
Source: Plumas County GIS Services
Date Last Modified: 12/16/2008
Projection: California Zone 1, NAD 1983, Feet
Compatibility Zone Designations for
Current and Projected Runway Expansion

APPENDIX B





LEGEND

- Penetrating Object
- Non-penetrating Object
- Part 77 Surfaces
- Terrain Contours
- Part 77 Surface Penetration (100 added to ground level to account for wooded area)
- 15 Feet Added to non-Interstate Roads
- (e) Estimated

MAP SOURCE:

USGS Topographic Survey Map
coordinates: NAD27 Terrain
contours: NGVD29

NOTES:

-Part 77 surface contours and obstruction elevations are shown in NAVD88

OBSTRUCTION DATA

POINT #	DESCRIPTION	AFFECTED PART 77 SURFACE	TOP ELEVATION (MSL)	ULTIMATE PART 77 SURFACE HEIGHT	PENETRATION	DISPOSITION
455	BUILDING	TRANSITIONAL	3440.3	3442.679	(0.4	
456	BUILDING STACK	TRANSITIONAL	3447.8	3445.183	(2.4)	
459	WINDCONE	TRANSITIONAL	3441.2	3434.322	(6.8)	
460	SIGN	TRANSITIONAL	3431.7	3434.974	3.3	
461	SIGN	APPROACH	3431.4	3426.205	(5.2)	
462	SIGN	APPROACH	3432.4	3421.77	(0.6)	
463	SIGN	TRANSITIONAL	3433.5	3446.589	13	
464	SIGN	APPROACH	3431.7	3438.118	4.4	
465	SIGN	TRANSITIONAL	3438.9	3433.787	(5.1)	
466	FLOODLIGHT	TRANSITIONAL	3473.5	3460.277	13.8	
467	FLOODLIGHT	TRANSITIONAL	3475.1	3482.03	6.9	
468	FLOODLIGHT	TRANSITIONAL	3473.6	3474.741	0.9	
469	FLOODLIGHT	TRANSITIONAL	3471.9	3471.068	(0.8)	
470	FLOODLIGHT	TRANSITIONAL	3467.8	3495.651	28.0	
472	POLE	TRANSITIONAL	3468.5	3472.752	4.3	
473	OAK TREE	APPROACH	3512.0	3503.791	(8.3)	
474	OAK TREE	APPROACH	3512.0	3515.794	4.3	
475	PINE TREE	APPROACH	3523.6	3529.177	5.6	
476	PINE TREE	APPROACH	3504.7	3548.983	(16.8)	
312	TREE	APPROACH	3480.7	3468.374	(12.4)	
515	BUILDING	TRANSITIONAL	3439.1	3485.384	16.3	
521	BUILDING	TRANSITIONAL	3441.8	3458.172	16.4	
522	BUILDING	TRANSITIONAL	3442.9	3475.348	32.4	
523	BUILDING	TRANSITIONAL	3442.4	3453.667	11.3	
524	BUILDING	TRANSITIONAL	3439.1	3453.551	14.4	
525	BUILDING	TRANSITIONAL	3440.0	3453.272	13.3	
526	GAS SIGN	TRANSITIONAL	3444.4	3452.819	8.4	
527	GAS TANK	TRANSITIONAL	3434.2	3451.795	17.6	
531	POWER POLE	TRANSITIONAL	3456.1	3486.136	15.0	
532	FLOODLIGHT	TRANSITIONAL	3453.9	3434.472	(1.5)	
533	FLOODLIGHT	TRANSITIONAL	3448.8	3450.361	1.5	
534	POWER POLE	TRANSITIONAL	3454.0	3482.407	6.4	
535	TREE	TRANSITIONAL	3435.9	3432.13	(3.8)	
536	PINE TREE	TRANSITIONAL	3550.9	3537.617	(13.2)	
537	PINE TREE	TRANSITIONAL	3592.0	3549.022	(43.0)	
538	PINE TREE	TRANSITIONAL	3585.8	3529.764	(55.0)	

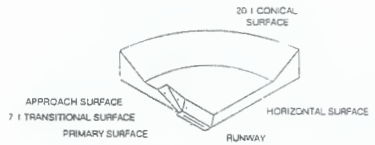
OBSTRUCTION DATA, CONT.

POINT #	DESCRIPTION	AFFECTED PART 77 SURFACE	TOP ELEVATION (MSL)	ULTIMATE PART 77 SURFACE HEIGHT	PENETRATION	DISPOSITION
539	PINE TREE	TRANSITIONAL	3548.4	3537.617	(10.8)	
540	COTTONWOOD TREE	TRANSITIONAL	3480.4	3475.616	(14.8)	
541	COTTONWOOD TREE	TRANSITIONAL	3473.4	3481.287	7.9	
542	BUILDING	TRANSITIONAL	3437.0	3472.355	35.3	
545	BUILDING	TRANSITIONAL	3438.4	3452.542	13.7	
547	BUILDING	TRANSITIONAL	3441.6	3440.23	(1.4)	
548	BUILDING	TRANSITIONAL	3440.5	3440.15	(0.3)	
549	BUILDING	TRANSITIONAL	3439.3	3439.974	0.7	
550	BUILDING	TRANSITIONAL	3436.5	3436.156	(0.3)	
551	BUILDING	TRANSITIONAL	3435.7	3439.361	3.7	
552	BUILDING	TRANSITIONAL	3439.5	3439.245	(0.3)	
551	WIND SOCK	TRANSITIONAL	3454.2	3443.318	(10.9)	
553	POWER POLE	TRANSITIONAL	3458.9	3457.024	(2.1)	
553	POWER POLE	TRANSITIONAL	3457.2	3455.824	(1.4)	
554	POWER POLE	TRANSITIONAL	3457.9	3453.898	(3.9)	
555	POWER POLE	TRANSITIONAL	3451.9	3450.843	(1.0)	
556	PINE TREE	TRANSITIONAL	3530.6	3499.302	(31.3)	
557	COTTONWOOD TREE	TRANSITIONAL	3485.0	3488.080	(1.9)	
585	COTTONWOOD TREE	TRANSITIONAL	3491.0	3458.13	(5.8)	
586	PINE TREE	TRANSITIONAL	3518.0	3487.841	(30.1)	
570	PINE TREE	TRANSITIONAL	3503.6	3510.677	(93.1)	
571	COTTONWOOD TREE	TRANSITIONAL	3487.7	3482.582	(5.1)	
572	PINE TREE	TRANSITIONAL	3570.8	3454.547	(56.3)	
1098	BUILDING	TRANSITIONAL	3434.2	3430.067	4.9	
1000	BUILDING	TRANSITIONAL	3435.1	3438.794	3.7	
1000	BUILDING	TRANSITIONAL	3436.3	3430.588	3.3	
1101	PINE TREE	TRANSITIONAL	3690.2	3566.898	(119.3)	
1102	PINE TREE	TRANSITIONAL	3577.1	3490.965	(86.1)	
1103	PINE TREE	TRANSITIONAL	3665.0	3529.825	(135.3)	
1104	PINE TREE	TRANSITIONAL	3543.9	3479.965	(64.0)	
1105	PINE TREE	TRANSITIONAL	3529.0	3479.622	(50.3)	
1106	PINE TREE	TRANSITIONAL	3562.3	3485.553	(77.7)	
1107	PINE TREE	TRANSITIONAL	3582.0	3493.536	(88.5)	
1109	BUSHES	TRANSITIONAL	3438.3	3430.42	(8.1)	
1108	BUSHES	TRANSITIONAL	3435.8	3430.084	(5.7)	
1110	BUSHES	TRANSITIONAL	3447.2	3432.143	(15.0)	

OBSTRUCTION DATA, CONT.

POINT #	DESCRIPTION	AFFECTED PART 77 SURFACE	TOP ELEVATION (MSL)	ULTIMATE PART 77 SURFACE HEIGHT	PENETRATION	DISPOSITION
1111	BUSHES	TRANSITIONAL	3441.3	3426.651	(14.6)	
1112	BUSHES	TRANSITIONAL	3433.2	3422.886	(10.3)	
1118	PINE TREE	TRANSITIONAL	3446.0	3440.787	(5.2)	
1119	PINE TREE	TRANSITIONAL	3450.2	3455.291	(4.9)	
1120	PINE TREE	TRANSITIONAL	3482.6	3486.341	3.7	
1121	COTTONWOOD TREE	TRANSITIONAL	3474.8	3481.221	7.3	
1122	COTTONWOOD TREE	TRANSITIONAL	3502.4	3466.221	(7.2)	
1123	COTTONWOOD TREE	TRANSITIONAL	3498.3	3461.112	(37.2)	
1124	COTTONWOOD TREE	TRANSITIONAL	3482.7	3482.681	0.2	
1125	COTTONWOOD TREE	TRANSITIONAL	3495.2	3471.469	(23.7)	
1126	POWER POLE	TRANSITIONAL	3455.3	3436.347	3.0	
1127	POWER POLE	TRANSITIONAL	3433.7	3445.823	12.1	
1128	POWER POLE	TRANSITIONAL	3455.1	3480.918	25.8	
1129	POWER POLE	TRANSITIONAL	3436.7	3475.853	38.7	
1130	POWER POLE	TRANSITIONAL	3441.9	3480.555	46.7	
1131	POWER POLE	TRANSITIONAL	3437.1	3495.083	57.6	
1132	WILLOW TREE	TRANSITIONAL	3425.6	3437.630	12.0	
1133	WILLOW TREE	TRANSITIONAL	3433.0	3415.747	(18.2)	
1134	WILLOW TREE	TRANSITIONAL	3435.5	3450.749	(14.8)	
1135	WILLOW TREE	TRANSITIONAL	3432.2	3419.387	(12.8)	
1136	WILLOW TREE	TRANSITIONAL	3439.2	3421.859	(5.0)	
1137	WILLOW TREE	TRANSITIONAL	3426.0	3415.766	(10.2)	
1138	WINDCONE ELECTRIC	TRANSITIONAL	3431.3	3415.819	(15.4)	
1560	PINE TREE	TRANSITIONAL	3549.8	3482.3	(67.5)	
1560	PINE TREE	TRANSITIONAL	3546.3	3489.454	(56.8)	
1570	PINE TREE	TRANSITIONAL	3572.4	3497.332	(74.0)	
1571	PINE TREE	TRANSITIONAL	3659.8	3613.444	(56.4)	
1573	COTTONWOOD TREE	APPROACH	3472.3	3456.919	(3.5	
1574	PINE TREE	APPROACH	3531.0	3554.796	23.8	
1515	PINE TREE	APPROACH	3527.2	3479.185	(49.0)	
1515	BUILDING	TRANSITIONAL	3442.1	3440.433	(1.6)	
1532	BUILDING	TRANSITIONAL	3443.0	3428.031	15.0	
1537	BUILDING	TRANSITIONAL	3431.7	3435.517	35.8	
1538	BUILDING	TRANSITIONAL	3436.0	3460.230	24.3	
1543	BUILDING	TRANSITIONAL	3437.2	3464.647	27.5	

Note: A Negative Penetration Number Indicates Distance Object is Above Surface



TYPICAL FAR PART 77 SURFACES

DRAFT
Work in Progress

NO	REVISION	SPONSOR	DATE

QUINCY-GANSNER AIRPORT
PLUMAS COUNTY, CALIFORNIA

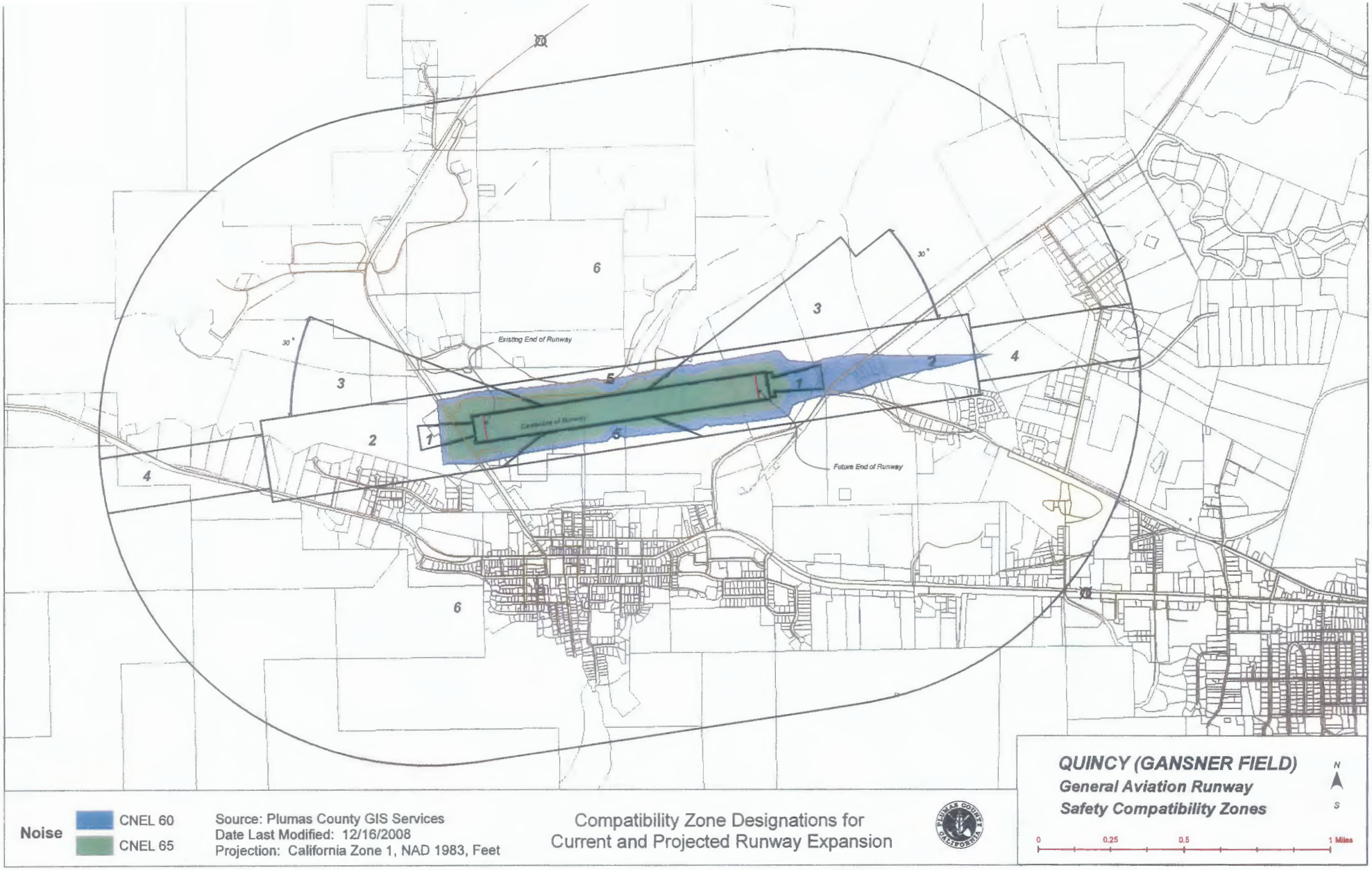
AIRSPACE PLAN

MEAD & HUNT
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-3010
Fax (707) 526-0721
www.meadhunt.com

DESIGN:	R	DRAWN:	GJ	DATE	FEBRUARY 2008	SHEET	2	OF	2

The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development subject hereto nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

APPENDIX C


Existing End of Runway
Future End of Runway
30°
1
2
3
4
5
6
Noise
CNEL 60
CNEL 65
Source: Plumas County GIS Services
Date Last Modified: 12/16/2008
Projection: California Zone 1, NAD 1983, Feet
Compatibility Zone Designations for
Current and Projected Runway Expansion
QUINCY (GANSNER FIELD)
General Aviation Runway
Safety Compatibility Zones
N
S
0
0.25
0.5
1 Miles

APPENDIX E

Plumas County Airport Land Use Commission Policies, Rules and Regulations

On July 10, 2007, the Plumas County Board of Supervisors re-instated the Plumas County Airport Land Use Commission (ALUC). The following policies, rules and regulations were adopted on February 27, 2008. These Policies, Rules and Regulations were adopted in order for the ALUC to meet its responsibilities in compliance with PUC 21670 thru 21679.5.

