

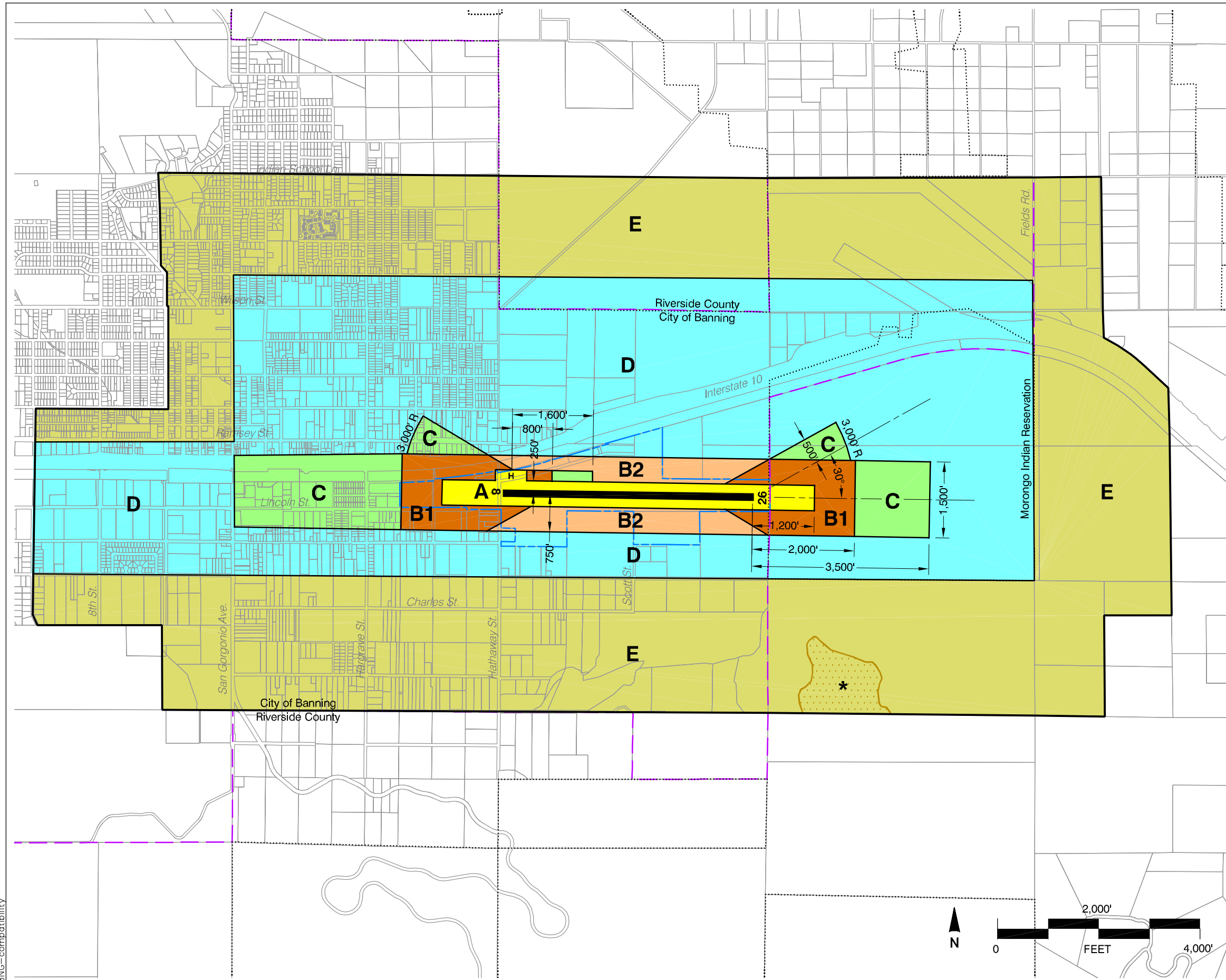
BN. BANNING MUNICIPAL AIRPORT

BN.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The *Compatibility Plan* for Banning Municipal Airport is based upon the airport master plan adopted by the City of Banning in 1989.
- 1.2 *Airfield Configuration:* A minor change in the runway configuration (elimination of a displaced threshold in favor of relocation of the runway's eastern end) occurred as a result of a pavement overlay project in the 1990s. The existing helipad north of the runway's west end is included in the compatibility planning analysis. No further airfield changes are planned.
- 1.3 *Airport Activity:* The *Compatibility Plan* reflects the master plan's long-range activity projection plus additional helicopter operations. The resulting 70,000 operations activity level is anticipated to be beyond the minimum 20-year time frame required for compatibility plans by the State Aeronautics Act.
- 1.4 *Airport Influence Area:* Because mountains north and south of the airport greatly restrict where aircraft fly, the airport's impacts are not as far reaching as the extents of the FAR Part 77 conical surface. Conveniently situated roads and other geographic features have therefore been used to define a smaller airport influence area boundary.

