



Chapter Three

COMPATIBILITY POLICIES AND CRITERIA

3.1 AIRPORT COMPATIBILITY ZONES AND CRITERIA

This chapter presents policies and maps relating to the state-mandated airport compatibility factors as defined in Public Utilities Code §21670. The specific airport-related factors discussed below include: safety, noise, airspace protection, overflights, and other hazards, such as wildlife attractants and flight interference.

Note: The following compatibility zones and criteria apply to the nine public use airports in Fresno County. Compatibility policies for the area within Fresno County near NAS Lemoore can be found in **Appendix K**.

3.2 SAFETY COMPATIBILITY CRITERIA

The overall objective of safety compatibility criteria is to minimize the risks associated with potential aircraft accidents. There are two components to this objective:

- ***Safety of Persons on the Ground*** – The most fundamental safety compatibility component is to provide for the safety of people and property on the ground in the event of an aircraft accident near an airport.





- **Safety of Aircraft Occupants** – The second safety compatibility component is to enhance the chances of survival of the occupants of an aircraft involved in an accident that occurs beyond the runway environment.

3.2.1 Safety Zones

The 2011 *California Airport Land Use Planning Handbook* (Handbook) provides guidance on the delineation of safety zones and the application of land use policies in those zones. The safety zones are based on the Handbook guidance, with adjustments to reflect the specific operating characteristics of the Airport (type of aircraft activity, runway length, traffic pattern, etc.). The safety compatibility policy framework is also based on Handbook guidance. The safety compatibility policies of this compatibility plan work in tandem with the airspace protection policies described in Section 3.4. Safety zones are depicted in the following appendices of this document:

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|---|------------------------|
| • Coalinga Municipal Airport (C80) | Appendix A, Exhibit A1 |
| • Firebaugh Airport (F34) | Appendix B, Exhibit B1 |
| • Fresno-Chandler Executive Airport (FCH) | Appendix C, Exhibit C1 |
| • Fresno Yosemite International Airport (FAT) | Appendix D, Exhibit D1 |
| • Harris Ranch Airport (3O8) | Appendix E, Exhibit E1 |
| • Reedley Municipal Airport (O32) | Appendix F, Exhibit F1 |
| • Selma Airport (0Q4) | Appendix G, Exhibit G1 |
| • Sierra Sky Park Airport (E79) | Appendix H, Exhibit H1 |
| • William Robert Johnston Municipal Airport (M90) | Appendix J, Exhibit J1 |

Based on guidance provided in the Handbook, there are six safety zones, which include:¹

Zone 1 – Runway Protection Zone (RPZ): Runway protection zones are trapezoidal-shaped areas located at ground level beyond each end of a runway. Ideally, each runway protection zone should be entirely clear of all objects. The dimensions for the RPZ are taken from the respective airport’s airport layout plan or diagram and are based on FAA’s Advisory Circular 150/5300-13A, *Airport Design*. The accident risk level is considered to be very high within the RPZ zones, encompassing approximately 20 to 21 percent of the accidents at general aviation airports.

Zone 2 – Inner Approach/Departure Zone (IADZ): This zone encompasses area that is overflown at low altitudes, typically only 200 to 400 feet above runway elevation. The accident risk level is considered to be high within the IADZ zones, encompassing approximately ten percent of general aviation aircraft accidents.

Zone 3 – Inner Turning Zone (ITZ): This zone encompasses locations where aircraft are typically turning from the base to final approach legs of the standard traffic pattern and are descending from traffic

¹ For additional information regarding the safety zones, see Appendix M.





pattern altitude. The ITZ also includes the area where departing aircraft normally complete the transition from takeoff power and flap settings to a climb mode and have begun to turn to their en-route heading. The accident risk level is considered to be moderate to high within the ITZ zones, encompassing approximately seven percent of general aviation aircraft accidents.

Zone 4 – Outer Approach/Departure Zone (OADZ): The OADZ is situated along the extended runway centerline beyond the IADZ. Approaching aircraft are usually at less than traffic pattern altitude in the OADZ. The accident risk level is considered to be moderate within the OADZ, encompassing approximately five percent of general aviation aircraft accidents.

Zone 5 – Sideline Zone (SZ): The SZ encompasses the close-in area lateral to runways. The primary risk in SZ is with aircraft losing directional control on takeoff. The accident risk level is considered low to moderate within the SZ, encompassing approximately five percent of general aviation aircraft accidents.

Zone 6 – Traffic Pattern Zone (TPZ): The TPZ zone includes all other portions of regular aircraft traffic patterns based upon the 14 CFR Part 77 Conical Surface for the following airports: Firebaugh Airport, Fresno-Chandler Executive Airport, Harris Ranch Airport, Reedley Municipal Airport, Selma Airport, Sierra Sky Park Airport, and William Robert Johnston Municipal Airport. The aircraft accident risk level is considered to be low within the TPZ.