I. ALUC Responsibilities

In the broadest sense, the law defines the powers and duties of ALUCs in terms which parallel the commissions' purpose:

"To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses" (Section 21674(a)).

To fulfill this basic obligation, ALUCs have two specific duties:

A. Prepare Compatibility Plans

The commission is required to "prepare and adopt" an airport land use plan for each of the airports within its jurisdiction (Sections 21674(c) and 21675(a)). In the case of Plumas County, this requirement applies to three County-owned airports: Rogers Airport at Chester, Gansner Airport at Quincy, and Nervino Airport at Beckwourth.

B. Review Local Agency Land Use Actions and Airport Plans

The commission's second duty is to "review the plans, regulations, and other actions of local agencies and airport operators..." (Section 21674(d). The ALUC is required to review certain types of actions taken by the County or other local agencies, and developments proposed by other parties, which affect land use in the vicinity of airports, to ensure that the proposed action is consistent with the ALUCP.

II. Meeting

A. Protocols

- All meetings and activities of the Commission are subject to the **Brown Act**.
- Treat everyone with respect.
- Focus questions and comments on the subject at hand and stick to the agenda.
- Let others finish before speaking.
- Share the air—let others speak before speaking twice.
- Collaborate with other committee members—seek to find common ground.
- Participate.

- Notify the Chair if you are unable to attend a meeting. If you are unable to reach the Chair, please contact the Vice Chair.
- Arrive on time.
- Read materials in advance.

B. **Frequency**

The ALUC will meet on the third Wednesday of every month. The agenda stating the time, location and order of business will vary and will be posted in various locations around the county. In addition, when possible the posting will be in the newspaper and announced on the local radio stations.

C. **Decision Making**

When it is necessary for the Commission to take action on an issue, **PUC 21671.5.e** will be adhered to. That is, "No action shall be taken by the Commission except by the recorded vote of a majority of the full membership."

D. **Guidelines**

- Meeting agenda will be sent at least one week prior to the meeting.
- Each meeting will include a dedicated time for public input.
- As possible discussion materials will be provided in advance of the meeting.
- Meeting minutes will be provided to all commission members.
- All subcommittee materials will be copied to all ALUC members.

III. **Terms of Office**

Commissioners will serve for terms defined in PUC 21671.5.a. That is for four years after the initial selection of commissioners for which the terms will be determined by lot per PUC 21671.5.a.

IV. **Officers**

Officers will be that of a Chair and Vice Chair and will be selected by the Commission during a meeting that will be held in compliance with the Brown Act. Officer terms will be for two years at which time they will step down and an election held to select a Chair and Vice Chair. All Commission members will be eligible for nomination including past Chair and Vice Chair.

V. **Proxies**

Proxies must be declared in compliance with PUC 21670.d. That is, each commission will appoint a proxy in writing. Staff has provided a form for this appointment. In order for the proxy to vote on any action item, they must:

- have attended the meeting at which the issue was discussed, or
- have listened to a recording of the meeting at which the issue was discussed, or
- have read the minutes of the meeting at which the issue was discussed.

VI. **Conflict of Interest**

When a Commissioner has a personal financial interest in an issue being considered by the Commission, that member will be temporarily disqualified from the discussion and voting on that issue. Failure of the Commissioner to declare a conflict may be cause for the Commission to recommend that the appointing body replace that Commissioner.

VII. **Responsibilities of Staff**

Duties usually delegated to staff are as follows:

- Coordinate with local agency staff to obtain information regarding specific projects to be reviewed by the ALUC;
- Provide general assistance to local agency staff regarding airport compatibility issues;
- Work with ALUC regarding meeting schedules and agendas;
- Prepare staff reports and meeting agendas;
- Issue required public notices of pending commission actions;
- Record meeting minutes;
- Notify local agencies of Commission decisions on items submitted for review;
- Obtain documents for the Commission necessary to take action on an issue;
- Perform any other request by the Chair for the Commission to meet its responsibilities as long as it is lawful, moral and ethical.

VIII. **Fees**

Fees for Commission reviews or other actions are to be established and administered by the Plumas County Planning Department.

IX. **Subcommittees**

The ALUC may designate subcommittees to address concerns and present recommendations to the full Commission. The Chair shall nominate subcommittee members with the final approval of ALUC. Each subcommittee shall report to the Commission on its work, and exist until such time as its responsibilities and duties are accomplished, after which the Commission shall determine whether there is a need for the subcommittee to continue.

X. **Process for Reviews**

Decision on most actions and projects would normally be given by the Planning or Building Department on the basis of the ALUC and established Policy.

Where review is required by law, rule or established policy, or is desired by the Planning or Building Department, or is requested by the applicant for the action or project, the following shall apply:

A. A project or other action submitted to the Commission for review and decision must be accompanied by descriptions, maps and drawings that are complete and sufficient to indicate clearly:
   1. The location and elevation of the site;
   2. Dimensioned floor plans and elevation views of any structures involved;

3. Materials to be used and construction details where any mitigation of potential for damage or noise is claimed or would be pertinent to a Commission decision;
4. Usages of the site or structure that are planned, or are a likely potential;
5. Appropriate data regarding intensity of occupancy or usage where the ALUCP criteria would "limit" the proposed land use of the site;
6. In a case where the ALUCP criteria would indicate a decision to "avoid" the proposed use or action, a statement and supporting information that would justify a finding that no other site or action would be feasible; and
7. That the applicant has been advised of implications and potential obligations that might be imposed on the project or action by FAR Part 77.

A Plan or Project submitted to the ALUC for Advisory Review should include sufficient documentation to support at least the level of review and recommendation desired by the submitting party.

B. When, according to law or the ALUCP, a project or other action *requires* review and decision by the Commission, the Commission is allowed 60 days to make the decision, and that time starts when all the required information, as indicated above, has been submitted. However, the Commission will make reasonable effort to take action in a shorter time. Required actions and binding decisions shall be adopted by the Commission meeting in public session.

C. When a project or other action is submitted for an advisory review, the Commission may issue recommendations, but these are not binding on either the sponsor of the project or action or on the Commission with regard to further review or subsequent decision. The Commission will make reasonable effort to provide an advisory review on the same time schedule as for a required review, but is not required to meet any particular schedule.

D. In order to provide faster action on a less formal advisory review, and with concurrence of the sponsor of the project or action in question, a temporary sub-committee consisting of the Commission Chair and another Commissioner appointed by the Chair may issue an Advisory Opinion and/or informal recommendation, but such opinion and/or recommendation is intended to be helpful information to the sponsor and is in no way binding on any party involve.

E. In reviewing and deciding on projects or other actions, the Commission is not required to adhere strictly to the ALUCP or its other policies and rules, but in any case where the plan or a policy or rule is not followed in a review or decision, the Commission's decision shall include a full explanation of such non-conforming action.

Plumas County
Airport Land Use Compatibility Plan
for
Rogers Field Airport at Chester

This Airport Land Use Compatibility Plan (ALUCP) sets forth land use compatibility policies applicable to future land use and development at and in the vicinity of Rogers Field Airport, Chester, CA, (the Airport).

A. THE AIRPORT LAND USE COMMISSION.

The Plumas County Airport Land Use Commission (ALUC) has been created by the Plumas County Board of Supervisors to carry out requirements of the State Aeronautics Act and the California Public Utilities Code pertaining to land use at and near Plumas County airports. The ALUC receives technical support from Plumas County, but it is an autonomous body and not part of any local governmental structure. Among the powers and duties of the ALUC under the statute are:

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

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

The ALUC fulfills its statutory obligations by performing two primary functions:

1. **Prepare Airport Land Use Compatibility Plans** – The Commission is required to prepare and adopt an ALUCP for each of the airports within its jurisdiction. In the case of Plumas County, this requirement applies to three County-owned airports: Rogers Field Airport at Chester, Gansner Airport at Quincy, and Nervino Airport at Beckwourth, each of which will have its own ALUCP.

2. **Review and Approve or Disapprove Certain Plans, Actions, and Projects at or in the Vicinity of an Airport** – The particular Plans, Actions, and Projects subject to review and action or advisory opinion are specified in the ALUC Review section below.

In addition to the plans, actions, and projects for which ALUC review is mandatory, other actions or proposals may be referred to the ALUC by a County Agency or the party proposing such action or project for advisory review. Any recommendation or other statement made by the ALUC in response to a request for advisory review shall not be binding on any party involved, and shall not be cited as evidence for a decision one way or the other in any subsequent review and action.

B. **SCOPE OF THE AIRPORT LAND USE COMPATIBILITY PLAN.**

1. **Purposes** - The purposes for which this ALUCP is prepared and adopted by the ALUC are:

   a. To promote the safety and well being of the public by ensuring that proposed land uses in the vicinity of the airports are consistent with acceptable exposure of persons and property to hazards or other adverse effects associated with the operation of the Airport;

   b. To provide policies, criteria, and information to assist the ALUC and local reviewing agencies in evaluating the compatibility of proposed land uses or other actions affecting land use, and in determining the consistency of the proposal with the ALUCP;

   c. To provide guidance to local agencies for determining which proposed uses or actions are to be referred to the ALUC for review.

2. **Authorities** -The ALUC intends that the ALUCP should conform, to the greatest extent possible, with the standards and recommendations set forth in the following documents, while also reflecting the unique setting and circumstances at the Airport:

   a. The California Public Utilities Code, Section 21670 et seq.;

   b. The *California Airport Land Use Planning Handbook*, January, 2002;

   c. Federal Aviation Regulations (FAR), Part 77, *Objects Affecting Navigable Airspace*,

   The ALUCP is also based in part on information contained in the *Plumas County Airport Master Plan, 1990-2010, Final Draft Report, June 1990,* and the *Rogers Field Airport Master Plan Update Study, March 2006.*

   The ALUC has no authority to require changes in pre-existing non-conforming uses.

   The ALUC does not intend to review proposed uses or actions outside the Area of Influence defined below, except when such review and action or recommendation might be requested or required by a County Agency because of unusual circumstance.

C. **CEQA CONSIDERATIONS** - The Airport Land Use Commission adopts this ALUCP as a Class 8 Categorical Exemption to the California Environmental Quality Act, since this adoption "...consists of actions taken by regulatory agencies, as authorized by the state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment."

This action is based on the findings of the ALUC that:

1. This ALUCP serves to protect the environment and is not a plan for development.

2. This ALUCP will not cause a reasonably foreseeable change in the environment.

D. **AIRPORT INFLUENCE AREA** - The Airport Influence Area (AIA) is the geographic area within which proposed land uses and other actions affecting land use will be subject to the review and action processes established by this ALUCP. As noted above, special circumstances may require review and action or recommendation for land uses outside the AIA.

The ALUC designates the AIA for Rogers Field Airport as follows:

1. The layout and dimensions of the various components of the AIA are in general as follows.

   a. The AIA for Zone 1, the Runway Protection Zone (RPZ), shall be the same as that designated in the Airport Master Plan adopted by the Plumas County Board of Supervisors for Rogers Field Airport.

   b. The AIA for Zones 2-6 shall be as shown in Example 3, "Long General Aviation Runway," Figure 9-K, page 9-38, of the *California Airport Land Use Planning Handbook*, January, 2002 (Handbook). A copy of which is provided in Appendix A.

2. The AIA is defined as the total of the following:

   a. The area within Zone 6;

   b. The areas that are subject to height restrictions by the Approach Surfaces and Transition Surfaces specified in FAR Part 77, and the Safety Clearance Surfaces defined by the ALUC below.

3. For purposes of defining the AIA and the various Zones within it, the southerly end of Runway 16/34 is assumed to extend 800 feet beyond its current length, because that extension is contemplated in the Airport Capital Improvement Program. The current runway with the 800-foot extension added is referred to in the ALUCP as the "Reference Runway."

4. Zone 3 at the southerly end of the runway is established for both the existing runway and the Reference Runway, both of these Zones 3 to be in effect until such time as the runway is extended, after which time only Zone 3 for the runway as actually extended is to remain in effect.

A map of the AIA, Safety Compatibility Zones (Zones 1 through 6), and the Safety Clearance Surfaces is provided in Appendix B. A map of the Part 77 surfaces is provided in Appendix C.

E. ALUC REVIEW.

1. **Policies and Procedures** – ALUC Policies and Procedures for mandatory and advisory review and action are stated in the "Plumas County Airport Land Use Commission Policies, Rules, and Regulations" document adopted by the Commission separately and copied here as attachment 1 for information but not as part of the ALUCP. The amendment of such Rules, Policies, and Procedures does not constitute the amendment of an Airport Land Use Plan.

2. **Construction Plans for New Airports** – No application for the construction of a new airport within Plumas County may be submitted to any local, state, regional, or federal agency unless that plan has been submitted to the ALUC for determination of its compatibility with existing and potential land uses in the vicinity. The Area of Influence initially shall be the area within 2-mile radius around the proposed airport site, which area may be re-defined by the ALUC during its review of the proposal.

3. **Airport Expansions** – No application for the expansion of the Airport which entails an amendment of the Airport Permit may be submitted to any local, state, regional, or federal agency unless that plan has been submitted to and approved by the ALUC.

   Airport expansion is defined to include:

   a. construction of any new runway

   b. extension or realignment of an existing runway

   c. acquisition of runway protection zones or any interest in land for the purposes above

4. **Airport Master Plans, Airport Layout Plans, and Capital Improvement Plans** – Plumas County or any succeeding owner of the Airport shall, prior to modification of an Airport Master Plan, Airport Layout Plan, or Capital Improvement Plan, refer such proposed changes to the ALUC for evaluation of the effects on existing and potential land uses in the vicinity, and decision on whether such effects are acceptable.

5. **Actions by Referring Agencies** – The County of Plumas, prior to enacting ordinances and actions that affect land uses within the Area of Influence, or that may affect the viability of the Airport or the compatibility of the Airport with surrounding land uses, must refer such actions to the ALUC for evaluation of the effects on existing and potential land uses in the vicinity.

County actions that would trigger such a referral include:

a. general plans and general plan amendments;

b. specific plans and specific plan amendments;

c. amendments to zoning or land use control ordinances;

d. building regulations and modifications thereof.

The ALUC may approve, disapprove, or recommend changes to the referred actions.

6. **Individual Development Projects.** – Except when a referring Agency believes special circumstances require ALUC review of a project outside the AIA, only new projects that affect land use within or partially within the AIA are normally subject to review. Individual development projects include all development or construction for which the County requires a building permit, a use permit, a zoning variance, or other action that would cause or permit an immediate or foreseeable change in land use that might be inconsistent with compatibility criteria established by the ALUCP.

As noted under "Existing Land Use" below, normally a pre-existing land use is not subject to review, but may become subject to review if a building footprint or its intensity of public use would be increased ten percent or more by a proposed action or development that would require review if it were an entirely new action or development.

In reviewing individual projects, the ALUC shall give first priority to safety and second priority to noise. Additional factors may be considered, but with lower priority than safety and noise.

In reviewing individual projects, the ALUC shall be guided by:

a. The Safety Compatibility Zones described above under AIRPORT INFLUENCE AREA.

b. The Basic Safety Compatibility Qualities listed for the various Zones in Table 9B, pages 9-44 and 9-45 of the Handbook, copies of which are provided in Appendix A, as modified in the Safety section below.

c. The Community Noise Equivalent Level (CNEL) contours shown for Rogers Field Airport in the Draft Plumas County Airport Master Plan, 1991-2010, or in any subsequent Airport Layout Plan or Airport Master Plan adopted by Plumas County..

d. The obstruction clearance surfaces described in FAR Part 77.25 and shown in Appendix C of this Plan, which shall not be

penetrated by any structure subject to ALUC review unless such penetration is approved by the Federal Aviation Agency.

