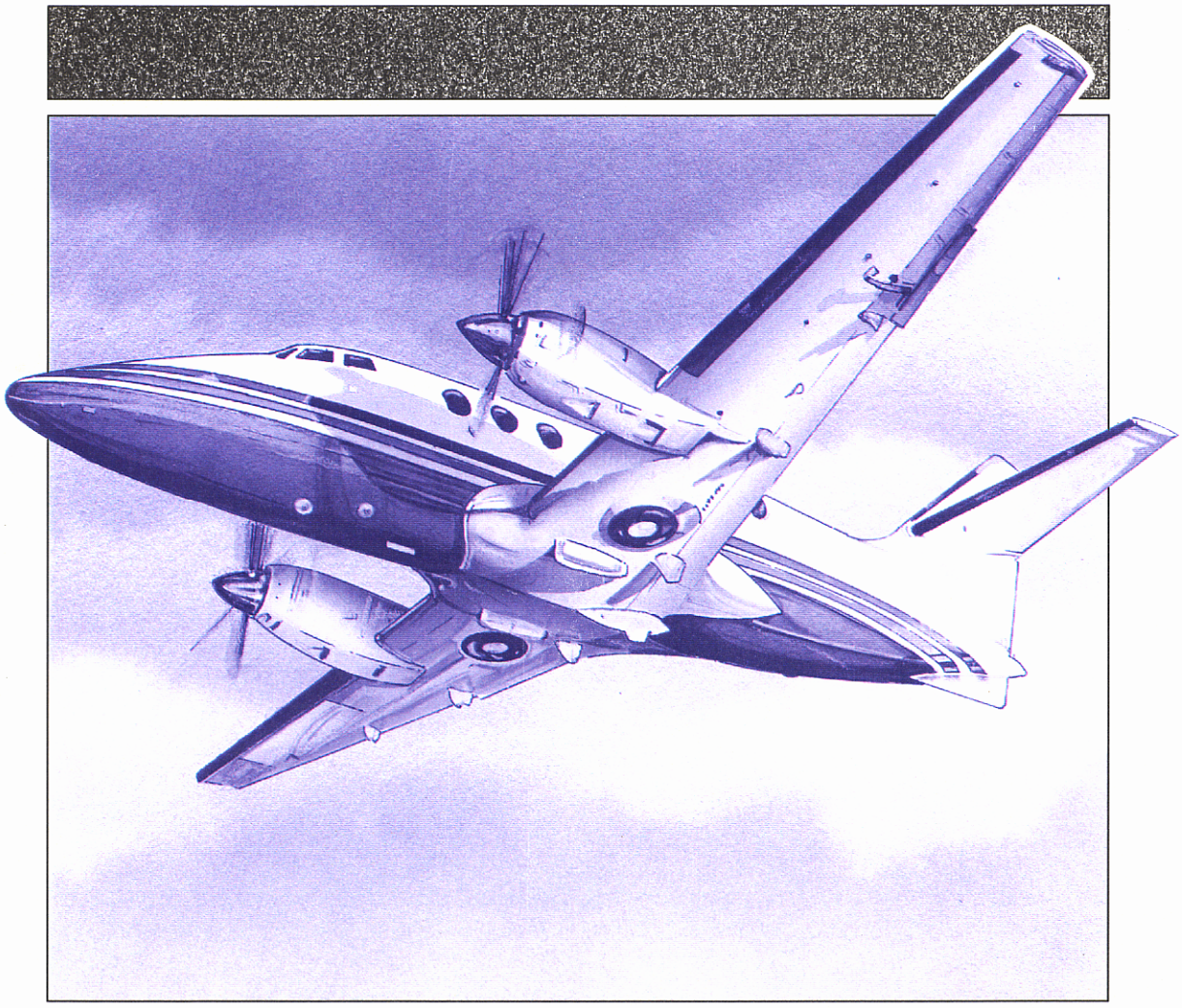
Comprehensive Land Use Plan



FRENCH VALLEY AIRPORT

Riverside County, California

Prepared for
Riverside County Airport Land Use Commission

FRENCH VALLEY AIRPORT
Riverside County, California

COMPREHENSIVE LAND USE PLAN

Prepared for

RIVERSIDE COUNTY AIRPORT
LAND USE COMMISSION

by

COFFMAN ASSOCIATES

December 1996

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Riverside County, California

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Chapter One
INTRODUCTION

French Valley Airport

1.1 PURPOSE AND SCOPE

The Comprehensive Land Use Plan for French Valley Airport is intended to protect and promote the safety and welfare of residents of the airport vicinity and users of the airport while ensuring the continued operation of the airport. Specifically, the plan seeks to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

Implementation of this plan will promote compatible urban development in the airport vicinity and restrict incompatible development, thus allowing for the continued operation of the airport.

1.2 LEGAL AUTHORITY

The Public Utilities Code of the State of California, Sections 21670 et seq., enables the County Board of Supervisors to establish an Airport Land Use Commission in each county with an airport operated for the benefit of the general public. The Code also sets forth the range of responsibilities, duties, and powers of the Commission.

Section 21675 requires the Airport Land Use Commission to formulate a comprehensive land use plan for the area surrounding each public use airport. The Commission may also formulate a plan for the area surrounding any federal military airport located in the County.