Zone 7 – Precision Approach Zone (PAZ): The PAZ includes the 14 CFR Part 77 Outer Approach Transitional Surface and Precision Approach Surface. The Outer Approach Transitional Surface and Precision Approach Surface are used at airports with runways with an existing or planned Precision Instrument Approach. For Coalinga Municipal Airport and Fresno Yosemite International Airport, the AIA includes both the Traffic Pattern Zone (Zone 6) and the Precision Approach Zone. The aircraft accident risk level is considered to be low within the PAZ.

3.2.2 Safety Zone Criteria

The safety zone land use compatibility standards in **Table 3A** restrict the development of land uses that could pose particular hazards to the public or to vulnerable populations in case of an aircraft accident. **Table 3A** also provides a breakdown of the intensity criteria for the compatibility zones and **Appendix L** provides the methodology for calculating land use intensity.

Urban Areas – For Fresno-Chandler Executive Airport and Fresno Yosemite International Airport, portions of the Traffic Pattern Zone (Zone 6) are designated as “Urban.” The City of Fresno has created specific designations to prioritize development in the urban portions of the city. These “Urban Core” areas are used by the City of Fresno to identify areas that should be prioritized for development from the City of Fresno’s perspective. The Handbook, in Figure 4G, includes provisions for developing safety criteria for urban areas which includes no limit for intensity or density. Using the City of Fresno’s “Urban Core” areas, there is no limit for non-residential intensity in areas designated as Urban on Exhibit C1, Fresno-Chandler Executive Airport and Exhibit D1, Fresno Yosemite International Airport.



**TABLE 3A
Safety Criteria Matrix
Fresno County Airport Land Use Compatibility Plan**

Zone	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
	Dwelling Units per Acre ¹	Maximum Non-residential Intensity ²	Required Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
1 – RPZ	None	None	All un-used	<ul style="list-style-type: none"> -All structures except ones with location set by aeronautical function -All assemblages of people (one or more people) -Objects exceeding 14 CFR Part 77 height limits -Natural gas & petroleum pipelines¹⁰ -Dumps or landfills, other than those consisting entirely of earth & rock -Hazards to flight⁶ 	-Airport disclosure notice required
2 – IADZ	1 d.u. per 10 acres	60 persons per acre	30%	<ul style="list-style-type: none"> -Residential, except for very low density residential (less than 1 d.u. per 10 acres) and infill in developed areas¹¹ -Hazardous uses (e.g., aboveground bulk fuel storage or gas stations) -Natural gas & petroleum pipelines¹⁰ -Office buildings greater than 3 stories -Labor-intensive industrial uses (greater than 60 persons per acre) -Children’s schools, day care centers, libraries -Hospitals, nursing homes -Places of worship - Adult schools, colleges, universities -Recreational uses, athletic fields, playgrounds, & riding stables -Theaters, auditoriums, & stadiums -Dumps or landfills, other than those consisting entirely of earth & rock -Waterways that create a bird attractant -Hazards to flight⁶ 	<ul style="list-style-type: none"> -Airport disclosure notice required -Locate structures maximum distance from extended runway centerline -Airspace review required for objects > 35 feet tall⁸





TABLE 3A (Continued)
Safety Criteria Matrix
Fresno County Airport Land Use Compatibility Plan

Zone	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
	Dwelling Units per Acre ¹	Maximum Non-residential Intensity ²	Required Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
3 – ITZ	1 d.u. per 2 acres	100 persons per acre	20%	<ul style="list-style-type: none"> -Residential, except for low density residential (less than 1 d.u. per 2 acres) and infill in developed areas¹¹ -Hazardous uses (e.g., aboveground bulk fuel storage or gas stations) -Natural gas & petroleum pipelines¹⁰ -Buildings with more than 3 above-ground habitable floors -Children’s schools, day care centers, libraries -Hospitals, nursing homes -Places of worship - Adult schools, colleges, universities -Recreational uses, athletic fields, playgrounds, & riding stables -Theaters, auditoriums, & stadiums -Dumps or landfills, other than those consisting entirely of earth & rock -Waterways that create a bird attractant -Hazards to flight⁶ 	-Same as IADZ
4 – OADZ	1 d.u. per 2 acres	150 persons per acre	20%	<ul style="list-style-type: none"> -Children’s schools, day care centers, libraries -Hospitals, nursing homes -Hazardous uses (e.g., aboveground bulk fuel storage or gas stations) -Bldgs. with >3 aboveground habitable floors -Highly noise-sensitive outdoor non-residential uses⁷ -Hazards to flight⁶ 	<ul style="list-style-type: none"> -Airport disclosure notice required -Airspace review required for objects >70 feet tall⁹
5 – SZ	1 d.u. per 2 acres	100 persons per acre	30%	-Same as IADZ zone	-Same as IADZ
6 – TPZ	No Limit	300 persons per acre No limit in areas designated as Urban on Exhibit C1, Fresno-Chandler Executive Airport and Exhibit D1, Fresno Yosemite International Airport	10%	<ul style="list-style-type: none"> -Hazards to flight⁶ -Outdoor stadiums and similar uses with very high intensity uses 	<ul style="list-style-type: none"> -Airport disclosure notice required -Airspace review required for objects >100 feet tall⁹ -New structures are prohibited on existing terrain that penetrates 14 CFR Part 77 surfaces⁹ -New structures require additional airspace analysis required within the 50-foot terrain penetration buffer⁹