7. **Safety** - The decision criteria established in Table 9B of the Handbook are the primary considerations for safety, and are generally characterized by four labels:

Allow – Use is acceptable.

Limit – Use is acceptable only if density/intensity restrictions are met.

Avoid – Use generally should not be permitted unless no feasible alternative is available.

Prohibit – Use should not be permitted under any circumstances.

In general, when a proposed land use or action is "allowed" by its characteristics and its location in a particular Zone, that proposed use or action need not be referred to the Commission for review.

Uses that are to be "limited," "avoided," or "prohibited" must be submitted to the Commission for review and action.

Where residential uses would be "limited" by the criteria stated in Handbook Tables 9B and 9C, the following density limits shall apply within Safety Compatibility Zones 2 through 5:

a. Infill is allowed to the extent of one dwelling unit (D.U.) is allowed on any parcel in existence on the date of original adoption of this ALUCP, provided the development rights of that parcel have not been transferred, as provided below, in a way that would not permit the development.

b. For parcels created after the date of original adoption of this ALUCP by lot split or subdivision, no more than one D.U. per 2 acres is allowed. For purposes of providing the minimum 2 acres for a D.U., a parcel may include the development rights of other buildable areas within Zones 2 through 5 for the same runway, the development rights of such areas having been transferred by recorded deeds of both originating and receiving parcels. Any parcel from which such development rights have been transferred shall have the transferred area subtracted from its remaining development rights. If a D.U. already exists on an originating parcel, the unencumbered development rights of that parcel shall not be reduced below 2 acres. A parcel not containing a D.U. may have its remaining development rights reduced below 2 acres, but in such case no D.U. may be constructed on that parcel unless a

transfer of development rights from other parcels brings the total to 2 acres or more.

In areas outside the AIA, or within the AIA where there is uncertainty about which decision criteria apply, the proposed use or action should be referred to the Commission for review and action or recommendation.

The ALUC is not required to consider only the factors listed in Table 9B, or reach only one of the four listed decisions, and it can add conditions or require mitigations as part of any decision it reaches. However, if the decision is not fully consistent with the guidance provided by the Handbook, the Commission is required to state its reasons for deciding otherwise.

8. **Noise** - The upper limit of generally acceptable Community Noise Equivalent Level is 60 decibels (db) at the site potentially affected. According to analysis presented in the 1990 Draft Airport Master Plan, the area subject to 60 db CNEL generally stays within the airport boundaries or slightly beyond the runway ends for current and projected takeoff and landing operations at Rogers Field Airport. Therefore, noise is very unlikely to be the basis for restriction of land use development at or near the airport. On the other hand, it would be a useful service to the sponsors of individual developments if the County routinely informed an applicant about potential safety and/or noise problems, whenever a project is within the AIA, whether or not the project might be subject to review. A diagram of CNEL levels is provided as Appendix E.

9. **Overflights** - Because there are no designated Airways or established routes that would cause overflights to be significant noise problems or safety hazards related to land use in Plumas County, the ALUC determines that the ALUCP cannot meaningfully deal with overflights as a safety or noise issue.

F. LIMITATIONS ON ALUC AUTHORITY

1. **Existing Land Use** - The ALUCP applies only to new development, and the ALUC has no authority over unchanged pre-existing land uses, whether or not such uses are compatible with the ALUCP.

   However, a proposed action or development does become subject to review, as if there were no pre-existing use, whenever the proposed action or development would increase a building's footprint, volume, or intensity of public use at the site, by ten percent or more.

2. **Airport Operations** - Except for its authority to review airport master plans or modifications thereof, applications for airport expansion, and construction plans for new airports, the ALUC shall have no jurisdiction over the normal operation of an Airport.

G. **AIRPORT INFORMATION** - The ALUCP is based on the following airport information, taken from the 1990 Draft Airport Master Plan and the 2006 Airport Master Plan Update Study:

1. Rogers Field Airport has one runway, 16/34, paved and currently 5,000 feet long and 100 feet wide. There is pavement for an additional 1,000 feet at the northerly end of the runway, but it is not designated as a runway surface. The previously existing runway 05/23 has been abandoned.

2. The elevation of the airport reference point is 4,529 feet above mean sea level (msl).

3. The elevations at runway ends are 4,531 feet msl at the northerly end, and 4,510 feet msl at the southerly end of the existing runway. The elevation at the southerly end of the Reference Runway (which is 800 feet longer than the existing runway) would be 4,505 feet msl.

4. Based on runway length, terrain, and current use, the airport is classified as Basic Utility Stage 1. If the runway were lengthened by 800 feet, the airport could potentially qualify for Basic Utility Stage 2 classification, but that would not have significant effect on the ALUCP.

5. Implementation of a non-precision instrument approach to runway 34 is anticipated within the 20-year planning horizon, so Approach and Obstruction Clearance surfaces are based on 34 to 1 slopes at the southerly end, and 20 to 1 slopes at the northerly end of the runway.

H. **EFFECT OF FEDERAL AIR REGULATION PART 77** - Part 77 deals with "Objects Affecting Navigable Airspace." In general it creates two potential obligations for the "sponsor" of a proposed structure or alteration of sufficient height that it might be an obstruction to air navigation. First, it establishes a rather broad requirement for the sponsor to report certain information directly to the FAA about a proposed structure or alteration that might affect navigable airspace, such report to be on a prescribed form within a specified time. Second, the sponsor might be required to apply special marking or lighting to a structure, or a different mitigation or other corrective measure, if the FAA determines that the proposed structure or alteration would actually be an obstruction to air navigation.

FAR Part 77 is a Federal regulation that gives the ALUC no direct role in its administration or enforcement. However, in response to Handbook guidance the ALUC does undertake to provide:

1. Reminders to all interested parties of their obligation to report certain information directly to the FAA when a proposed structure requires such report under Part 77 rules.

2. Descriptions and maps from which an interested party could make a preliminary estimate as to whether the heights of a structure might cause it to be an obstruction according to Part 77 criteria; and.

3. Allowable height adopted by the ALUC and incorporated in the ALUCP, of structures within Safety Compatibility Zones 1 through 5, which are intended to avoid the creation of safety problems related to either the Part 77 Standards or the ALUCP criteria.

I. **HEIGHT RESTRICTIONS IN SAFETY COMPATIBILITY ZONES** - In order to promote safety and assure that FAR Part 77 standards are observed in the areas most critical for approach and departure safety, the ALUC defines and establishes Safety Clearance Surfaces (SCS) alongside the Part 77 Approach Surfaces, extending laterally to cover the area of Safety Compatibility Zones 1 through 5. The SCS surfaces shall originate at the ends and sides of the Primary Surface and extend upward and outward at a slope of 34 to 1 at the southerly end of the runway within Zones 1 through 5, and at a slope of 20 to 1 at the northerly end of the runway within Zones 1 through 5. The penetration of a structure above the Part 77 Approach Surface shall normally be considered "Prohibited." The penetration of a structure above the SCS but outside the Part 77 Approach Surface shall be "Avoided."

J. **COMPATIBILITY CRITERIA AND POLICIES** - The ALUC adopts Table 9 B, "Basic Safety Compatibility Qualities," pages 9-44 and 9-45 of the Handbook (reproduced as Appendix A, attached), as its Compatibility Policy. The ALUC adopts the "Definitions" listed in Table 9 B, the prohibition of structures that would penetrate the Part 77 Approach Surfaces, and the avoidance of structures that would penetrate the Safety Compatibility Surfaces defined above, as the Commission's basic Criteria for compatibility decisions. As stated earlier, noise compatibility is not expected to be an issue where safety is not already the controlling factor, but if such case should arise the ALUC policy shall be to attempt to assure a CNEL not exceeding 60 db at the site of the proposed development. These basic criteria may be adjusted or changed in light of specific circumstances of a particular proposed action or project, but only when such adjustments or changes are fully explained in a written decision by the ALUC.

Appendices and Attachments to the Plumas County Airport Land Use Compatibility Plan for Rogers Field Airport at Chester.

1. **Appendix A.** Excerpts from the *California Airport Land Use Handbook.*

2. **Appendix B.** Map of the Airport Influence Area, with Safety Compatibility Zones 1 through 6.

3. **Appendix C.** Map of FAR Part 77 obstruction clearance surfaces pertaining to Rogers Field Airport.

4. **Appendix D.** Reminder Regarding Obligations and Standards Related to Part 77. Paraphrasing the regulation, Part 77 requires the sponsor of a project to report directly to the FAA, on a specified form within specified time limits, certain information regarding:

   a. Any construction or alteration on the airport;

   b. Any construction or alteration that extends more than 200 feet above the ground level at its site, no matter what its distance from the airport; and

   c. Any construction or alteration of greater height than an imaginary surface extending out ward and upward at a slope of 100 to 1 (i.e. 1 ft vertical for every 100 ft horizontal) for a horizontal distance of 20,000 feet from the nearest point on the nearest runway.

   There are exceptions to the above requirement; the main one that could apply in the vicinity of this Airport is that the following need not be reported:

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

   Note that the sponsor of the object is the one who is expected to determine that the object in question qualifies for the exception and therefore the report does not have to be made.

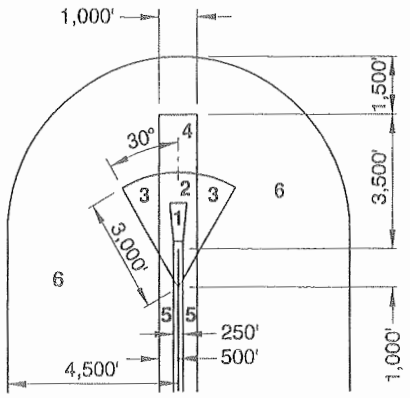
   Note also the "and" after the first comma in the exception, which seems to cancel the exception unless the structure is in a "congested" area of town, not in the open countryside.

   All in all it seems wise in most cases to make the report and let the FAA determine whether an obstruction exists.

   The above information is provided as a service to the sponsors of developments that might be affected. Before taking action, a sponsor should verify any statement in this section by examining the full text of FAR Part 77 and/or consulting FAA.

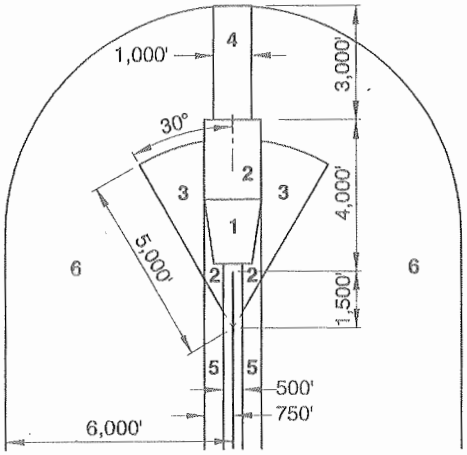
5. **Appendix E.** Diagram of Community Noise Equivalent Levels.

6. **Attachment 1.** Copy of the Plumas Airport Land Use Commission Policies, Rules, and Regulations. This is provided for the convenience of applicants, but is a separate document, not part of the Airport Land Use Compatibility Plan.



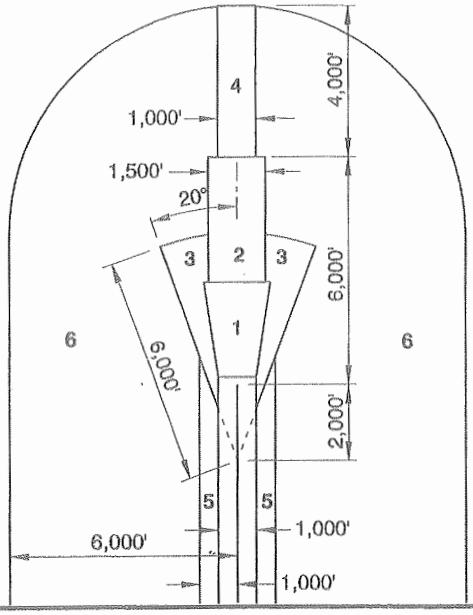
Example 1:
Short General Aviation Runway

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



Example 2:
Medium General Aviation Runway

Assumptions:
- Length 4,000 to 5,999 feet
- Approach visibility minimums ≥ 3/4 mile and < 1 mile
- Zone 1 = 1,000' x 1,510' x 1,700'



Example 3:
Long General Aviation Runway

Assumptions:
- Length 6,000 feet or more
- Approach visibility minimums < 3/4 mile
- Zone 1 = 1,000' x 1,750' x 2,500'

FIGURE 9K

Safety Compatibility Zone Examples

General Aviation Runways

APPENDIX A
Page 1 of 4

Zone 1: Runway Protection Zone

Risk Factors / Runway Proximity

- Very high risk
- Runway protection zone as defined by FAA criteria
- For military airports, clear zones as defined by AICUZ criteria

Basic Compatibility Qualities

- Airport ownership of property encouraged
- Prohibit all new structures
- Prohibit residential land uses
- Avoid nonresidential uses except if very low intensity in character and confined to the sides and outer end of the area

Zone 2: Inner Approach/Departure Zone

Risk Factors / Runway Proximity

- Substantial risk: RPZs together with inner safety zones encompass 30% to 50% of near-airport aircraft accident sites (air carrier and general aviation)
- Zone extends beyond and, if RPZ is narrow, along sides of RPZ
- Encompasses areas overflown at low altitudes — typically only 200 to 400 feet above runway elevation

Basic Compatibility Qualities

- Prohibit residential uses except on large, agricultural parcels
- Limit nonresidential uses to activities which attract few people (uses such as shopping centers, most eating establishments, theaters, meeting halls, multi-story office buildings, and labor-intensive manufacturing plants unacceptable)
- Prohibit children's schools, day care centers, hospitals, nursing homes
- Prohibit hazardous uses (e.g. aboveground bulk fuel storage)

Zone 3: Inner Turning Zone

Risk Factors / Runway Proximity

- Zone primarily applicable to general aviation airports
- Encompasses locations where aircraft are typically turning from the base to final approach legs of the standard traffic pattern and are descending from traffic pattern altitude
- Zone also includes the area where departing aircraft normally complete the transition from takeoff power and flap settings to a climb mode and have begun to turn to their en route heading

Basic Compatibility Qualities

- Limit residential uses to very low densities (if not deemed unacceptable because of noise)
- Avoid nonresidential uses having moderate or higher usage intensities (e.g., major shopping centers, fast food restaurants, theaters, meeting halls, buildings with more than three aboveground habitable floors are generally unacceptable)
- Prohibit children's schools, large day care centers, hospitals, nursing homes
- Avoid hazardous uses (e.g. aboveground bulk fuel storage)

TABLE 9B

Basic Safety Compatibility Qualities

APPENDIX A
Page 2 of 4

Zone 4: Outer Approach/Departure Zone

Risk Factors / Runway Proximity

- Situated along extended runway centerline beyond Zone 3
- Approaching aircraft usually at less than traffic pattern altitude
- Particularly applicable for busy general aviation runways (because of elongated traffic pattern), runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common
- Zone can be reduced in size or eliminated for runways with very-low activity levels

Basic Compatibility Qualities

- In undeveloped areas, limit residential uses to very low densities (if not deemed unacceptable because of noise); if alternative uses are impractical, allow higher densities as infill in urban areas
- Limit nonresidential uses as in Zone 3
- Prohibit children's schools, large day care centers, hospitals, nursing homes

Zone 5: Sideline Zone

Risk Factors / Runway Proximity

- Encompasses close-in area lateral to runways
- Area not normally overflown; primary risk is with aircraft (especially twins) losing directional control on takeoff
- Area is on airport property at most airports

Basic Compatibility Qualities

- Avoid residential uses unless airport related (noise usually also a factor)
- Allow all common aviation-related activities provided that height-limit criteria are met
- Limit other nonresidential uses similarly to Zone 3, but with slightly higher usage intensities
- Prohibit children's schools, large day care centers, hospitals, nursing homes

Zone 6: Traffic Pattern Zone

Risk Factors / Runway Proximity

- Generally low likelihood of accident occurrence at most airports; risk concern primarily is with uses for which potential consequences are severe
- Zone includes all other portions of regular traffic patterns and pattern entry routes

Basic Compatibility Qualities

- Allow residential uses
- Allow most nonresidential uses; prohibit outdoor stadiums and similar uses with very high intensities
- Avoid children's schools, large day care centers, hospitals, nursing homes

Definitions

As used in this table, the follow meanings are intended:

- *Allow:* Use is acceptable
- *Limit:* Use is acceptable only if density/intensity restrictions are met
- *Avoid:* Use generally should not be permitted unless no feasible alternative is available
- *Prohibit:* Use should not be permitted under any circumstances
- *Children's Schools:* Through grade 12
- *Large Day Care Centers:* Commercial facilities as defined in accordance with state law; for the purposes here, family day care homes and noncommercial facilities ancillary to a place of business are generally allowed.
- *Aboveground Bulk Storage of Fuel:* Tank size greater than 6,000 gallons (this suggested criterion is based on Uniform Fire Code criteria which are more stringent for larger tank sizes)

TABLE 9B *CONTINUED*

APPENDIX A
Page 3 of 4

MAXIMUM RESIDENTIAL DENSITY

Current Setting	(1) Runway Protection Zone	(2) Inner Approach/ Departure Zone	(3) Inner Turning Zone	(4) Outer Approach/ Departure Zone	(5) Sideline Zone	(6) Traffic Pattern Zone
	Safety Compatibility Zones[a]					
Average number of dwelling units per gross acre						
Rural Farmland / Open Space (Minimal Development)	0	Maintain current zoning if less than density criteria for rural / suburban setting				No limit
Rural / Suburban (Mostly to Partially Undeveloped)	0	1 d.u. per 10 – 20 ac.	1 d.u. per 2 – 5 ac.	1 d.u. per 2 – 5 ac.	1 d.u. per 1 – 2 ac.	No limit
Urban (Heavily Developed)	0	0	Allow infill at up to average of surrounding residential area[b]			No limit

[a] Clustering to preserve open land encouraged in all zones.
[b] See Chapter 3 for discussion of infill development criteria; infill is appropriate only if nonresidential uses are not feasible.