BN.2 Additional Compatibility Policies

- 2.1 *Compatibility Zone D Nonresidential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within Airport Compatibility Zone D: An average of 200 people per acre shall be allowed on a site and up to 800 people shall be allowed to occupy any single acre of a site. Single-acre occupancies up to 1,000 people may be permitted during special events occurring not more than three days in any calendar year. The single-acre intensities cited herein shall not be eligible to be increased through use of risk-reduction bonuses.
- 2.2 *Calculation of Concentration of People in Retail Sales Establishments:* The provisions of Table C1 in Appendix C notwithstanding, retail (mercantile) sales and indoor display areas (excluding restaurants and other uses specifically identified separately from retail/mercantile in Table C1) shall be evaluated as having an intensity in persons per acre equivalent to one person per 115 square feet of gross floor area.



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- City Limits
- Morongo Indian Reservation

Note

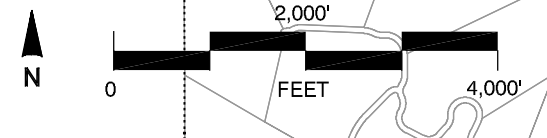
Dimensions measured from runway ends and centerlines.

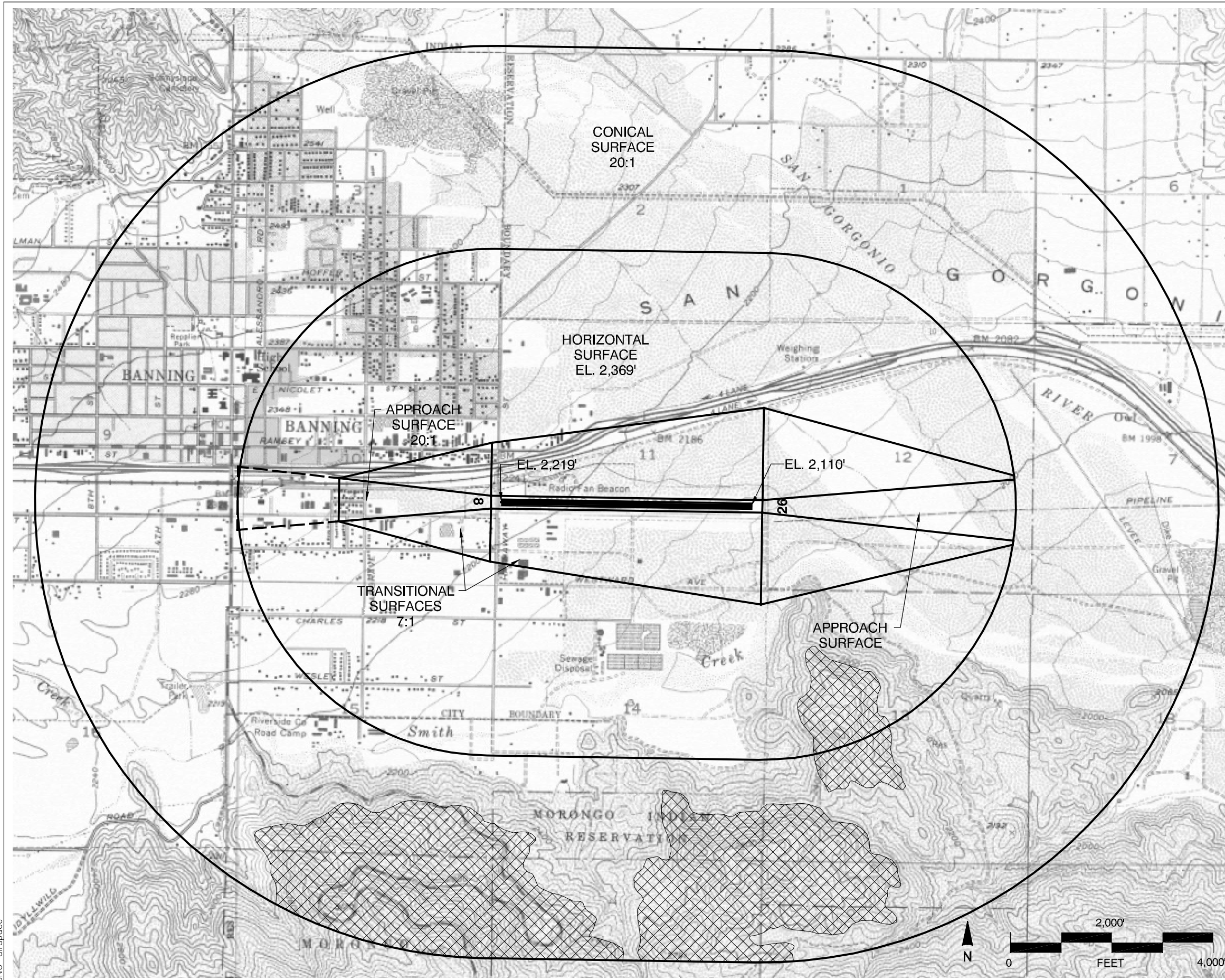
See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted October 2004)