					-Proposed uses whose primary purpose is to serve vulnerable occupants ¹¹ within 3,000 feet from the side of the runway and 5,000 feet from the end of the runway shall require ALUC review. In addition to the prohibited uses listed within Table 3A, any use whose primary purpose is to serve vulnerable occupants in the area described above is strongly discouraged.
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**TABLE 3A (Continued)
Safety Criteria Matrix**

Fresno County Airport Land Use Compatibility Plan

Zone	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
	Dwelling Units per Acre ¹	Maximum Non-residential Intensity ²	Required Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
7 – PAZ ¹²	No Limit	No Limit	0%	-Hazards to flight ⁶	No object shall have a height that would penetrate the airspace protection surface of the airport. Any object that penetrates one of these surfaces is, by FAA definition, considered an obstruction. A proposed object having a height that exceeds the airport’s airspace protection surface shall be allowed only if, upon conclusion of the FAA’s 7460 review process, the FAA determines that the object would not be a hazard to air navigation.

Table Notes:

- 1 Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre (d.u./ac). Clustering of units is encouraged. Gross acreage includes the property at issue, plus a share of adjacent roads and any adjacent, permanently dedicated, open lands associated with the property.
- 2 Usage intensity calculations shall include the maximum number of people (e.g., employees, customers/visitors, etc.) who may be on the parcels or site at a single point in time, whether indoors or outside.
- 3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects.
- 4 The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. Also see Section 2.6.7 for policies on similar uses.
- 5 As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law.
- 6 Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.





	Land use development, such as golf courses and certain types of crops, as outlined in FAA’s Advisory Circular 150/5200-33B, <i>Hazardous Wildlife Attractants on or Near Airports</i> , that may cause the attraction of birds to increase is also prohibited.
7	Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses, such as poultry farms and nature preserves.
8	Objects up to 35 feet in height are permitted. However, the FAA may require Form 7460-1, marking, and lighting of certain objects.
9	This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport (See examples 1, 2, & 3 on Exhibit 3A). Taller objects may be acceptable if determined not to be obstructions. Developers proposing structures that could penetrate 14 CFR Part 77 surfaces must file Form 7460 with the FAA to determine if 7460 review is required, consult FAA’s Notice Criteria Tool: https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm
10	Natural gas & petroleum pipelines less than 36 inches below the surface.
11	Vulnerable occupants include children, the elderly, and people with disabilities.
12	The definition of infill can be found in Section 2.10.26.
13	Only present at the following airports with a Precision Approach: Coalinga Municipal Airport and Fresno Yosemite International Airport.
	RPZ – Runway Protection Zone IADZ – Inner Approach/Departure Zone ITZ – Inner Turning Zone OADZ – Outer Approach/Departure Zone SZ – Sideline Zone

3.2.3 Infill Development

Where development is not in conformance with the criteria set forth in this compatibility plan that already exists, additional infill development of similar land uses may be allowed to occur, even if such land uses are to be prohibited elsewhere in the zone.

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

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

- (1) The parcel size is no larger than 10.0 acres
- (2) At least 65 percent of the site’s perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than those proposed. For projects adjacent to an undeveloped parcel, the closest developed lot may be used
- (3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses
- (4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variances, or other strategy) are prohibited
- (5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in this compatibility plan unless replacement open land is provided within the same compatibility zone





(b) For residential development, the average development density (dwelling units per gross acre) of the project site shall not exceed the average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided.

(c) For nonresidential development, the average land use intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:

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

(2) Double the intensity permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix, **Table 3A**.