MAXIMUM NONRESIDENTIAL INTENSITY

Current Setting	(1) Runway Protection Zone	(2) Inner Approach/ Departure Zone	(3) Inner Turning Zone	(4) Outer Approach/ Departure Zone	(5) Sideline Zone	(6) Traffic Pattern Zone
	Safety Compatibility Zones					
Average number of people per gross acre[a]						
Rural Farmland / Open Space (Minimal Development)	0[b]	10 – 25	60 – 80	60 – 80	80 – 100	150
Rural / Suburban (Mostly to Partially Undeveloped)	0[b]	25 – 40	60 – 80	60 – 80	80 – 100	150
Urban (Heavily Developed)	0[b]	40 – 60	80 – 100	80 – 100	100 – 150	No limit[c]
Multipliers for above numbers[d]						
Maximum Number of People per Single Acre	x 1.0	x 2.0	x 2.0	x 3.0	x 2.0	x 3.0
Bonus for Special Risk-Reduction Bldg. Design	x 1.0	x 1.5	x 2.0	x 2.0	x 2.0	x 2.0

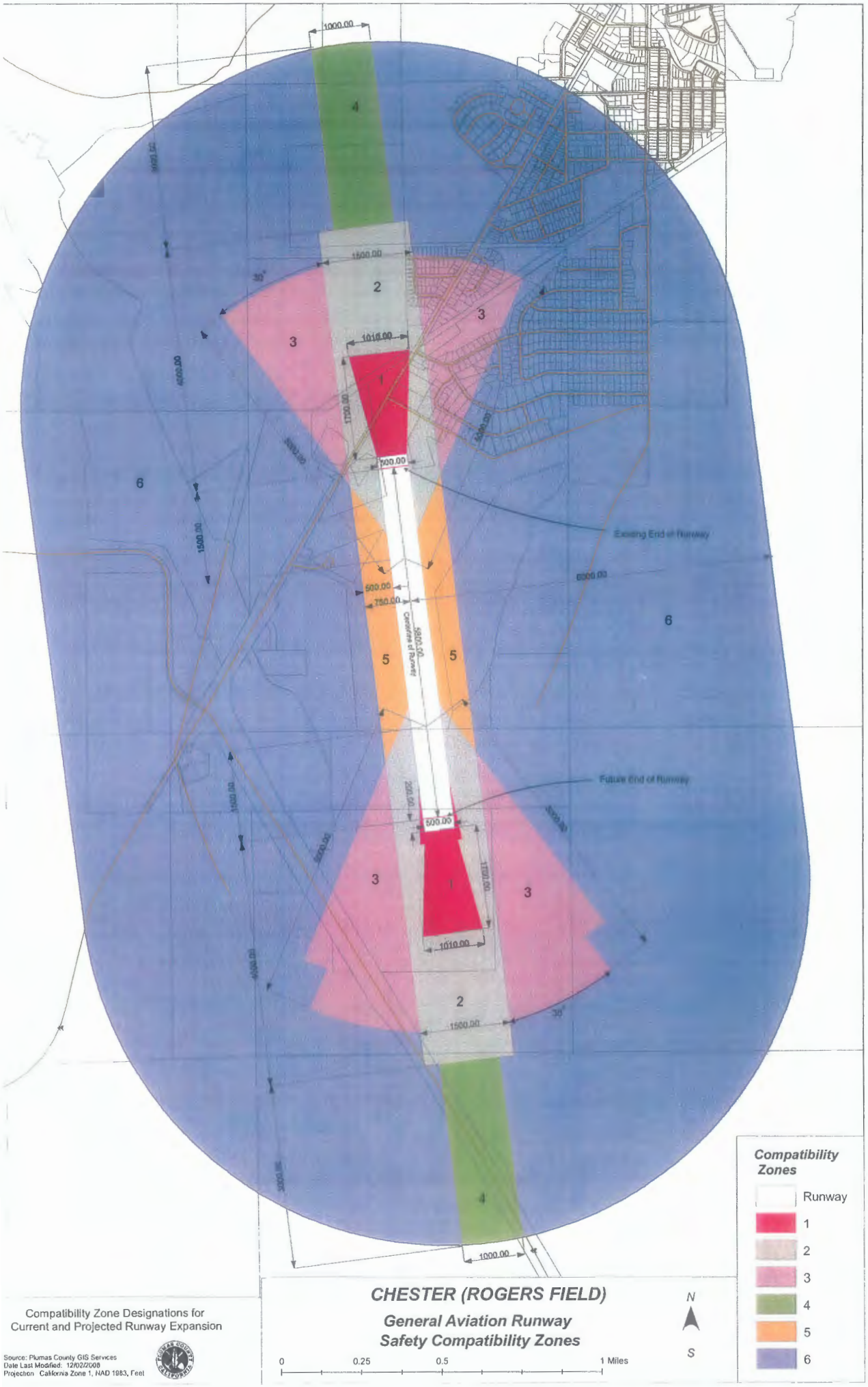
[a] Also see Table 9B for guidelines regarding uses which should be prohibited regardless of usage intensity
[b] Exceptions can be permitted for agricultural activities, roads, and automobile parking provided that FAA criteria are satisfied.
[c] Large stadiums and similar uses should be prohibited.
[d] Multipliers are cumulative (e.g., maximum intensity per single acre in inner safety zone is 2.0 times the average intensity for the site, but with risk-reduction building design is 2.0 x 1.5 = 3.0 times the average intensity).

TABLE 9C

Safety Compatibility Criteria Guidelines

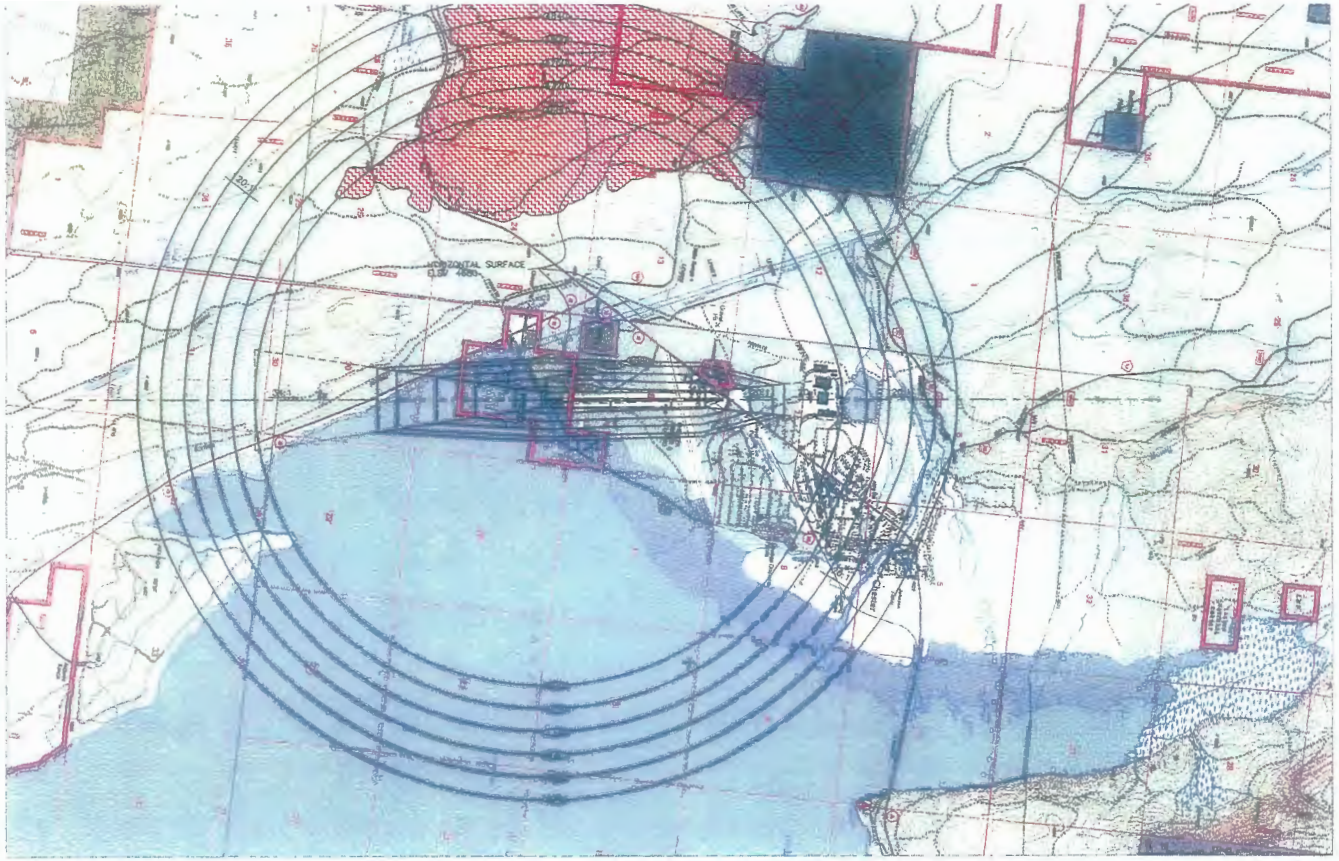
Land Use Densities and Intensities

APPENDIX A
Page 4 of 4



Compatibility Zone Designations for
Current and Projected Runway Expansion

Source: Plumas County GIS Services
Date Last Modified: 12/02/2008
Projection: California Zone 1, NAD 1983, Feet



ROGERS FIELD
SCALE: 1"=2,000'

LEGEND

- EXISTING GROUND CONTOUR
- IMAGINARY SURFACE CONTOUR (F.A.R. PART 77)
- GROUND SURFACE PENETRATES IMAGINARY SURFACE
- FOREST SERVICE BOUNDARY

GRID NORTH
7° 51' 14"
TRUE NORTH
15° 13' (2008)
MAGNETIC NORTH

0 2000 4000 6000
GRAPHIC SCALE IN FEET

APPROVED DATE
FAA

FAA DISCLAIMER

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

APPROVED DATE
JACK W. INGSTAD - COUNTY ADMINISTRATIVE OFFICER

C.E. 8044
Reinard W. Brandley
CONSULTING AIRPORT ENGINEER
6125 King Road, Suite 201 * Loomis, California 95650 * (916) 652-4725

COUNTY OF PLUMAS
STATE OF CALIFORNIA

ROGERS FIELD

CHESTER, CALIFORNIA

AIRPORT AIRSPACE PLAN - EXISTING RUNWAY 16-34

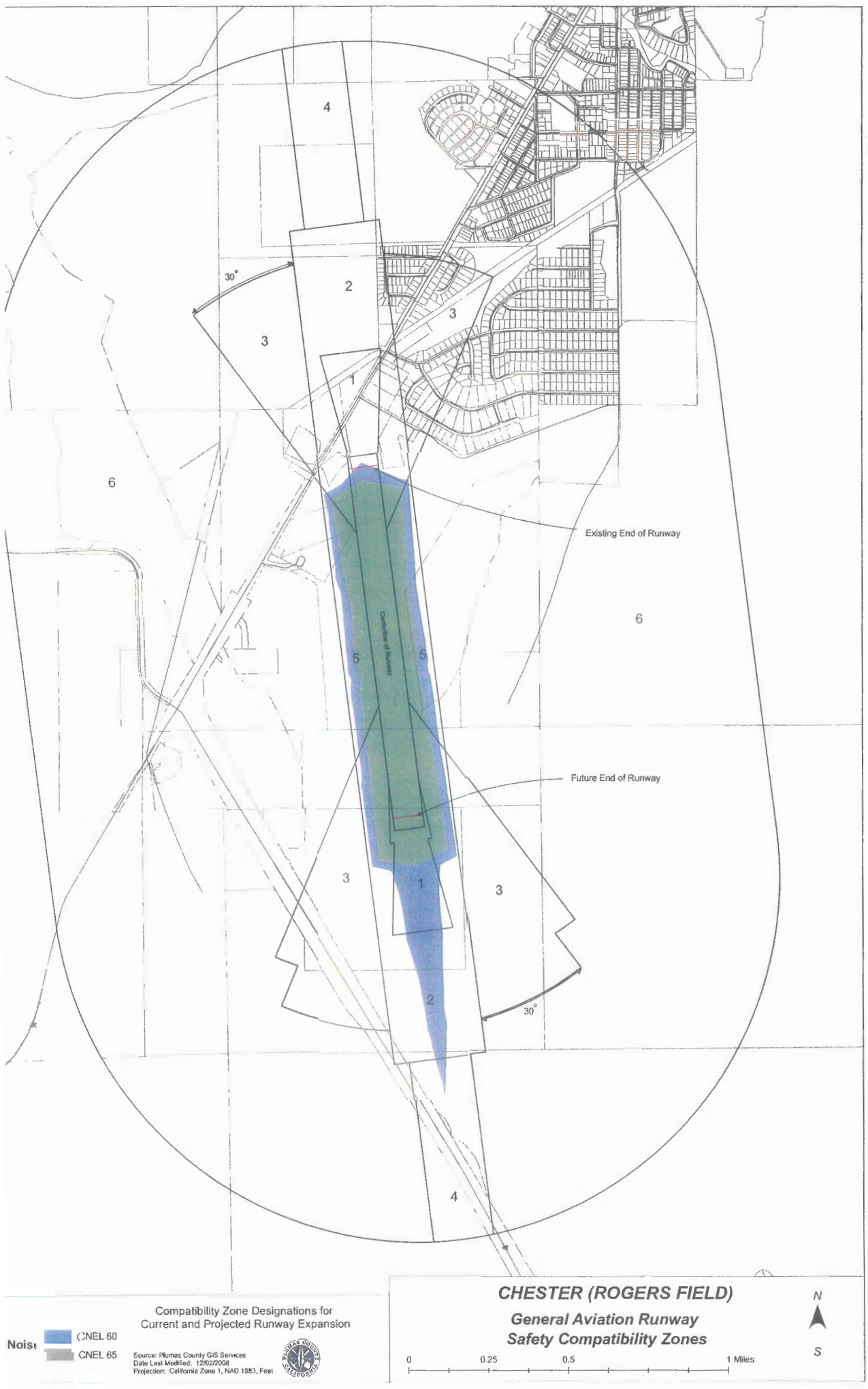
NO.	REVISIONS	BY	APP.	DATE

Lic. C 8044
Exp. 9-30-2008
CIVIL
STATE OF CALIFORNIA

DATE JAN. 25, 2

SHEET 7 OF 12 SHE

APPENDIX C



CHESTER (ROGERS FIELD)

General Aviation Runway Safety Compatibility Zones

Compatibility Zone Designations for Current and Projected Runway Expansion

Noise
CNEL 60
CNEL 65

Source: Plumas County GIS Services
Date Last Modified: 12/02/2008
Projection: California Zone 1, NAD 1983, Feet

0 0.25 0.5 1 Miles

N
S

Plumas County Airport Land Use Commission Policies, Rules and Regulations

On July 10, 2007, the Plumas County Board of Supervisors re-instated the Plumas County Airport Land Use Commission (ALUC). The following policies, rules and regulations were adopted on February 27, 2008. These Policies, Rules and Regulations were adopted in order for the ALUC to meet its responsibilities in compliance with PUC 21670 thru 21679.5.

