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# Individual Airport Policies and Compatibility Maps

## CHAPTER OVERVIEW

The policies and maps presented in this chapter provide the connection between the countywide compatibility criteria outlined in Chapter 2 and the specific features and surrounding geography of each individual airport. Included for each airport is the overall compatibility map that works in conjunction with the Basic Compatibility Criteria matrix (Table 2A) in Chapter 2. Maps of the noise contours and airspace protection (height limit) surfaces associated with the supporting policies are also found in this chapter. The airspace protection surfaces are as defined by Federal Aviation Regulations Part 77 for the respective airport.

Additionally, at some airports, special conditions as provided for in Countywide Policy 3.3.6(e) of Chapter 2 may be acknowledged by the Airport Land Use Commission in adoption of this *Compatibility Plan*. These special conditions result in establishment of compatibility zone boundaries and/or compatibility criteria different in character from the zones and criteria applicable to other airports in the county. Where any such additional policies have been adopted for a particular airport, they are listed in the following sections of this chapter. These special policies are not to be generalized or considered as precedent applicable to other locations near the same airport or to the environs of other airports addressed by this plan. For most airports, no special policies are noted and the countywide policies prevail.

The general concepts used to develop the compatibility zone boundaries depicted on the compatibility map for each airport are summarized in Table 3A. This description of the impact characteristics for each compatibility zone helps to ensure a consistent approach to map preparation. In other words, subject to the limited number of zones delineated, the noise and safety impacts affecting lands within one part of a particular zone should be similar to the impacts in another part of the same zone both for a given airport environs and compared to other airports.

Additional factors taken into account in the creation of the individual airport compatibility maps include:

- › The existing airport runway configuration and any proposed changes as identified in an adopted airport master plan or approved layout plan;
- › The locations of common visual traffic patterns and instrument flight tracks;

- › Noise contours, typically for long-range future activity levels, but also current contours at airports where some or all of the existing contours are larger than the future ones;
- › Areas of aircraft accident risk as indicated in data included in the *Airport Land Use Planning Handbook* published by the California Division of Aeronautics; and
- › Other guidance regarding delineation of safety zones as noted in the state *Handbook*.

Finally, the basic compatibility zone boundaries defined by the above factors are refined as appropriate to recognize local geographic features. Where these boundaries fall near existing roads or parcel lines, the latter features are often used as the formal zone boundaries shown in the accompanying maps.

Also see Appendix H for further discussion of airport land use compatibility concepts.

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
<b>A</b> Runway Protection Zone and within Building Restriction Line	Noise Impact: <i>Very High</i> <ul style="list-style-type: none"> <li>▶ Includes 65-CNEL contour at airports where this contour extends beyond RPZs</li> </ul> Note: <i>In all zones, contours for peak-season average day, rather than annual average day, are used for airports with strong seasonal activity characteristics</i>	Risk Level: <i>Very High</i> <ul style="list-style-type: none"> <li>▶ Lateral to runways, zone boundary defined by the Building Restriction Line as depicted on adopted Airport Layout Plan drawing</li> <li>▶ Length set to include Runway Protection Zones as indicated on Airport Layout Plan drawing</li> <li>▶ Nearly 40% of off-runway general aviation accidents near airports occur in this zone</li> </ul>
<b>B1</b> Inner Approach/Departure Zone	Noise Impact: <i>High</i> <ul style="list-style-type: none"> <li>▶ Generally encompasses 60-CNEL contour (55-CNEL at outlying airports)</li> <li>▶ Single-event noise sufficient to disrupt wide range of land use activities including indoors if windows open</li> </ul>	Risk Level: <i>High</i> <ul style="list-style-type: none"> <li>▶ Encompasses areas overflowed by aircraft at low altitudes—typically only 200 to 400 feet above runway</li> <li>▶ Some 10% to 20% of off-runway general aviation accidents near airports take place here</li> <li>▶ Object heights restricted to as little as 50 feet</li> </ul>
<b>B2</b> Adjacent to Runway	Noise Impact: <i>Moderate to High</i> <ul style="list-style-type: none"> <li>▶ Encompasses 55-CNEL contour lateral to runway</li> <li>▶ Exposed to loud single-event noise from take-offs and jet thrust-reverse on landing; also from pre-flight run-ups</li> </ul>	Risk Level: <i>Low to Moderate</i> <ul style="list-style-type: none"> <li>▶ Area not normally overflowed by aircraft; primary risk is with aircraft (especially twins) losing directional control on takeoff</li> <li>▶ About 3% of off-runway general aviation accidents near airports happen in this zone</li> <li>▶ Object heights restricted to as little as 35 feet</li> </ul>
<b>C</b> Extended Approach/Departure Zone	Noise Impact: <i>Moderate</i> <ul style="list-style-type: none"> <li>▶ Encompasses most of 55-CNEL contour beyond runway ends</li> <li>▶ Aircraft typically below 1,000 feet altitude on arrival; individual events occasionally loud enough to intrude upon indoor activities</li> </ul>	Risk Level: <i>Moderate</i> <ul style="list-style-type: none"> <li>▶ Includes areas where aircraft:                             <ul style="list-style-type: none"> <li>› Turn from base to final approach legs of standard traffic pattern and descend from traffic pattern altitude</li> <li>› On departure, normally complete transition from takeoff power and flap settings to climb mode and begin turns to en route heading</li> <li>› On an instrument approach procedure, have descended below about 500 feet AGL</li> </ul> </li> <li>▶ Some 10% to 15% of off-runway general aviation accidents near airports occur in this zone</li> <li>▶ Object heights restricted to as little as 50 feet</li> </ul>
<b>D</b> Primary Traffic Patterns	Noise Impact: <i>Moderate</i> <ul style="list-style-type: none"> <li>▶ Contains remaining 55-CNEL contour, if any</li> <li>▶ Aircraft at or above traffic pattern except for instrument approaches</li> <li>▶ More concern with respect to individual loud events than with cumulative noise contours</li> <li>▶ Residential density criteria for this zone provide two options on basis that noise concerns can be minimized either by limiting number of dwelling units in affected areas or by allowing high-density development which tends to have comparatively high ambient noise levels</li> </ul>	Risk Level: <i>Low</i> <ul style="list-style-type: none"> <li>▶ Aircraft on instrument approaches below 1,000 feet</li> <li>▶ About 20% to 30% of general aviation accidents take place in this zone, but large area encompassed means low likelihood of accident occurrence in any given location</li> <li>▶ Risk concern is primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)</li> <li>▶ Object height limits generally at least 100 feet</li> </ul>
<b>E</b> Other Airport Environs	Noise Impact: <i>Low</i> <ul style="list-style-type: none"> <li>▶ Beyond 55-CNEL contour</li> <li>▶ Occasional overflights intrusive to some outdoor activities</li> </ul>	Risk Level: <i>Low</i> <ul style="list-style-type: none"> <li>▶ Only 10% to 15% of near-airport accidents here</li> <li>▶ Risk concern only with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)</li> </ul>
* Height Review Overlay	Noise Impact: <i>Low</i> <ul style="list-style-type: none"> <li>▶ Individual noise events slightly louder because high terrain reduces altitude of overflights</li> </ul>	Risk Level: <i>Moderate</i> <ul style="list-style-type: none"> <li>▶ Modest risk because high terrain constitutes airspace obstruction</li> <li>▶ Concern is tall single objects (e.g., antennas)</li> </ul>

**Table 3A**

## Compatibility Zone Factors