(d) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The Airport Land Use Commission's intent is that parcels eligible for infill be determined just once. Thus, in order for the Airport Land Use Commission to consider proposed development under these infill criteria, the entity having land use authority must first identify the qualifying locations in its general plan or other adopted planning document approved by the Airport Land Use Commission. This action may take place in conjunction with the process of amending a general plan for consistency with the compatibility plan or may be submitted by the local agency for consideration by the Airport Land Use Commission at the time of initial adoption of this compatibility plan. In either case, the burden for demonstrating that a proposed development qualifies as infill rests with the affected land use jurisdiction and/or project proponent.

3.2.4 Hazardous Uses

Hazardous uses, including facilities involving the manufacture, processing, or storage of hazardous materials, can pose serious risks to the public in case of aircraft accidents. Hazardous materials of particular concern in this compatibility plan, and which are covered by the safety compatibility criteria in **Table 3B**, are the following:

- A. Aboveground fuel storage:** This includes aboveground storage tanks with capacities greater than 10,000 gallons of any substance containing at least five percent petroleum per State of California, California Health and Safety Code, Section 25270. Project sponsors must provide evidence of compliance with all applicable regulations prior to the issuance of development permits.
- B. Facilities where toxic substances are manufactured, processed, or stored:** Proposed land use projects involving the manufacture or storage of toxic substances may be allowed if the amounts of the substances do not exceed the threshold planning quantities for hazardous and extremely hazardous substances specified by the EPA in Title 40, Code of Federal Regulations, Part 355, Subpart D, Appendices A & B.



- C. Explosives and fireworks manufacturing and storage:** Proposed land use projects involving the manufacture or storage of explosive materials may be allowed in safety zones only in compliance with the applicable regulations of the California Division of Occupational Safety and Health (Section 5252, Table EX-1). Project sponsors must provide evidence of compliance with applicable state regulations prior to the issuance of any development permits.
- D. Medical and biological research facilities handling highly toxic or infectious agents:** These facilities are classified in biosafety levels. Biosafety Level 1 does not involve hazardous materials and is not subject to the restrictions on hazardous uses in **Table 3A**. Definitions of the other three biosafety levels are quoted from *Biosafety in Microbiological and Biomedical Laboratories, 5th Edition, 2009*, below.
- a. Biosafety Level 2 practices, equipment, and facility design and construction are applicable to clinical, diagnostic, teaching, and other laboratories in which work is done with the broad spectrum of indigenous moderate-risk agents that are present in the community and associated with human disease of varying severity.
 - b. Biosafety Level 3 practices, safety equipment, and facility design and construction are applicable to clinical, diagnostic, teaching, research, or production facilities in which work is done with indigenous or exotic agents with a potential for respiratory transmission, and which may cause serious and potentially lethal infection.
 - c. Biosafety Level 4 practices, safety equipment, and facility design and construction are applicable for work with dangerous and exotic agents that pose a high individual risk of life-threatening disease, which may be transmitted via the aerosol route and for which there is no available vaccine or therapy.
- E. Other High-Risk Uses:** Uses that involve the storage of hazardous materials (e.g., gas stations) should be avoided in locations where aircraft may be operating at low altitudes, or where data has shown the risk of accidents to be greater.

3.2.5 Expansion or Reconstruction of Existing Building

An existing incompatible land use for safety either exceeds the residential density and/or nonresidential intensity levels or is designated an incompatible use in **Table 3A**. If it exceeds either limit, enlargement and reconstruction are subject to consistency review and the following requirements:

Residential Uses Only: An existing residential building may be expanded in building area or reconstructed if there is no increase in density. An accessory dwelling unit, as defined by state law², is not counted toward this limitation.

² California Government Code §§65852.150, 65852.



Nonresidential Uses Only: An existing nonresidential building may be expanded in building area or reconstructed if there is no increase in the intensity of the use. Any additional space must not be occupied, such as storage or mechanical equipment.

Additional Limitations for Safety Zone 1: Reconstruction of an existing building is allowed only if the building is destroyed by calamity (e.g., fire, earthquake, etc.).

3.2.6 Mixed-Use Projects

For a proposed project with a mix of residential and nonresidential uses, residential density is converted to intensity and the total number of residential occupants is limited to half the maximum nonresidential intensity specified in **Table 3A**. For live/work projects, each dwelling unit is to be counted towards density, and only the square footage devoted to nonresidential use is to be used in the calculation of nonresidential intensity. When converting residential density to intensity, the number of people per household for the jurisdiction, as available from the U.S. Census Bureau, should be used.

3.2.7 Change of Use in Existing Buildings

Consistency review is required when a new use is proposed within an existing building. A change of use is defined as a change in density for residential land uses or intensity for non-residential land uses.