I. ALUC Responsibilities

In the broadest sense, the law defines the powers and duties of ALUCs in terms which parallel the commissions' purpose:

"To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses" (Section 21674(a)).

To fulfill this basic obligation, ALUCs have two specific duties:

A. Prepare Compatibility Plans

The commission is required to "prepare and adopt" an airport land use plan for each of the airports within its jurisdiction (Sections 21674(c) and 21675(a)). In the case of Plumas County, this requirement applies to three County-owned airports: Rogers Airport at Chester, Gansner Airport at Quincy, and Nervino Airport at Beckwourth.

B. Review Local Agency Land Use Actions and Airport Plans

The commission's second duty is to "review the plans, regulations, and other actions of local agencies and airport operators..." (Section 21674(d). The ALUC is required to review certain types of actions taken by the County or other local agencies, and developments proposed by other parties, which affect land use in the vicinity of airports, to ensure that the proposed action is consistent with the ALUCP.

II. Meeting

A. Protocols

- All meetings and activities of the Commission are subject to the **Brown Act**.
- Treat everyone with respect.
- Focus questions and comments on the subject at hand and stick to the agenda.
- Let others finish before speaking.
- Share the air—let others speak before speaking twice.
- Collaborate with other committee members—seek to find common ground.
- Participate.

- Notify the Chair if you are unable to attend a meeting. If you are unable to reach the Chair, please contact the Vice Chair.
- Arrive on time.
- Read materials in advance.

B. **Frequency**

The ALUC will meet on the third Wednesday of every month. The agenda stating the time, location and order of business will vary and will be posted in various locations around the county. In addition, when possible the posting will be in the newspaper and announced on the local radio stations.

C. **Decision Making**

When it is necessary for the Commission to take action on an issue, **PUC 21671.5.e** will be adhered to. That is, "No action shall be taken by the Commission except by the recorded vote of a majority of the full membership."

D. **Guidelines**

- Meeting agenda will be sent at least one week prior to the meeting.
- Each meeting will include a dedicated time for public input.
- As possible discussion materials will be provided in advance of the meeting.
- Meeting minutes will be provided to all commission members.
- All subcommittee materials will be copied to all ALUC members.

III. **Terms of Office**

Commissioners will serve for terms defined in PUC 21671.5.a. That is for four years after the initial selection of commissioners for which the terms will be determined by lot per PUC 21671.5.a.

IV. **Officers**

Officers will be that of a Chair and Vice Chair and will be selected by the Commission during a meeting that will be held in compliance with the Brown Act. Officer terms will be for two years at which time they will step down and an election held to select a Chair and Vice Chair. All Commission members will be eligible for nomination including past Chair and Vice Chair.

V. **Proxies**

Proxies must be declared in compliance with PUC 21670.d. That is, each commission will appoint a proxy in writing. Staff has provided a form for this appointment. In order for the proxy to vote on any action item, they must:

- have attended the meeting at which the issue was discussed, or
- have listened to a recording of the meeting at which the issue was discussed, or
- have read the minutes of the meeting at which the issue was discussed.

VI. **Conflict of Interest**

When a Commissioner has a personal financial interest in an issue being considered by the Commission, that member will be temporarily disqualified from the discussion and voting on that issue. Failure of the Commissioner to declare a conflict may be cause for the Commission to recommend that the appointing body replace that Commissioner.

VII. **Responsibilities of Staff**

Duties usually delegated to staff are as follows:

- Coordinate with local agency staff to obtain information regarding specific projects to be reviewed by the ALUC;
- Provide general assistance to local agency staff regarding airport compatibility issues;
- Work with ALUC regarding meeting schedules and agendas;
- Prepare staff reports and meeting agendas;
- Issue required public notices of pending commission actions;
- Record meeting minutes;
- Notify local agencies of Commission decisions on items submitted for review;
- Obtain documents for the Commission necessary to take action on an issue;
- Perform any other request by the Chair for the Commission to meet its responsibilities as long as it is lawful, moral and ethical.

VIII. **Fees**

Fees for Commission reviews or other actions are to be established and administered by the Plumas County Planning Department.

IX. **Subcommittees**

The ALUC may designate subcommittees to address concerns and present recommendations to the full Commission. The Chair shall nominate subcommittee members with the final approval of ALUC. Each subcommittee shall report to the Commission on its work, and exist until such time as its responsibilities and duties are accomplished, after which the Commission shall determine whether there is a need for the subcommittee to continue.

X. **Process for Reviews**

Decision on most actions and projects would normally be given by the Planning or Building Department on the basis of the ALUC and established Policy.

Where review is required by law, rule or established policy, or is desired by the Planning or Building Department, or is requested by the applicant for the action or project, the following shall apply:

A. A project or other action submitted to the Commission for review and decision must be accompanied by descriptions, maps and drawings that are complete and sufficient to indicate clearly:
   1. The location and elevation of the site;
   2. Dimensioned floor plans and elevation views of any structures involved;

3. Materials to be used and construction details where any mitigation of potential for damage or noise is claimed or would be pertinent to a Commission decision;
4. Usages of the site or structure that are planned, or are a likely potential;
5. Appropriate data regarding intensity of occupancy or usage where the ALUCP criteria would "limit" the proposed land use of the site;
6. In a case where the ALUCP criteria would indicate a decision to "avoid" the proposed use or action, a statement and supporting information that would justify a finding that no other site or action would be feasible; and
7. That the applicant has been advised of implications and potential obligations that might be imposed on the project or action by FAR Part 77.

A Plan or Project submitted to the ALUC for Advisory Review should include sufficient documentation to support at least the level of review and recommendation desired by the submitting party.

B. When, according to law or the ALUCP, a project or other action *requires* review and decision by the Commission, the Commission is allowed 60 days to make the decision, and that time starts when all the required information, as indicated above, has been submitted. However, the Commission will make reasonable effort to take action in a shorter time. Required actions and binding decisions shall be adopted by the Commission meeting in public session.

C. When a project or other action is submitted for an advisory review, the Commission may issue recommendations, but these are not binding on either the sponsor of the project or action or on the Commission with regard to further review or subsequent decision. The Commission will make reasonable effort to provide an advisory review on the same time schedule as for a required review, but is not required to meet any particular schedule.

D. In order to provide faster action on a less formal advisory review, and with concurrence of the sponsor of the project or action in question, a temporary sub-committee consisting of the Commission Chair and another Commissioner appointed by the Chair may issue an Advisory Opinion and/or informal recommendation, but such opinion and/or recommendation is intended to be helpful information to the sponsor and is in no way binding on any party involve.

E. In reviewing and deciding on projects or other actions, the Commission is not required to adhere strictly to the ALUCP or its other policies and rules, but in any case where the plan or a policy or rule is not followed in a review or decision, the Commission's decision shall include a full explanation of such non-conforming action.

Plumas County
Airport Land Use Compatibility Plan
for
Nervino Airport at Beckwourth

This Airport Land Use Compatibility Plan (ALUCP) sets forth land use compatibility policies applicable to future land use and development at and in the vicinity of Nervino Airport, Beckwourth, CA, (the Airport).

A. **THE AIRPORT LAND USE COMMISSION** - The Plumas County Airport Land Use Commission (ALUC) has been created by the Plumas County Board of Supervisors to carry out requirements of the State Aeronautics Act and the California Public Utilities Code pertaining to land use at and near Plumas County airports. The ALUC receives technical support from Plumas County, but it is an autonomous body and not part of any local governmental structure. Among the powers and duties of the ALUC under the statute are:

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

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

The ALUC fulfills its statutory obligations by performing two primary functions:

1. **Prepare Airport Land Use Compatibility Plans** – The Commission is required to prepare and adopt an ALUCP for each of the airports within its jurisdiction. In the case of Plumas County, this requirement applies to three County-owned airports: Rogers Field Airport at Chester, Gansner Airport at Quincy, and Nervino Airport at Beckwourth, each of which will have its own ALUCP.

2. **Review and Approve or Disapprove Certain Plans, Actions, and Projects at or in the Vicinity of an Airport** – The particular Plans, Actions, and Projects subject to review and action or advisory opinion are specified in the ALUC Review section below.

In addition to the plans, actions, and projects for which ALUC review is mandatory, other actions or proposals may be referred to the ALUC by a County Agency or the party proposing such action or project for advisory review. Any recommendation or other statement made by the ALUC in response to a request for advisory review shall not be binding on any party involved, and shall not be cited as evidence for a decision one way or the other in any subsequent review and action.

B. SCOPE OF THE AIRPORT LAND USE COMPATIBILITY PLAN

1. **Purposes** - The purposes for which this ALUCP is prepared and adopted by the ALUC are:

   a. To promote the safety and well being of the public by ensuring that proposed land uses in the vicinity of the airports are consistent with acceptable exposure of persons and property to hazards or other adverse effects associated with the operation of the Airport;

   b. To provide policies, criteria, and information to assist the ALUC and local reviewing agencies in evaluating the compatibility of proposed land uses or other actions affecting land use, and in determining the consistency of the proposal with the ALUCP; and

   c. To provide guidance to local agencies for determining which proposed uses or actions are to be referred to the ALUC for review.

2. **Authorities** - The ALUC intends that the ALUCP should conform, to the greatest extent possible, with the standards and recommendations set forth in the following documents, while also reflecting the unique setting and circumstances at the Airport:

   a. The California Public Utilities Code, Section 21670 et seq.;

   b. The *California Airport Land Use Planning Handbook*, January, 2002;

   c. Federal Aviation Regulations (FAR), Part 77, *Objects Affecting Navigable Airspace.*

   The ALUCP is also based in part on information contained in the *Plumas County Airport Master Plan, 1990-2010, Final Draft Report, June 1990,* and *Airport Layout Plan for Nervino Airport, 2008.*

   The ALUC has no authority to require changes in pre-existing non-conforming uses.

   The ALUC does not intend to review proposed uses or actions outside the Area of Influence defined below, except when such review and action or recommendation might be requested or required by a County Agency because of unusual circumstances.

C. **CEQA CONSIDERATIONS** - The Airport Land Use Commission adopts this ALUCP as a Class 8 Categorical Exemption to the California Environmental Quality Act, since this adoption "...consists of actions taken by regulatory agencies, as authorized by the state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment."

This action is based on the findings of the ALUC that:

1. This ALUCP serves to protect the environment and is not a plan for development.

2. This ALUCP will not cause a reasonably foreseeable change in the environment.

D. **AIRPORT INFLUENCE AREA** - The Airport Influence Area (AIA) is the geographic area within which proposed land uses and other actions affecting land use will be subject to the review and action processes established by this ALUCP. As noted above, special circumstances may require review and action or recommendation for land uses outside the AIA.

The ALUC designates the AIA for Nervino Airport as follows:

1. The layout and dimensions of the various components of the AIA are in general as follows.

   a. The AIA for Zone 1, the Runway Protection Zone (RPZ), shall be the same as that designated in the Airport Layout Plan (ALP) adopted by the Plumas County Board of Supervisors for Beckwourth-Nervino Airport.

   b. The AIA for Zones 2-6 shall be as shown in Example 2, "Medium General Aviation Runway", Figure 9-K, page 9-38, of the California Airport Land Use Planning Handbook, January, 2002 (Handbook). A copy of which is provided in Appendix A.

2. The AIA is defined as the total of the following:

   a. The area within Zone 6;

   b. The areas that are subject to height restrictions by the Approach Surfaces and Transition Surfaces specified in FAR Part 77, and the Safety Clearance Surfaces defined by the ALUC below.

3. For purposes of defining the AIA and the various Zones within it, the easterly end of Runway 07/25 is assumed to extend 1,350 feet beyond its current length, because that extension is contemplated in the Airport Capital Improvement Program. The current runway with the 1,350-foot extension added is referred to in the ALUCP as the "Reference Runway."

4. Zone 3 at the easterly end of the runway is established for both the existing runway and the Reference Runway, both of these Zones 3 to be in effect until such time as the runway is extended, after which time only Zone 3 for the runway as actually extended is to remain in effect.

A map of the AIA, the Safety Compatibility Zones (Zones 1 through 6), and the Safety Clearance Surfaces is provided in Appendix B. A map of the Part 77 surfaces is provided in Appendix C.

E. ALUC REVIEW

1. **Policies and Procedures** – ALUC Policies and Procedures for mandatory and advisory review and action are stated in the "Plumas County Airport Land Use Commission Policies, Rules, and Regulations" document adopted by the Commission separately and copied here as attachment 1 for information but not as part of the ALUCP. The amendment of such Rules, Policies, and Procedures does not constitute the amendment of an Airport Land Use Plan.

2. **Construction Plans for New Airports** – No application for the construction of a new airport within Plumas County may be submitted to any local, state, regional, or federal agency unless that plan has been submitted to the ALUC for determination of its compatibility with existing and potential land uses in the vicinity. The Area of Influence initially shall be the area within 2-mile radius around the proposed airport site, which area may be re-defined by the ALUC during its review of the proposal.

3. **Airport Expansions** – No application for the expansion of the Airport which entails an amendment of the Airport Permit may be submitted to any local, state, regional, or federal agency unless that plan has been submitted to and approved by the ALUC.

   Airport expansion is defined to include:

   a. construction of any new runway

   b. extension or realignment of an existing runway

   c. acquisition of runway protection zones or any interest in land for the purposes above

4. **Airport Master Plans, Airport Layout Plans, and Capital Improvement Plans** – Plumas County or any succeeding owner of the Airport shall, prior to modification of an Airport Master Plan, Airport Layout Plan, or Capital Improvement Plan, refer such proposed changes to the ALUC for evaluation of the effects on existing and potential land uses in the vicinity, and decision on whether such effects are acceptable.

5. **Actions by Referring Agencies** – The County of Plumas, prior to enacting ordinances and actions that affect land uses within the Area of Influence, or that may affect the viability of the Airport or the compatibility of the Airport with surrounding land uses, must refer such actions to the ALUC for evaluation of the effects on existing and potential land uses in the vicinity.

County actions that would trigger such a referral include:

a. general plans and general plan amendments;

b. specific plans and specific plan amendments;

c. amendments to zoning or land use control ordinances;

d. building regulations and modifications thereof .

The ALUC may approve, disapprove, or recommend changes to the referred actions.

6. **Individual Development Projects.** – Except when a referring Agency believes special circumstances require ALUC review of a project outside the AIA, only new projects that affect land use within or partially within the AIA are normally subject to review. Individual development projects include all development or construction for which the County requires a building permit, a use permit, a zoning variance, or other action that would cause or permit an immediate or foreseeable change in land use that might be inconsistent with compatibility criteria established by the ALUCP.

As noted under "Existing Land Use" below, normally a pre-existing land use is not subject to review, but may become subject to review if a building footprint or its intensity of public use would be increased ten percent or more by a proposed action or development that would require review if it were an entirely new action or development.