Map BN-1

Compatibility Map
Banning Municipal Airport





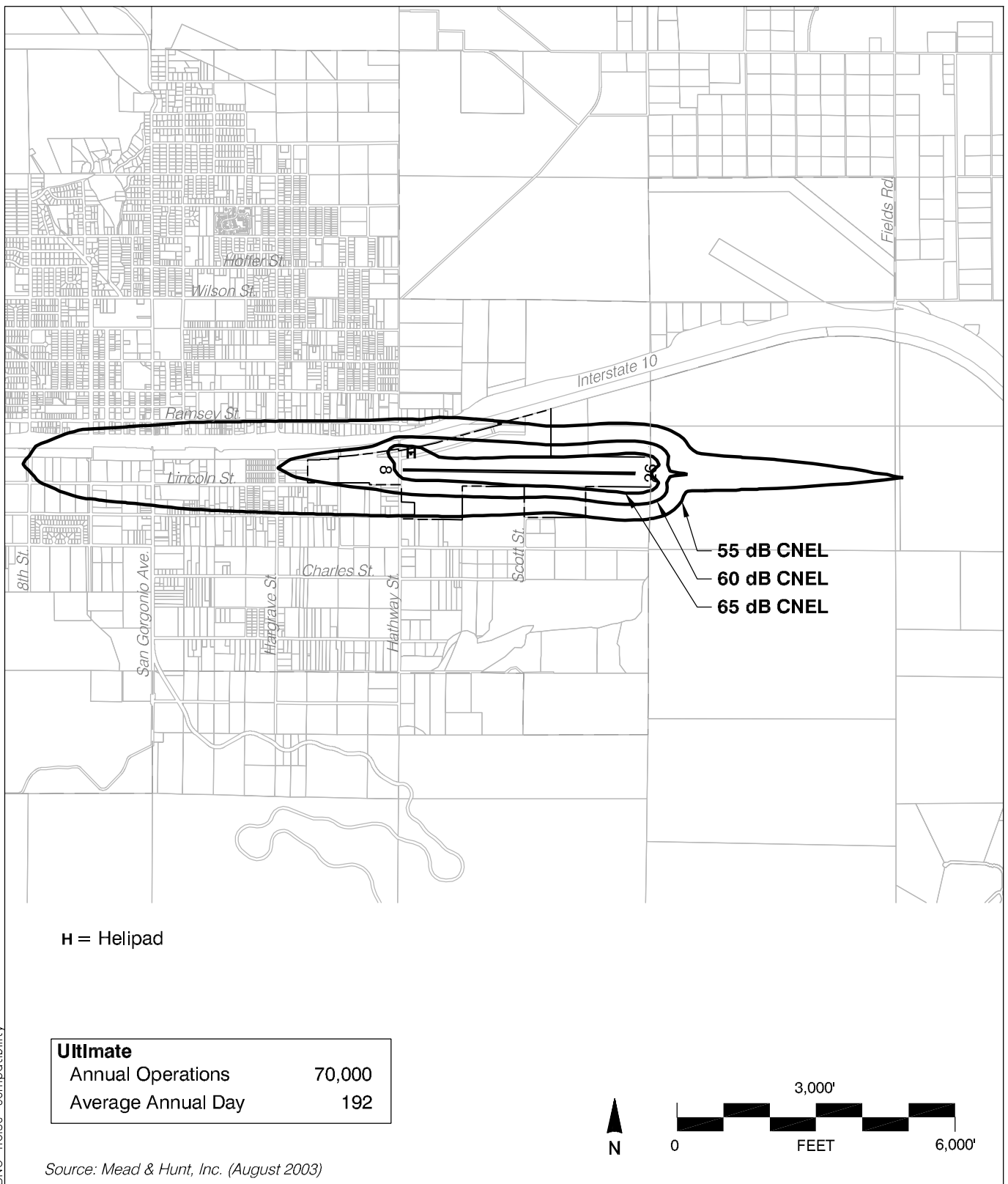
LEGEND

 Ground penetration of depicted FAR Part 77 Surfaces

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Map BN-2

Airspace Plan
 Banning Municipal Airport



BNG—noise—compatibility

Map BN-3

Noise Compatibility Contours

Banning Municipal Airport