Nonresidential Projects: The maximum intensity of a proposed non-residential project must not exceed the maximum allowable intensity as shown in **Table 3A**.

Residential Projects: The total density of a conditionally compatible residential project must not exceed the maximum allowable density as shown in **Table 3A**. Construction of a single-family residence, including an accessory dwelling unit, is allowed on a legal lot of record if permitted by the local agency as described in **Section 2.4.4** in Chapter Two.

Mixed-use Projects: The maximum density and intensity for conditionally compatible projects are limited as described in **Policy 3.2.6**.

3.3 NOISE COMPATIBILITY CRITERIA

The objective of noise compatibility criteria is to minimize the number of people exposed to frequent and/or high levels of airport noise capable of disrupting noise-sensitive activities.

3.3.1 Aircraft Noise Contours

Existing and 20-year future Community Noise Equivalent Level (CNEL) aircraft noise exposure contours are depicted in the following appendices of this document:





- Coalinga Municipal Airport (C80) Appendix A, Exhibit A2
- Firebaugh Airport (F34) Appendix B, Exhibit B2
- Fresno-Chandler Executive Airport (FCH) Appendix C, Exhibit C2
- Fresno Yosemite International Airport (FAT) Appendix D, Exhibit D2
- Harris Ranch Airport (3O8) Appendix E, Exhibit E2
- Reedley Municipal Airport (O32) Appendix F, Exhibit F2
- Selma Airport (0Q4) Appendix G, Exhibit G2
- Sierra Sky Park Airport (E79) Appendix H, Exhibit H2
- William Robert Johnston Municipal Airport (M90) Appendix J, Exhibit J2

Note: Noise exposure contours for Coalinga Municipal Airport remain entirely on airport property.

3.3.2 Noise Compatibility Criteria

The basic strategy for achieving noise compatibility in an airport vicinity is to limit development of land uses which are particularly sensitive to noise. The compatibility of proposed land uses located in the Airport noise compatibility contours shall be determined according to the noise/land use compatibility criteria shown in **Table 3B**. The criteria indicate the maximum acceptable airport noise levels, described in terms of CNEL, for the indicated land uses. The compatibility criteria indicate whether a proposed land use is “compatible,” “conditionally compatible,” or “not compatible” within each contour zone, designated by the identified CNEL ranges.

- “Compatible” means that the proposed land use is compatible with the CNEL level indicated in the table and may be permitted without any special requirements related to the attenuation of aircraft noise.
- “Conditionally compatible” means that the proposed land use is compatible if the conditions described in **Table 3B** are met.
- “Not compatible” means that the proposed land use is incompatible with aircraft noise at the indicated CNEL level.

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

	CNEL			
	60-64	65-69	70-74	75+
RESIDENTIAL				
Single units – detached	C (1, 2)	N	N	N
Single units – semi-detached	C (1, 2)	N	N	N
Single units – attached row	C (1, 2)	N	N	N
Two units	C (1, 2)	N	N	N
Multi-family, three or more units (rental and ownership)	C (1, 2)	N	N	N
Group quarters (including retirement homes; assisted living; nursing homes, college dormitories, military barracks, correctional residential facilities, extended stay hotels*)	C (1, 2)	N	N	N
Mobile home park or courts	C (1, 2)	N	N	N
PUBLIC/INSTITUTIONAL FACILITIES				





Education facilities (including daycare centers (> 14 children), children schools (K-12 grade), adult schools, colleges, universities)	C (1, 2)	N	N	N
Religious facilities, libraries, museums, galleries, clubs, lodges	C (1, 2)	N	N	N
Hospitals, nursing homes, and other health care services	Y	N	N	N
Governmental services (administrative, police, fire stations**)	Y	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N
Cemeteries, cemetery chapels; mortuaries	Y	Y	Y	N
RECREATIONAL				
Outdoor sport events, stadiums, playgrounds, campgrounds, and recreational vehicle parks	Y	N	N	N
Nature exhibits, wildlife reserves, and zoos	Y	N	N	N
Indoor recreation, amusements, athletic clubs, gyms and spectator events, movie theaters, parks, outdoor recreation: tennis, golf courses, riding trails, etc.	Y	C(1)	N	N
COMMERCIAL				
Wholesale Trade	Y	Y	C(1)	N
Retail trade (eating and drinking establishments, personal services, and dance studios)	Y	Y	C(1)	N
Finance, insurance, and real estate services	Y	Y	C(1)	N
Business services	Y	Y	C(1)	N
Repair services	Y	Y	C(1)	N
Professional services	Y	Y	C(1)	N
Hotels, motels, transient lodgings, and bed and breakfasts	Y	C(1)	N	N