In reviewing individual projects, the ALUC shall give first priority to safety and second priority to noise. Additional factors may be considered, but with lower priority than safety and noise.

In reviewing individual projects, the ALUC shall be guided by:

a. The Safety Compatibility Zones described above under AIRPORT INFLUENCE AREA.

b. The Basic Safety Compatibility Qualities listed for the various Zones in Table 9B, pages 9-44 and 9-45 of the Handbook, copies of which are provided in Appendix A, as modified in the Safety section below.

c. The Community Noise Equivalent Level (CNEL) contours shown for Nervino Airport in the Draft Plumas County Airport Master Plan, 1991-2010, or in any subsequent Airport Layout Plan or Airport Master Plan adopted by Plumas County..

d. The obstruction clearance surfaces described in FAR Part 77.25 and shown in Appendix C of this Plan, which shall not be

penetrated by any structure subject to ALUC review unless such penetration is approved by the Federal Aviation Agency.

7. **Safety** - The decision criteria established in Table 9B of the Handbook are the primary considerations for safety, and are generally characterized by four labels:

Allow – Use is acceptable.

Limit – Use is acceptable only if density/intensity restrictions are met.

Avoid – Use generally should not be permitted unless no feasible alternative is available.

Prohibit – Use should not be permitted under any circumstances.

In general, when a proposed land use or action is "allowed" by its characteristics and its location in a particular Zone, that proposed use or action need not be referred to the Commission for review.

Uses that are to be "limited," "avoided," or "prohibited" must be submitted to the Commission for review and action.

Where residential uses would be "limited" by the criteria stated in Handbook Tables 9B and 9C, the following density limits shall apply within Safety Compatibility Zones 2 through 5:

a. Infill is allowed to the extent of one dwelling unit (D.U.) is allowed on any parcel in existence on the date of original adoption of this ALUCP, provided the development rights of that parcel have not been transferred, as provided below, in a way that would not permit the development.

b. For parcels created after the date of original adoption of this ALUCP by lot split or subdivision, no more than one D.U. per 2 acres is allowed. For purposes of providing the minimum 2 acres for a D.U., a parcel may include the development rights of other buildable areas within Zones 2 through 5 for the same runway, the development rights of such areas having been transferred by recorded deeds of both originating and receiving parcels. Any parcel from which such development rights have been transferred shall have the transferred area subtracted from its remaining development rights. If a D.U. already exists on an originating parcel, the unencumbered development rights of that parcel shall not be reduced below 2 acres. A parcel not containing a D.U. may have its remaining development rights reduced below 2 acres, but in such case no D.U. may be constructed on that parcel unless a

transfer of development rights from other parcels brings the total to 2 acres or more.

In areas outside the AIA, or within the AIA where there is uncertainty about which decision criteria apply, the proposed use or action should be referred to the Commission for review and action or recommendation.

The ALUC is not required to consider only the factors listed in Table 9B, or reach only one of the four listed decisions, and it can add conditions or require mitigations as part of any decision it reaches. However, if the decision is not fully consistent with the guidance provided by the Handbook, the Commission is required to state its reasons for deciding otherwise.

8. **Noise** - The upper limit of generally acceptable Community Noise Equivalent Level is 60 decibels (db) at the site potentially affected. According to analysis presented in the 1990 Draft Airport Master Plan, the area subject to 60 db CNEL generally stays within the airport boundaries or slightly beyond the runway ends for current and projected takeoff and landing operations at Nervino Airport. Therefore, noise is very unlikely to be the basis for restriction of land use development at or near the airport. On the other hand, it would be a useful service to the sponsors of individual developments if the County routinely informed an applicant about potential safety and/or noise problems, whenever a project is within the AIA, whether or not the project might be subject to review. A diagram of CNEL levels is provided as Appendix E.

9. **Overflights** - Because there are no designated Airways or established routes that would cause overflights to be significant noise problems or safety hazards related to land use in Plumas County, the ALUC determines that the ALUCP cannot meaningfully deal with overflights as a safety or noise issue.

F. LIMITATIONS ON ALUC AUTHORITY

1. **Existing Land Use** - The ALUCP applies only to new development, and the ALUC has no authority over unchanged pre-existing land uses, whether or not such uses are compatible with the ALUCP.

   However, a proposed action or development does become subject to review, as if there were no pre-existing use, whenever the proposed action or development would increase a building's footprint, volume, or intensity of public use at the site, by ten percent or more.

2. **Airport Operations** - Except for its authority to review airport master plans or modifications thereof, applications for airport expansion, and construction plans for new airports, the ALUC shall have no jurisdiction over the normal operation of an Airport.

G. **AIRPORT INFORMATION** - The ALUCP is based on the following airport information, taken primarily from the 1990 Draft Airport Master Plan:

1. Nervino Airport has one runway, 07/25, paved and currently 4,650 feet long and 75 feet wide. The elevation of the airport reference point is 4,900 feet above mean sea level (msl). The elevations at runway ends are 4,899 feet msl at the westerly end, and 4,891 feet msl at the easterly end. Based on runway length, terrain, and current use, the airport is classified as Basic Utility Stage 1. The elevation at the easterly end of the Reference Runway (which is 1,350 feet longer than the existing runway) would be 4,890 feet msl.

2. If the runway were lengthened by 1,350 feet, the airport could potentially qualify for Basic Utility Stage 2 classification, but that would not have significant effect on the ALUCP.

3. A non-precision instrument approaches has been implemented for runway 25, so Approach and Obstruction Clearance surfaces are based on a 34 to 1 slope at the easterly end, and a 20 to 1 slope at the westerly end of the runway.

H. **EFFECT OF FEDERAL AIR REGULATION PART 77** - Part 77 deals with "Objects Affecting Navigable Airspace." In general it creates two potential obligations for the "sponsor" of a proposed structure or alteration of sufficient height that it might be an obstruction to air navigation. First, it establishes a rather broad requirement for the sponsor to report certain information directly to the FAA about a proposed structure or alteration that might affect navigable airspace, such report to be on a prescribed form within a specified time. Second, the sponsor might be required to apply special marking or lighting to a structure, or a different mitigation or other corrective measure, if the FAA determines that the proposed structure or alteration would actually be an obstruction to air navigation.

FAR Part 77 is a Federal regulation that gives the ALUC no direct role in its administration or enforcement. However, in response to Handbook guidance the ALUC does undertake to provide:

1. Reminders to all interested parties of their obligation to report certain information directly to the FAA when a proposed structure requires such report under Part 77 rules.

2. Descriptions and maps from which an interested party could make a preliminary estimate as to whether the heights of a structure might cause it to be an obstruction according to Part 77 criteria; and.

3. Allowable heights, adopted by the ALUC and incorporated in the ALUCP, of structures within Safety Compatibility Zones 1 through 5, which are intended to avoid the creation of safety problems related to either the Part 77 Standards or the ALUCP criteria.

I. **HEIGHT RESTRICTIONS IN SAFETY COMPATIBILITY ZONES** - In order to promote safety and assure that FAR Part 77 standards are observed in the areas most critical for approach and departure safety, the ALUC defines and establishes Safety Clearance Surfaces (SCS) alongside the Part 77 Approach Surfaces, extending laterally to cover the area of Safety Compatibility Zones 1 through 5. The SCS surfaces shall originate at the ends and sides of the Primary Surface and extend upward and outward at a slope of 34 to 1 at the easterly end of the runway within Zones 1 through 5, and at a slope of 20 to 1 at the westerly end of the runway within Zones 1 through 5. The penetration of a structure above the Part 77 Approach Surface shall normally be considered "Prohibited." The penetration of a structure above the SCS but outside the Part 77 Approach Surface shall be "Avoided."

J. **COMPATIBILITY POLICIES AND CRITERIA** - The ALUC adopts Table 9 B, "Basic Safety Compatibility Qualities," pages 9-44 and 9-45 of the Handbook (reproduced as Appendix A, attached), as its Compatibility Policy. The ALUC adopts the "Definitions" listed in Table 9 B, the prohibition of structures that would penetrate the Part 77 Approach Surfaces, and the avoidance of structures that would penetrate the Safety Compatibility Surfaces defined above, as the Commission's basic Criteria for compatibility decisions. As stated earlier, noise compatibility is not expected to be an issue where safety is not already the controlling factor, but if such case should arise the ALUC policy shall be to attempt to assure a CNEL not exceeding 60 db at the site of the proposed development. These basic criteria may be adjusted or changed in light of specific circumstances of a particular proposed action or project, but only when such adjustments or changes are fully explained in a written decision by the ALUC.

Appendices and Attachments to the Plumas County Airport Land Use Compatibility Plan for Nervino Airport at Beckwourth.

1. **Appendix A.** Excerpts from the *California Airport Land Use Handbook.*

2. **Appendix B.** Map of the Airport Influence Area, with Safety Compatibility Zones 1 through 6.

3. **Appendix C.** Map of FAR Part 77 obstruction clearance surfaces pertaining to Nervino Airport.

4. **Appendix D.** Reminder Regarding Obligations and Standards Related to Part 77. Paraphrasing the regulation, Part 77 requires the sponsor of a project to report directly to the FAA, on a specified form within specified time limits, certain information regarding:

    a. Any construction or alteration on the airport;

b. Any construction or alteration that extends more than 200 feet above the ground level at its site, no matter what its distance from the airport; and

c. Any construction or alteration of greater height than an imaginary surface extending out ward and upward at a slope of 100 to 1 (i.e. 1 ft vertical for every 100 ft horizontal) for a horizontal distance of 20,000 feet from the nearest point on the nearest runway.

There are exceptions to the above requirement, the main one of which that could apply in the vicinity of this Airport is that the following need not be reported:

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

Note that the sponsor of the object is the one who is expected to determine that the object in question qualifies for the exception and therefore the report does not have to be made.

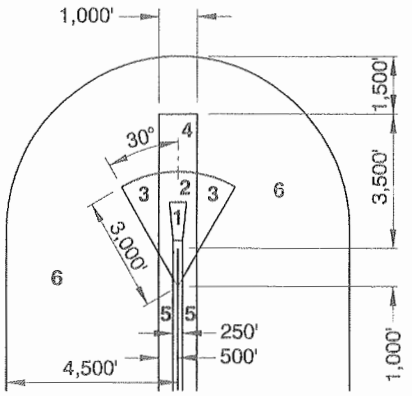
Note also the "and" after the first comma in the exception, which seems to cancel the exception unless the structure is in a "congested" area of town, not in the open countryside.

All in all it seems wise in most cases to make the report and let the FAA determine whether an obstruction exists.

The above information is provided as a service to the sponsors of developments that might be affected. Before taking action, a sponsor should verify any statement in this section by examining the full text of FAR Part 77 and/or consulting FAA.

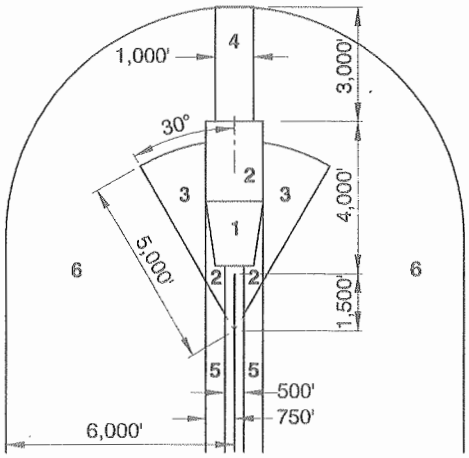
5. **Appendix E.** Diagram of Community Noise Equivalent Levels.

6. **Attachment 1.** Copy of the Plumas Airport Land Use Commission Policies, Rules, and Regulations. This is provided for the convenience of applicants, but is a separate document, not part of the Airport Land Use Compatibility Plan.



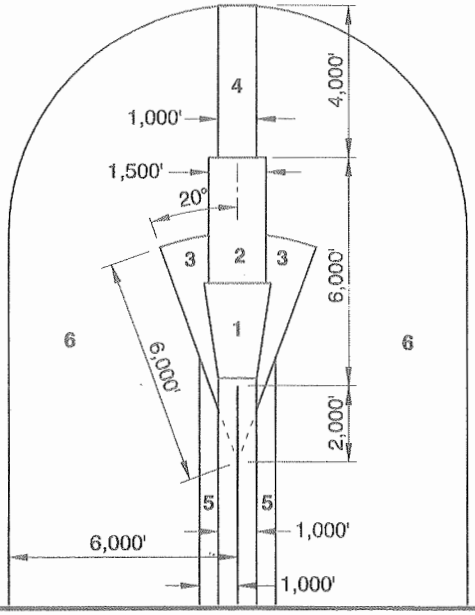
Example 1:
Short General Aviation Runway

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



Example 2:
Medium General Aviation Runway

Assumptions:
- Length 4,000 to 5,999 feet
- Approach visibility minimums ≥ 3/4 mile and < 1 mile
- Zone 1 = 1,000' x 1,510' x 1,700'



Example 3:
Long General Aviation Runway

Assumptions:
- Length 6,000 feet or more
- Approach visibility minimums < 3/4 mile
- Zone 1 = 1,000' x 1,750' x 2,500'

FIGURE 9K

Safety Compatibility Zone Examples

General Aviation Runways

APPENDIX A
Page 1 of 4

Zone 1: Runway Protection Zone

Risk Factors / Runway Proximity

- Very high risk
- Runway protection zone as defined by FAA criteria
- For military airports, clear zones as defined by AICUZ criteria

Basic Compatibility Qualities

- Airport ownership of property encouraged
- Prohibit all new structures
- Prohibit residential land uses
- Avoid nonresidential uses except if very low intensity in character and confined to the sides and outer end of the area

Zone 2: Inner Approach/Departure Zone

Risk Factors / Runway Proximity

- Substantial risk: RPZs together with inner safety zones encompass 30% to 50% of near-airport aircraft accident sites (air carrier and general aviation)
- Zone extends beyond and, if RPZ is narrow, along sides of RPZ
- Encompasses areas overflown at low altitudes — typically only 200 to 400 feet above runway elevation

Basic Compatibility Qualities

- Prohibit residential uses except on large, agricultural parcels
- Limit nonresidential uses to activities which attract few people (uses such as shopping centers, most eating establishments, theaters, meeting halls, multi-story office buildings, and labor-intensive manufacturing plants unacceptable)
- Prohibit children's schools, day care centers, hospitals, nursing homes
- Prohibit hazardous uses (e.g. aboveground bulk fuel storage)

Zone 3: Inner Turning Zone

Risk Factors / Runway Proximity

- Zone primarily applicable to general aviation airports
- Encompasses locations where aircraft are typically turning from the base to final approach legs of the standard traffic pattern and are descending from traffic pattern altitude
- Zone also includes the area where departing aircraft normally complete the transition from takeoff power and flap settings to a climb mode and have begun to turn to their en route heading

Basic Compatibility Qualities

- Limit residential uses to very low densities (if not deemed unacceptable because of noise)
- Avoid nonresidential uses having moderate or higher usage intensities (e.g., major shopping centers, fast food restaurants, theaters, meeting halls, buildings with more than three aboveground habitable floors are generally unacceptable)
- Prohibit children's schools, large day care centers, hospitals, nursing homes
- Avoid hazardous uses (e.g. aboveground bulk fuel storage)

TABLE 9B

Basic Safety Compatibility Qualities

APPENDIX A
Page 2 of 4

Zone 4: Outer Approach/Departure Zone

Risk Factors / Runway Proximity

- Situated along extended runway centerline beyond Zone 3
- Approaching aircraft usually at less than traffic pattern altitude
- Particularly applicable for busy general aviation runways (because of elongated traffic pattern), runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common
- Zone can be reduced in size or eliminated for runways with very-low activity levels

Basic Compatibility Qualities

- In undeveloped areas, limit residential uses to very low densities (if not deemed unacceptable because of noise); if alternative uses are impractical, allow higher densities as infill in urban areas
- Limit nonresidential uses as in Zone 3
- Prohibit children's schools, large day care centers, hospitals, nursing homes

Zone 5: Sideline Zone

Risk Factors / Runway Proximity

- Encompasses close-in area lateral to runways
- Area not normally overflown; primary risk is with aircraft (especially twins) losing directional control on takeoff
- Area is on airport property at most airports

Basic Compatibility Qualities

- Avoid residential uses unless airport related (noise usually also a factor)
- Allow all common aviation-related activities provided that height-limit criteria are met
- Limit other nonresidential uses similarly to Zone 3, but with slightly higher usage intensities
- Prohibit children's schools, large day care centers, hospitals, nursing homes

Zone 6: Traffic Pattern Zone

Risk Factors / Runway Proximity

- Generally low likelihood of accident occurrence at most airports; risk concern primarily is with uses for which potential consequences are severe
- Zone includes all other portions of regular traffic patterns and pattern entry routes

Basic Compatibility Qualities

- Allow residential uses
- Allow most nonresidential uses; prohibit outdoor stadiums and similar uses with very high intensities
- Avoid children's schools, large day care centers, hospitals, nursing homes

Definitions

As used in this table, the follow meanings are intended:

- *Allow:* Use is acceptable
- *Limit:* Use is acceptable only if density/intensity restrictions are met
- *Avoid:* Use generally should not be permitted unless no feasible alternative is available
- *Prohibit:* Use should not be permitted under any circumstances
- *Children's Schools:* Through grade 12
- *Large Day Care Centers:* Commercial facilities as defined in accordance with state law; for the purposes here, family day care homes and noncommercial facilities ancillary to a place of business are generally allowed.
- *Aboveground Bulk Storage of Fuel:* Tank size greater than 6,000 gallons (this suggested criterion is based on Uniform Fire Code criteria which are more stringent for larger tank sizes)

TABLE 9B *CONTINUED*

APPENDIX A
Page 3 of 4

MAXIMUM RESIDENTIAL DENSITY

Current Setting	(1) Runway Protection Zone	(2) Inner Approach/ Departure Zone	(3) Inner Turning Zone	(4) Outer Approach/ Departure Zone	(5) Sideline Zone	(6) Traffic Pattern Zone
		Safety Compatibility Zones[a]				
Average number of dwelling units per gross acre						
Rural Farmland / Open Space (Minimal Development)	0	Maintain current zoning if less than density criteria for rural / suburban setting				No limit
Rural / Suburban (Mostly to Partially Undeveloped)	0	1 d.u. per 10 – 20 ac.	1 d.u. per 2 – 5 ac.	1 d.u. per 2 – 5 ac.	1 d.u. per 1 – 2 ac.	No limit
Urban (Heavily Developed)	0	0	Allow infill at up to average of surrounding residential area[b]			No limit

[a] Clustering to preserve open land encouraged in all zones.
[b] See Chapter 3 for discussion of infill development criteria; infill is appropriate only if nonresidential uses are not feasible.

MAXIMUM NONRESIDENTIAL INTENSITY

Current Setting	(1) Runway Protection Zone	(2) Inner Approach/ Departure Zone	(3) Inner Turning Zone	(4) Outer Approach/ Departure Zone	(5) Sideline Zone	(6) Traffic Pattern Zone
		Safety Compatibility Zones				
Average number of people per gross acre[a]						
Rural Farmland / Open Space (Minimal Development)	0[b]	10 – 25	60 – 80	60 – 80	80 – 100	150
Rural / Suburban (Mostly to Partially Undeveloped)	0[b]	25 – 40	60 – 80	60 – 80	80 – 100	150
Urban (Heavily Developed)	0[b]	40 – 60	80 – 100	80 – 100	100 – 150	No limit[c]
Multipliers for above numbers[d]						
Maximum Number of People per Single Acre	x 1.0	x 2.0	x 2.0	x 3.0	x 2.0	x 3.0
Bonus for Special Risk-Reduction Bldg. Design	x 1.0	x 1.5	x 2.0	x 2.0	x 2.0	x 2.0

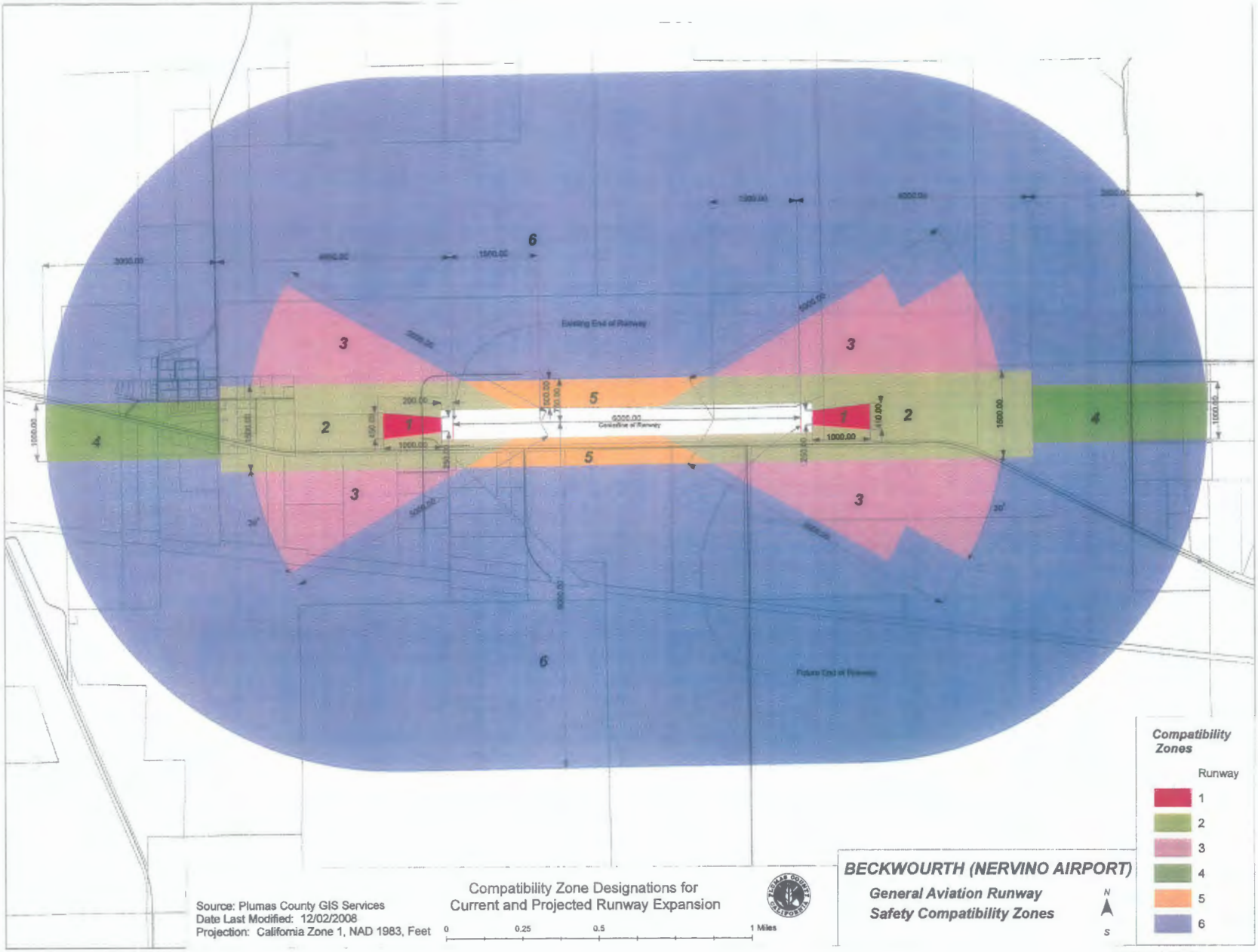
[a] Also see Table 9B for guidelines regarding uses which should be prohibited regardless of usage intensity
[b] Exceptions can be permitted for agricultural activities, roads, and automobile parking provided that FAA criteria are satisfied.
[c] Large stadiums and similar uses should be prohibited.
[d] Multipliers are cumulative (e.g., maximum intensity per single acre in inner safety zone is 2.0 times the average intensity for the site, but with risk-reduction building design is 2.0 x 1.5 = 3.0 times the average intensity).

TABLE 9C

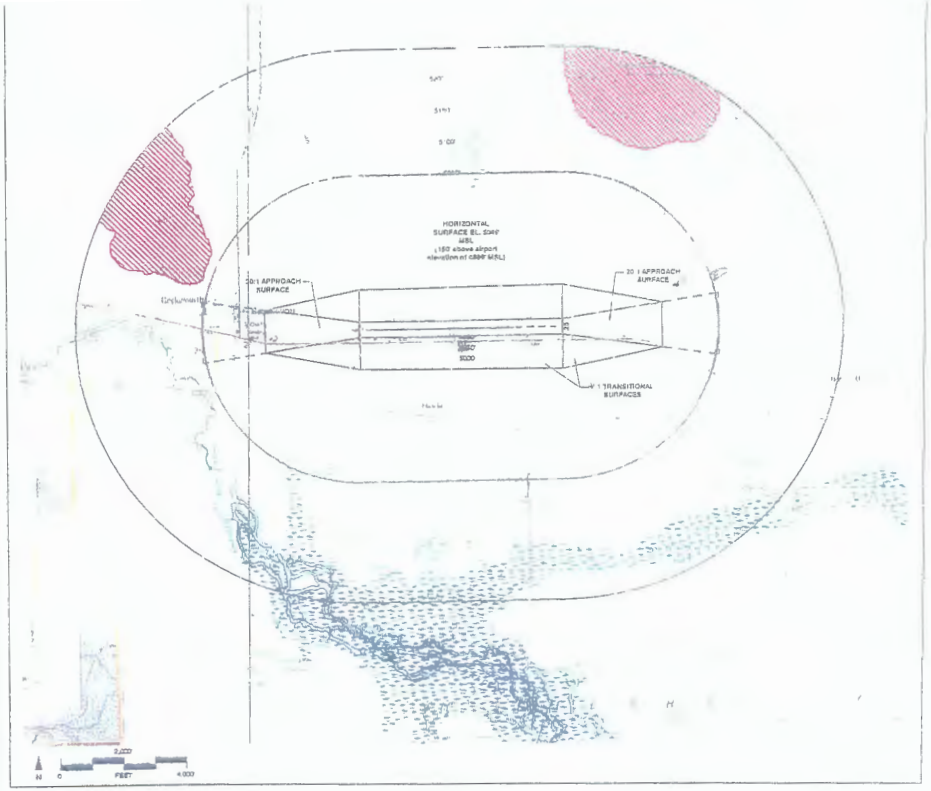
Safety Compatibility Criteria Guidelines

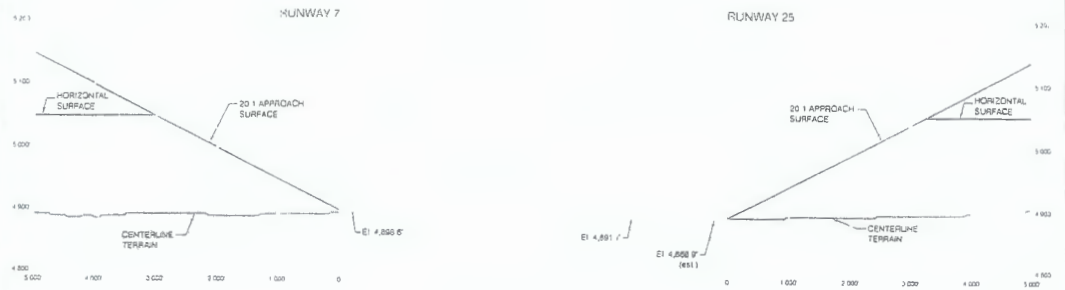
Land Use Densities and Intensities

APPENDIX A
Page 4 of 4


Compatibility Zones
Runway
1
2
3
4
5
6
BECKWOURTH (NERVINO AIRPORT)
General Aviation Runway
Safety Compatibility Zones
N
S
Compatibility Zone Designations for
Current and Projected Runway Expansion
Source: Plumas County GIS Services
Date Last Modified: 12/02/2008
Projection: California Zone 1, NAD 1983, Feet
0
0.25
0.5
1 Miles

APPENDIX B





LEGEND

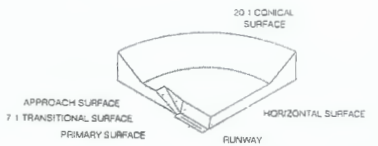
- Penetrating Object
- Non-penetrating Object
- Part 77 Surfaces
- Terrain Contours
- Part 77 Surface Penetration
- 15 Feet Added to non-Interstate Roads
- (E) Estimated

MAP SOURCE

USGS Topographic Survey Map
coordinates NAD27 Terrain
contours NGVD29

NOTES:

- Part 77 surface contours and obstruction elevations are shown in NAVD88



TYPICAL FAR PART 77 SURFACES

OBSTRUCTION DATA

POINT #	DESCRIPTION	AFFECTED PART 77 SURFACE	TOP ELEVATION (MSL)	ULTIMATE PART 77 SURFACE HEIGHT	PENETRATION	DISPOSITION
109	FENCE	TRANSITIONAL	4920.9	4915.1	14.2	
110	FENCE	APPROACH	4932.1	4913.9	12.0	
119	BUILDING	TRANSITIONAL	4926.2	4914.5	8.3	
122	BUILDING	TRANSITIONAL	4918.2	4922.3	4.0	
123	BEACON	TRANSITIONAL	4933.6	4922.4	(8.2)	
125	BUILDING	TRANSITIONAL	4958.4	4932.9	36.5	
129	BUILDING	TRANSITIONAL	4923.8	4933.0	30.4	
131	BUILDING	TRANSITIONAL	4907.5	4927.6	39.4	
132	FLOOD LIGHT	TRANSITIONAL	4915.9	4932.9	13.0	
133	GAS SIGN	TRANSITIONAL	4920.7	4924.3	3.5	
134	GAS TANK	TRANSITIONAL	4904.8	4922.1	17.2	
135	GAS TANK	TRANSITIONAL	4908.6	4925.1	16.5	
137	BOLLARD	TRANSITIONAL	4900.0	4917.1	17.1	
138	BOLLARD	TRANSITIONAL	4905.1	4917.1	17.0	
143	POWER POLE	TRANSITIONAL	4912.8	4949.6	36.7	
144	POWER POLE	TRANSITIONAL	4926.0	4923.3	97.3	
145	POWER POLE	TRANSITIONAL	4916.7	4949.2	32.5	
146	POWER POLE	TRANSITIONAL	4924.2	4949.3	25.1	
147	POWER POLE	TRANSITIONAL	4927.5	4963.2	35.8	
148	POWER POLE	TRANSITIONAL	4918.6	4949.3	30.8	
149	POWER POLE	TRANSITIONAL	4916.1	4949.6	33.5	
150	POWER POLE	TRANSITIONAL	4925.5	4962.8	36.9	
151	LIGHTED WIND SOCK	TRANSITIONAL	4925.1	4911.0	(14.4)	
441	FENCE	APPROACH	4933.4	4938.4	5.0	
525	BUILDING	TRANSITIONAL	4908.4	4937.3	28.9	
529	BUILDING	TRANSITIONAL	4923.9	4926.7	2.7	
532	BUILDING	TRANSITIONAL	4936.5	4925.4	18.8	