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

	CNEL			
	60-64	65-69	70-74	75+
INDUSTRIAL				
Manufacturing	Y	Y	Y	Y
Printing, publishing, and allied industries	Y	Y	Y	Y
Chemicals and allied products manufacturing	Y	Y	Y	Y
Miscellaneous manufacturing	Y	Y	Y	Y
Highway and street right-of-way and other transportation, communication, and utilities	Y	Y	Y	Y
Automobile parking car dealerships, car washes, indoor/outdoor storage facilities, gas stations, truck stops, and transportation terminals	Y	Y	Y	Y
Processing of food, wood and paper products; printing and publishing; warehouses, wholesale and storage activities	Y	Y	Y	Y
Refining, manufacturing and storage of chemicals, petroleum and related products, manufacturing and assembly of electronic components, etc.	Y	Y	Y	Y
Salvage yards, solid waste facilities, natural resource extraction and processing, agricultural, mills and gins	Y	Y	Y	Y
AGRICULTURE				
Agriculture (except livestock)	C (1, 2)	C(1, 2)	C(3)	N
Livestock farming and animal breeding, animal shelters, and kennels	C (1, 2)	C(1, 2)	C(3)	N
Agricultural-related activities	Y	C(1, 2)	C(3)	N
Forestry activities and related services	Y	C(1, 2)	C(3)	N
Fishing activities and related services	Y	C(1, 2)	C(3)	N

Table Notes:

CNEL – Community Noise Equivalent Level, in A-weighted decibels.

Y (Yes) – Land use and related structures compatible without restrictions.

C (Conditionally compatible) - Land use and related structures are permitted, provided that sound insulation is provided to reduce interior noise levels from exterior sources to CNEL 45 dB or lower.

N (No) – Land use and related structures are not compatible.





- (1) Requires an aviation easement be granted to the airport operator (See Appendix L for aviation easement sample).
- (2) Residential buildings must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources (See Policy 3.2.5).
- (3) Accessory dwelling units are not compatible.

Note:

Land uses not specifically listed shall be evaluated, as determined by the ALUC, using the criteria for similar uses.

* Lodging intended for stays by an individual person of no more than 25 days consecutively and no more than 90 days total per year; facilities for longer stays are in the extended-stay hotel category

** Airport Rescue and Fire Fighting (ARFF) facilities are exempt from this requirement due to Federal Aviation Administration regulations.

3.3.3 Residential Uses

Residential uses are not considered compatible above 65 CNEL. This is consistent with the Handbook and the California Code of Regulations.





3.3.4 Noise Exposure for Other Land Uses

Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise. Examples of acceptable noise levels for other land uses in an airport's vicinity are presented in **Table 3B**.

3.3.5 Mixed Use Projects

When a land use project involves a combination of different land uses, listed in **Table 3B**, each component use must comply with the applicable noise standards.

3.3.6 Interior Noise Levels

Land uses within 60 CNEL noise exposure contours for which interior activities may be easily disrupted by noise, as provided below, shall be required to comply with the following interior noise level criteria.

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

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

(b) The noise contours identified in Section 3.2.1 depict this compatibility plan to be used in determining compliance with these criteria. The calculations should assume that windows are closed.

3.3.7 Expansion, Reconstruction, or Change of Use in an Existing Building

When a project involves expansion, reconstruction, or change of use in an existing building, sound attenuation, outlined in **Table 3B**, must be achieved for land uses classified as Conditionally Compatible. Regarding noise, reconstruction of an incompatible land use may occur if the building was destroyed by a calamity, and the reconstructed building meets the 45 dB CNEL sound performance level. An avigation easement, consistent with **Table 3B**, is also required.



3.3.8 Construction of New or Expanded Airports or Heliports

Any proposed construction of a new airport or heliport, or expansion of facilities at the airports discussed in this plan, which would result in a significant increase in cumulative noise exposure (measured in terms of CNEL), shall include measures, consistent with FAA regulations and federal aviation laws, to reduce the exposure to a less-than-significant level. For the purposes of this plan, a noise increase shall be considered significant if:

- (a) In locations having an existing ambient noise level of less than 60 CNEL, the project would increase the noise level by 5.0 CNEL or more.
- (b) In locations having an existing ambient noise level of between 60 and 65 CNEL, the project would increase the noise level by 3.0 CNEL or more.
- (c) In locations having an existing ambient noise level of more than 65 CNEL, the project would increase the noise level by 1.5 CNEL or more.

3.4 AIRSPACE PROTECTION

The objective of airspace protection is to avoid development of land use conditions which, by posing hazards to flight, can increase the risk of an accident occurring. The particular hazards of concern are: (1) airspace obstructions; (2) wildlife hazards, particularly bird strikes; and (3) land use characteristics which pose other potential hazards to flight by creating visual or electronic interference with air navigation.

Tall structures, trees, and other objects, particularly when located near airports or on high terrain, may constitute hazards to aircraft in flight. Federal regulations establish the criteria for evaluating potential obstructions. These regulations also require that the Federal Aviation Administration be notified of proposals for creation of certain objects. The FAA conducts aeronautical studies of these objects and determines whether they would be hazards, but it does not have the authority to prevent their creation. During this process, the FAA may issue a Determination of No Hazard to Air Navigation which addresses airport operations only and does not apply to land use decisions. The purpose of compatibility plan airspace protection policies, together with regulations established by local land use jurisdictions and the state government, is to ensure that hazardous obstructions to the navigable airspace do not occur.

3.4.1 Basis for Height Limits

The criteria for limiting the height of structures, trees, and other objects in the vicinity of an airport shall be based upon: 14 CFR Part 77, Subpart C, and applicable airport design standards published by the Federal Aviation Administration. Airspace plans depicting the critical areas for airspace protection are depicted in the following appendices of this document:





• Coalinga Municipal Airport (C80)	Appendix A, Exhibit A3
• Firebaugh Airport (F34)	Appendix B, Exhibit B3
• Fresno-Chandler Executive Airport (FCH)	Appendix C, Exhibit C3
• Fresno Yosemite International Airport (FAT)	Appendix D, Exhibit D3
• Harris Ranch Airport (3O8)	Appendix E, Exhibit E3
• Reedley Municipal Airport (O32)	Appendix F, Exhibit F3
• Selma Airport (0Q4)	Appendix G, Exhibit G3
• Sierra Sky Park Airport (E79)	Appendix H, Exhibit H3
• William Robert Johnston Municipal Airport (M90)	Appendix J, Exhibit J3
• Naval Air Station Lemoore (NLC)	Appendix K, Exhibit K3

3.4.2 ALUC Review of Height of Proposed Objects

All proposed objects must comply with the height limitations set forth with FAA criteria, including 14 CFR Part 77. Proposed objects that would exceed the heights indicated below for the respective compatibility zones potentially represent airspace obstructions issues. Development proposals that include any such objects shall be reviewed by the ALUC. Objects of lesser height normally would not have a potential for being airspace obstructions and, therefore, do not require ALUC review with respect to airspace protection criteria (noise, safety, and overflight concerns may still be present). Caution should be exercised, however, with regard to any object more than 50 feet high proposed to be located on a site that is substantially higher than surrounding terrain. The following guidance applies for projects within the safety zones depicted on the respective compatibility maps:

(a) Within Safety Zone 1 (RPZ), the height of any proposed development, including vegetation, requires review.

(b) Within Safety Zones 2 (IADZ), 3 (ITZ), and 5 (SZ), ALUC review is required for any proposed object taller than 35 feet AGL unless the airport controls an easement on the land on which the object is to be located and grants a waiver to height restrictions.

(c) Within Safety Zone 4 (OADZ), ALUC review is required for any proposed object taller than 70 feet AGL.

(d) Within Zone 6 (TPZ) and Zone 7 (PAZ), ALUC review is required for any proposed object taller than 100 feet AGL. The following conditions also apply:

- Proposed structures are prohibited on terrain that already penetrates 14 CFR Part 77 surfaces. See Example 1 on **Exhibit 3A**.
- If existing mature trees within 25 feet of the proposed structure exceed the final height of the proposed structure, the proposed structure can be permitted if all other compatibility criteria are met (See Example 2 on **Exhibit 3A**).



- Proposed structures require additional airspace analysis and FAA Form 7460 is required within the 50-foot terrain penetration buffer (See Example 3 on **Exhibit 3A**).

3.4.3 Height Restriction Criteria

The height of objects within the AIA of each airport shall be reviewed and restricted, if necessary, according to the following criteria. The locations of these zones are depicted on the respective compatibility maps.

(a) Within Safety Zone 1 (RPZ), the height of all objects shall be limited in accordance with applicable Federal Aviation Administration criteria, including 14 CFR Part 77, and/or FAA airport design standards.

(b) Within Safety Zones 2 (IADZ), 3 (ITZ), and 5 (SZ):

(1) Objects up to 35 feet AGL and do not penetrate the 14 CFR Part 77 surfaces are acceptable and do not require ALUC review for the purposes of height factors.

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

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

(c) Within Zone 4 (OADZ), generally, there is no concern with regard to any object up to 70 feet AGL unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet AGL taller than other nearby objects.