OBSTRUCTION DATA, CONT

POINT #	DESCRIPTION	AFFECTED PART 77 SURFACE	TOP ELEVATION (MSL)	ULTIMATE PART 77 SURFACE HEIGHT	PENETRATION	DISPOSITION
534	BUILDING	TRANSITIONAL	4923.5	4934.6	11.1	
536	BUILDING	TRANSITIONAL	4910.3	4924.1	(6.2)	
541	BUILDING	TRANSITIONAL	4919.0	4923.6	(6.2)	
545	BUILDING	TRANSITIONAL	4914.5	4927.6	(13.2)	
549	BUILDING	TRANSITIONAL	4913.4	4930.2	(11.2)	
551	BUILDING	TRANSITIONAL	4911.2	4920.2	(9.2)	
552	BUILDING	TRANSITIONAL	4913.2	4917.0	3.8	
553	BUILDING	TRANSITIONAL	4911.2	4920.2	(9.2)	
554	BUILDING	TRANSITIONAL	4921.3	4927.1	5.8	
555	BUILDING	TRANSITIONAL	4913.6	4916.3	2.7	
560	BUILDING	PRIMARY	4925.0	4892.7	(12.3)	
561	BUILDING	TRANSITIONAL	4912.5	4892.0	(13.2)	
563	BUILDING	TRANSITIONAL	4916.0	4910.0	(6.0)	
566	BUILDING	TRANSITIONAL	4928.7	4892.5	(10.2)	
568	WINDSOCK	TRANSITIONAL	4932.0	4916.5	(3.5)	
569	POWER POLE	TRANSITIONAL	4927.5	4948.9	21.4	
570	POWER POLE	TRANSITIONAL	4938.1	4984.4	58.3	
571	POWER POLE	TRANSITIONAL	4927.5	4964.3	58.0	
572	POWER POLE	TRANSITIONAL	4934.2	4947.0	33.4	
573	FLOOD LIGHT	TRANSITIONAL	4916.7	4933.8	17.2	
574	POWER POLE	TRANSITIONAL	4918.8	4940.9	31.3	
559	BUILDING	TRANSITIONAL	4913.6	4932.3	18.7	
531	BUILDING	TRANSITIONAL	4936.0	4923.7	14.7	
556	BUILDING	TRANSITIONAL	4919.0	4930.4	(8.6)	
557	BUILDING	TRANSITIONAL	4913.3	4959.0	(14.3)	
558	BUILDING	TRANSITIONAL	4913.5	4925.5	(9.0)	
561	BUILDING	TRANSITIONAL	4939.9	4929.3	(10.6)	

OBSTRUCTION DATA, CONT

POINT #	DESCRIPTION	AFFECTED PART 77 SURFACE	TOP ELEVATION (MSL)	ULTIMATE PART 77 SURFACE HEIGHT	PENETRATION	DISPOSITION
944	BUILDING	TRANSITIONAL	4913.6	4923.6	(10.0)	
946	POWER POLE	TRANSITIONAL	4923.0	4954.3	51.3	
947	POWER POLE	TRANSITIONAL	4922.8	4953.9	51.1	
948	POWER POLE	TRANSITIONAL	4922.6	4954.1	51.5	
949	POWER POLE	TRANSITIONAL	4922.3	4953.7	51.4	
950	POWER POLE	TRANSITIONAL	4922.8	4953.7	50.8	
951	POWER POLE	TRANSITIONAL	4922.5	4953.9	51.4	
952	POWER POLE	TRANSITIONAL	4931.3	4953.9	22.6	
953	FENCE	PRIMARY	4948.9	4956.2	(1.7)	
1459	POWER POLE	TRANSITIONAL	4920.4	4954.4	64.0	
1460	POWER POLE	TRANSITIONAL	4921.4	4954.2	62.7	
1461	POWER POLE	TRANSITIONAL	4916.5	4954.5	63.1	
1462	POWER POLE	TRANSITIONAL	4919.7	4954.8	64.9	
1463	POWER POLE	TRANSITIONAL	4920.0	4954.8	62.7	
1464	POWER POLE	TRANSITIONAL	4924.7	4954.7	60.3	
1499	WIND SOCK	PRIMARY	4897.9	4953.0	(3.9)	
1808	FENCE	TRANSITIONAL	4894.3	4903.3	8.0	
1814	POWER POLE	TRANSITIONAL	4924.8	4954.4	60.5	
1815	POWER POLE	TRANSITIONAL	4918.5	4954.7	66.2	
1816	POWER POLE	TRANSITIONAL	4917.8	4954.4	66.5	
1765	BUILDING	TRANSITIONAL	4907.4	4929.0	32.6	
1761	BUILDING	TRANSITIONAL	4915.1	4930.5	17.4	
1762	BUILDING	TRANSITIONAL	4918.0	4927.4	11.5	
1764	BUILDING	TRANSITIONAL	4918.0	4934.2	16.2	
3020	CL +18.0'	APPROACH	4939.7	4914.9	5.2	

Note: A Negative Penetration Number Indicates Distance Object is Above Surface

DRAFT
Work in Progress

NO	REVISION	SPONSOR	DATE

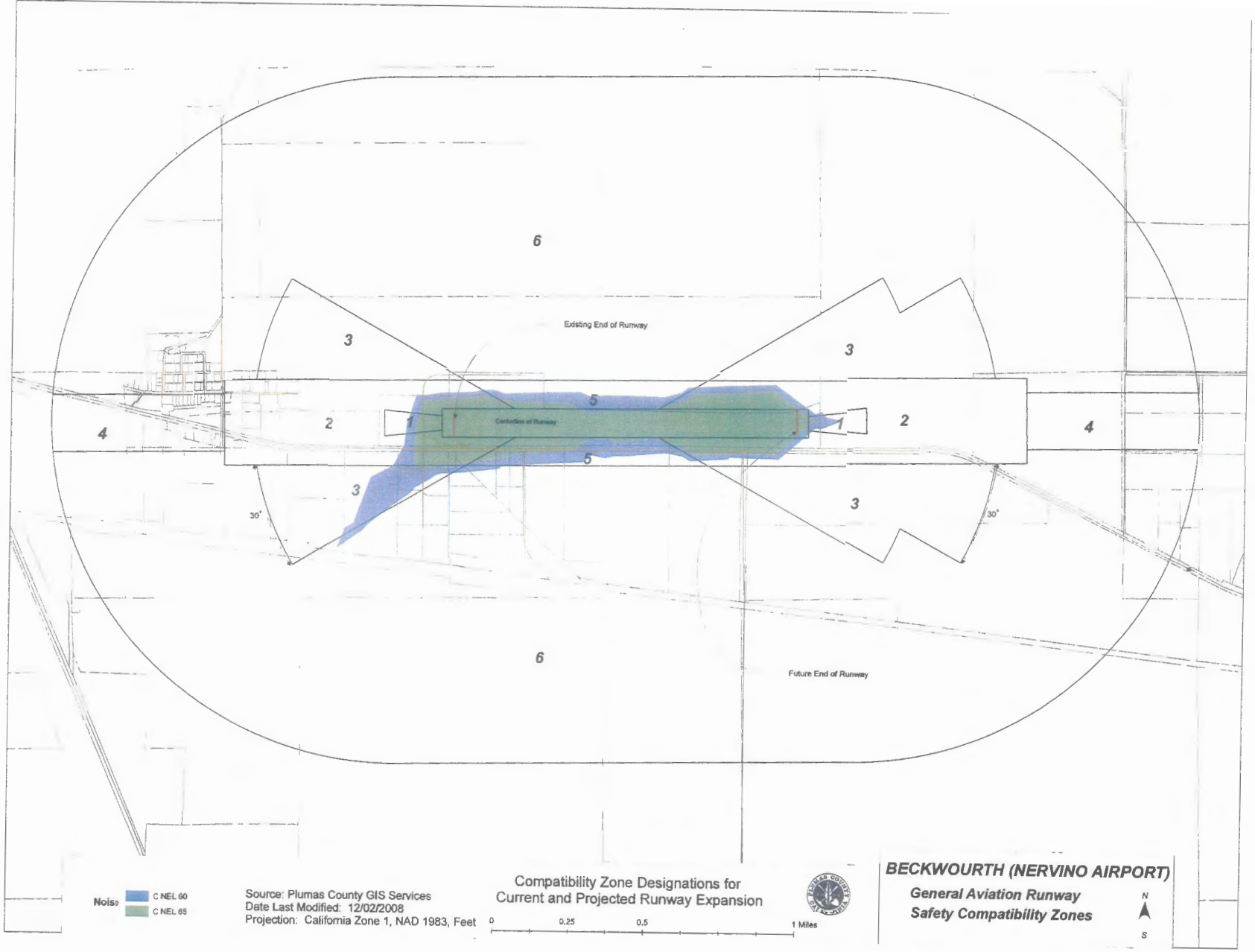
BECKWOURTH-NERVINO AIRPORT
PLUMAS COUNTY, CALIFORNIA

AIRSPACE PLAN

MEAD HUNT
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-4721
www.meadhunt.com

DESIGN:	DRAWN: GC	DATE: FEBRUARY 2006	SHEET 2 OF 2

APPENDIX C


6
Existing End of Runway
3
3
5
4
2
1
Centerline of Runway
1
2
4
5
3
3
30°
30°
6
Future End of Runway
Noise
CNEL 60
CNEL 65
Source: Plumas County GIS Services
Date Last Modified: 12/02/2008
Projection: California Zone 1, NAD 1983, Feet
Compatibility Zone Designations for
Current and Projected Runway Expansion
0
0.25
0.5
1 Miles
BECKWOURTH (NERVINO AIRPORT)
General Aviation Runway
Safety Compatibility Zones
N
S

APPENDIX E

Plumas County Airport Land Use Commission Policies, Rules and Regulations

On July 10, 2007, the Plumas County Board of Supervisors re-instated the Plumas County Airport Land Use Commission (ALUC). The following policies, rules and regulations were adopted on February 27, 2008. These Policies, Rules and Regulations were adopted in order for the ALUC to meet its responsibilities in compliance with PUC 21670 thru 21679.5.

I. ALUC Responsibilities

In the broadest sense, the law defines the powers and duties of ALUCs in terms which parallel the commissions' purpose:

"To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses" (Section 21674(a)).

To fulfill this basic obligation, ALUCs have two specific duties:

A. Prepare Compatibility Plans

The commission is required to "prepare and adopt" an airport land use plan for each of the airports within its jurisdiction (Sections 21674(c) and 21675(a)). In the case of Plumas County, this requirement applies to three County-owned airports: Rogers Airport at Chester, Gansner Airport at Quincy, and Nervino Airport at Beckwourth.

B. Review Local Agency Land Use Actions and Airport Plans

The commission's second duty is to "review the plans, regulations, and other actions of local agencies and airport operators..." (Section 21674(d). The ALUC is required to review certain types of actions taken by the County or other local agencies, and developments proposed by other parties, which affect land use in the vicinity of airports, to ensure that the proposed action is consistent with the ALUCP.

II. Meeting

A. Protocols

- All meetings and activities of the Commission are subject to the **Brown Act**.
- Treat everyone with respect.
- Focus questions and comments on the subject at hand and stick to the agenda.
- Let others finish before speaking.
- Share the air—let others speak before speaking twice.
- Collaborate with other committee members—seek to find common ground.
- Participate.

- Notify the Chair if you are unable to attend a meeting. If you are unable to reach the Chair, please contact the Vice Chair.
- Arrive on time.
- Read materials in advance.

B. **Frequency**

The ALUC will meet on the third Wednesday of every month. The agenda stating the time, location and order of business will vary and will be posted in various locations around the county. In addition, when possible the posting will be in the newspaper and announced on the local radio stations.

C. **Decision Making**

When it is necessary for the Commission to take action on an issue, **PUC 21671.5.e** will be adhered to. That is, "No action shall be taken by the Commission except by the recorded vote of a majority of the full membership."

D. **Guidelines**

- Meeting agenda will be sent at least one week prior to the meeting.
- Each meeting will include a dedicated time for public input.
- As possible discussion materials will be provided in advance of the meeting.
- Meeting minutes will be provided to all commission members.
- All subcommittee materials will be copied to all ALUC members.

III. **Terms of Office**

Commissioners will serve for terms defined in PUC 21671.5.a. That is for four years after the initial selection of commissioners for which the terms will be determined by lot per PUC 21671.5.a.

IV. **Officers**

Officers will be that of a Chair and Vice Chair and will be selected by the Commission during a meeting that will be held in compliance with the Brown Act. Officer terms will be for two years at which time they will step down and an election held to select a Chair and Vice Chair. All Commission members will be eligible for nomination including past Chair and Vice Chair.

V. **Proxies**

Proxies must be declared in compliance with PUC 21670.d. That is, each commission will appoint a proxy in writing. Staff has provided a form for this appointment. In order for the proxy to vote on any action item, they must:

- have attended the meeting at which the issue was discussed, or
- have listened to a recording of the meeting at which the issue was discussed, or
- have read the minutes of the meeting at which the issue was discussed.

VI. **Conflict of Interest**

When a Commissioner has a personal financial interest in an issue being considered by the Commission, that member will be temporarily disqualified from the discussion and voting on that issue. Failure of the Commissioner to declare a conflict may be cause for the Commission to recommend that the appointing body replace that Commissioner.

VII. **Responsibilities of Staff**

Duties usually delegated to staff are as follows:

- Coordinate with local agency staff to obtain information regarding specific projects to be reviewed by the ALUC;
- Provide general assistance to local agency staff regarding airport compatibility issues;
- Work with ALUC regarding meeting schedules and agendas;
- Prepare staff reports and meeting agendas;
- Issue required public notices of pending commission actions;
- Record meeting minutes;
- Notify local agencies of Commission decisions on items submitted for review;
- Obtain documents for the Commission necessary to take action on an issue;
- Perform any other request by the Chair for the Commission to meet its responsibilities as long as it is lawful, moral and ethical.

VIII. **Fees**

Fees for Commission reviews or other actions are to be established and administered by the Plumas County Planning Department.

IX. **Subcommittees**

The ALUC may designate subcommittees to address concerns and present recommendations to the full Commission. The Chair shall nominate subcommittee members with the final approval of ALUC. Each subcommittee shall report to the Commission on its work, and exist until such time as its responsibilities and duties are accomplished, after which the Commission shall determine whether there is a need for the subcommittee to continue.

X. **Process for Reviews**

Decision on most actions and projects would normally be given by the Planning or Building Department on the basis of the ALUC and established Policy.

Where review is required by law, rule or established policy, or is desired by the Planning or Building Department, or is requested by the applicant for the action or project, the following shall apply:

A. A project or other action submitted to the Commission for review and decision must be accompanied by descriptions, maps and drawings that are complete and sufficient to indicate clearly:
   1. The location and elevation of the site;
   2. Dimensioned floor plans and elevation views of any structures involved;

3. Materials to be used and construction details where any mitigation of potential for damage or noise is claimed or would be pertinent to a Commission decision;
4. Usages of the site or structure that are planned, or are a likely potential;
5. Appropriate data regarding intensity of occupancy or usage where the ALUCP criteria would "limit" the proposed land use of the site;
6. In a case where the ALUCP criteria would indicate a decision to "avoid" the proposed use or action, a statement and supporting information that would justify a finding that no other site or action would be feasible; and
7. That the applicant has been advised of implications and potential obligations that might be imposed on the project or action by FAR Part 77.

A Plan or Project submitted to the ALUC for Advisory Review should include sufficient documentation to support at least the level of review and recommendation desired by the submitting party.

B. When, according to law or the ALUCP, a project or other action *requires* review and decision by the Commission, the Commission is allowed 60 days to make the decision, and that time starts when all the required information, as indicated above, has been submitted. However, the Commission will make reasonable effort to take action in a shorter time. Required actions and binding decisions shall be adopted by the Commission meeting in public session.

C. When a project or other action is submitted for an advisory review, the Commission may issue recommendations, but these are not binding on either the sponsor of the project or action or on the Commission with regard to further review or subsequent decision. The Commission will make reasonable effort to provide an advisory review on the same time schedule as for a required review, but is not required to meet any particular schedule.

D. In order to provide faster action on a less formal advisory review, and with concurrence of the sponsor of the project or action in question, a temporary sub-committee consisting of the Commission Chair and another Commissioner appointed by the Chair may issue an Advisory Opinion and/or informal recommendation, but such opinion and/or recommendation is intended to be helpful information to the sponsor and is in no way binding on any party involve.

E. In reviewing and deciding on projects or other actions, the Commission is not required to adhere strictly to the ALUCP or its other policies and rules, but in any case where the plan or a policy or rule is not followed in a review or decision, the Commission's decision shall include a full explanation of such non-conforming action.