(d) Within Zone 6 (TPZ) and Zone 7 (PAZ), generally, there is no concern with regard to any object up to 100 feet AGL unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet AGL.

3.4.4 Avigation Easement Dedication

As a condition for development approval, the owner of any property proposed for development within Safety Zones: 1 (RPZ), 2 (IADZ), 3 (ITZ), 4 (OADZ), and 5 (SZ) shall be required to dedicate an avigation easement to the entity owning the affected airport. The avigation easement shall:

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

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



- (c) Restrict the height of structures, trees, and other objects;
- (d) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and
- (e) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property. An example of an aviation easement is provided in **Appendix L**.

3.4.5 Other Flight Hazards

New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics of land use proposals to be evaluated include:

- (a) Glare or distracting lights which could be mistaken for airport lights;
- (b) Sources of dust, steam, or smoke which may impair pilot visibility;
- (c) Sources of electrical interference with aircraft communications or navigation; and
- (d) Any proposed use, especially landfills and certain agricultural uses, that creates an increased attraction for large flocks of birds. (Refer to FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports* and Advisory Circular 150/5200-34A, *Construction or Establishment of Landfills Near Public Airports* or latest version of these advisory circulars.)

3.4.6 FAA Notification

Proponents of a project involving objects that may exceed a 14 CFR Part 77 surface must notify the Federal Aviation Administration as required by 14 CFR Part 77, Subpart B, and by the PUC, Sections 21658 and 21659. (Notification to the Federal Aviation Administration under 14 CFR Part 77, Subpart B, is required, even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the regulations. Refer to Appendix M for the specific FAA notification requirements.)

- (a) Local jurisdictions shall inform project proponents of the requirements for notification to the FAA.
- (b) The requirement for notification to the FAA shall not necessarily trigger an airport compatibility review of an individual project by the ALUC if the project is otherwise in conformance with the compatibility criteria established herein.





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

(d) Any project submitted to the ALUC for airport land use compatibility review for which FAA notification is required shall include a copy of the CFR Part 77 notification to the Federal Aviation Administration and the FAA findings, if available.

In addition, FAA notification is required for owners or operators proposing to site new, or expand existing, Municipal Solid Waste Landfills (MSWLFs) within a five-mile radius of any airport runway (CFR 40, Subchapter 1, Part 258, Subpart B, Section 258.10). FAA Form 7460-1, Notice of Proposed Construction or Alteration, or other suitable document similar to FAA Form 7460-1, may be used to notify the appropriate FAA Regional Airports Division Office of a planned siting or expansion of a MSWLF, as well as other potential wildlife attractants.

3.5 OVERFLIGHT

Noise from individual operations, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the mapped noise contours. Sensitivity to aircraft overflights varies from one person to another. The purpose of overflight compatibility policies is to help notify people about the presence of overflights near airports so that they can make more informed decisions regarding acquisition or lease of property in the affected areas. Overflight compatibility is particularly important with regard to residential land uses.

California state statutes (Business and Professional Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353) require, as part of residential real estate transactions, that information be disclosed regarding whether the property is situated within an airport influence area.

- (a) With certain exceptions, these state requirements apply both to the sale or lease of newly subdivided lands and to the sale of existing residential property.
- (b) The statutes define an *airport influence area (AIA)* as “the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission.” The AIA for each airport is depicted on the exhibits listed below.

- | | |
|---|------------------------|
| • Coalinga Municipal Airport (C80) | Appendix A, Exhibit A1 |
| • Firebaugh Airport (F34) | Appendix B, Exhibit B1 |
| • Fresno-Chandler Executive Airport (FCH) | Appendix C, Exhibit C1 |
| • Fresno Yosemite International Airport (FAT) | Appendix D, Exhibit D1 |
| • Harris Ranch Airport (308) | Appendix E, Exhibit E1 |
| • Reedley Municipal Airport (O32) | Appendix F, Exhibit F1 |



- Selma Airport (0Q4) Appendix G, Exhibit G1
- Sierra Sky Park Airport (E79) Appendix H, Exhibit H1
- William Robert Johnston Municipal Airport (M90) Appendix J, Exhibit J1

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

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

(d) For the purposes of this compatibility plan, the above real estate disclosure provisions of state law shall continue in effect as Airport Land Use Commission policy with respect to new development, even if the law is rescinded. Furthermore, each land use jurisdiction affected by this compatibility plan should adopt a policy designating the airport influence area as the area wherein disclosure of airport influences is required in conjunction with the transfer of residential real estate. Such policy should require signs providing the above notice be prominently posted in the real estate sales office and/or other key locations at any new project within the AIA. Such local jurisdiction policies should also be applied to lease or rental agreements for existing residential property.