Section 21675 specifies that the comprehensive land use plans shall:

> (a). . . provide for the orderly growth of each public airport and the 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. The Commission plan shall include a long-range master plan or an airport layout plan . . . that reflects the anticipated growth of the airport during at least the next 20 years. In formulating a land use plan, the Commission may develop height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports, within the planning area. The comprehensive land use plan shall be reviewed as often as necessary in order to accomplish its purposes, but shall not be amended more than once in any calendar year.
>
> (b) The Commission may include, within its plan formulated pursuant to subdivision (a), the area within the jurisdiction of the Commission surrounding any federal military airport for all the purposes specified in subdivision (a). . .

The Riverside County Airport Land Use Commission was established on December 14, 1970 when the Board of Supervisors, acting in conjunction with the mayors of the cities in the county, designated the existing five-member aviation commission to assume the planning responsibilities of an Airport Land Use Commission. On August 29, 1972, the Board, in response to the mayors of the cities in the county, added two more members to be appointed from time to time by a selection committee of the mayors.

1.3 FORMAT OF THIS DOCUMENT

This document includes eight chapters and several appendices. It is intended as a complete description of the policies of the Comprehensive Land Use Plan and the basis for the development of those policies.

Chapter Two presents an overview of the airport and its environs and is intended to provide important background information. It includes a description of airport facilities, airport operations and activity, local airspace, existing land use, and local land development regulations and policies.

Chapter Three presents the airport land use compatibility guidelines for Riverside County. Guidelines for noise compatibility, safety, and height are presented. These provide the basis for the airport-specific land use compatibility policies presented in Chapter Seven.

Chapter Four defines the existing and forecast aircraft noise environment at the airport. It describes the impacts of aircraft noise in the local area, describes potential issues of concern, and discusses land use planning and regulatory alternatives.

Chapter Five shows the safety zones at the airport based on the guidelines of Chapter Three. The relationship of the zones to existing land use is discussed. Important planning issues are identified and potential planning and regulatory alternatives are identified.

Chapter Six shows the height-influenced area at the airport. The potential impact of local planning and zoning regulations dealing with structure heights is reviewed.

Potential land use management issues and alternatives are discussed.

Chapter Seven presents the official Comprehensive Land Use Plan for the airport. This is the core of the document and contains the actual policies which shall be applied in the airport influenced area.

Chapter Eight describes an implementation plan which has been prepared to give guidance to the Airport Land Use Commission and its staff in the administration of the plan. This chapter will also be helpful to local land use regulatory agencies desiring to bring local planning and regulatory documents into conformance with the Comprehensive Airport Land Use Plan.

The appendices present information of general interest related to the development of the Plan. Appendix B reviews scientific research and various state and Federal laws and guidelines related to aircraft noise and land use compatibility. Appendix C reviews safety considerations in the vicinity of airports. Aircraft accident statistics are presented and discussed as are various local, state, and Federal safety compatibility laws and guidelines. Appendix D is a glossary of specialized aviation, acoustic, and land use regulatory terms.

Chapter Two

FRENCH VALLEY AND ENVIRONS

Chapter Two
FRENCH VALLEY AIRPORT AND ENVIRONS

French Valley Airport

French Valley Airport is classified in the National Plan of Integrated Airport Systems (NPIAS) as a general aviation utility airport. This classification essentially includes all general aviation aircraft. French Valley Airport serves a variety of general aviation activities but does not have commuter service. The 1994 Airport Master Plan, however, identified the potential for limited commuter service.

2.1 LOCATION

French Valley Airport is located in southwest Riverside County in the Temecula Valley. The Temecula Valley is approximately 85 miles from Los Angles, 55 miles north of San Diego, and 40 miles from Riverside.

French Valley Airport is owned by the County of Riverside and is administered by a five member airport commission. Commission members represent supervisory districts and are appointed by the supervisor of the district the commissioner represents. Commission members serve two year terms with a limit of eight years.

The French Valley Airport is situated on 261 acres within the sphere of influence of the City of Temecula which lies approximately one and one-half miles south. The only other city in the immediate vicinity of the airport is Murrieta which is approximately one mile to the west. **Exhibit 2A** depicts the location of the French Valley Airport in its regional setting.

2.2 AIRPORT FACILITIES

Airport facilities are classified as either airside or landside. Airside facilities are those that are directly associated with aircraft operations. Runways, taxiways, navigational aids, and airport lighting are examples. Landside facilities primarily consist of terminal buildings, hangars, aircraft parking apron, fuel storage, and auto parking. **Exhibit 2B** shows the layout of existing and planned airport facilities at French Valley Airport.

2.2.1 RUNWAYS AND TAXIWAYS

The airport is served by a single north-south runway. Runway 18-36 is 4,600 feet long and 75 feet wide. The runway is constructed of asphalt and is strength rated at 30,000 pounds for single wheel (SW) gear. **Table 2A** presents a summary of runway data.

TABLE 2A
Runway Data
French Valley Airport

	RUNWAY END	
	18	36
Length (ft.)	4,600	
Width (ft.)	75	
Pavement Material	Asphalt	
Pavement Strength		
Single Wheel (lbs.)	30,000	
Approach Slope Ratio	20:1	20:1
Approach Aids		
ILS	NO	NO
NDB	NO	NO
VOR/DME	NO	NO
RNAV	NO	NO
PAPI-2	YES	YES
REIL	YES	YES
MALSR	NO	NO
Lighting	MIRL/MITL	
Marking	Non-Standard	

The existing taxiway system at French Valley Airport consists of a full length 35-foot wide parallel taxiway with four exit taxiways which are 45 feet wide. Two of the taxiways are at a 90 degree angle to the runway providing access and egress to the runway ends. The remaining two taxiways are at an acute angle to the runway and provide exits at mid-field. All taxiways are constructed of asphalt and also strength rated at 30,000 pounds for single wheel (SW) gear.

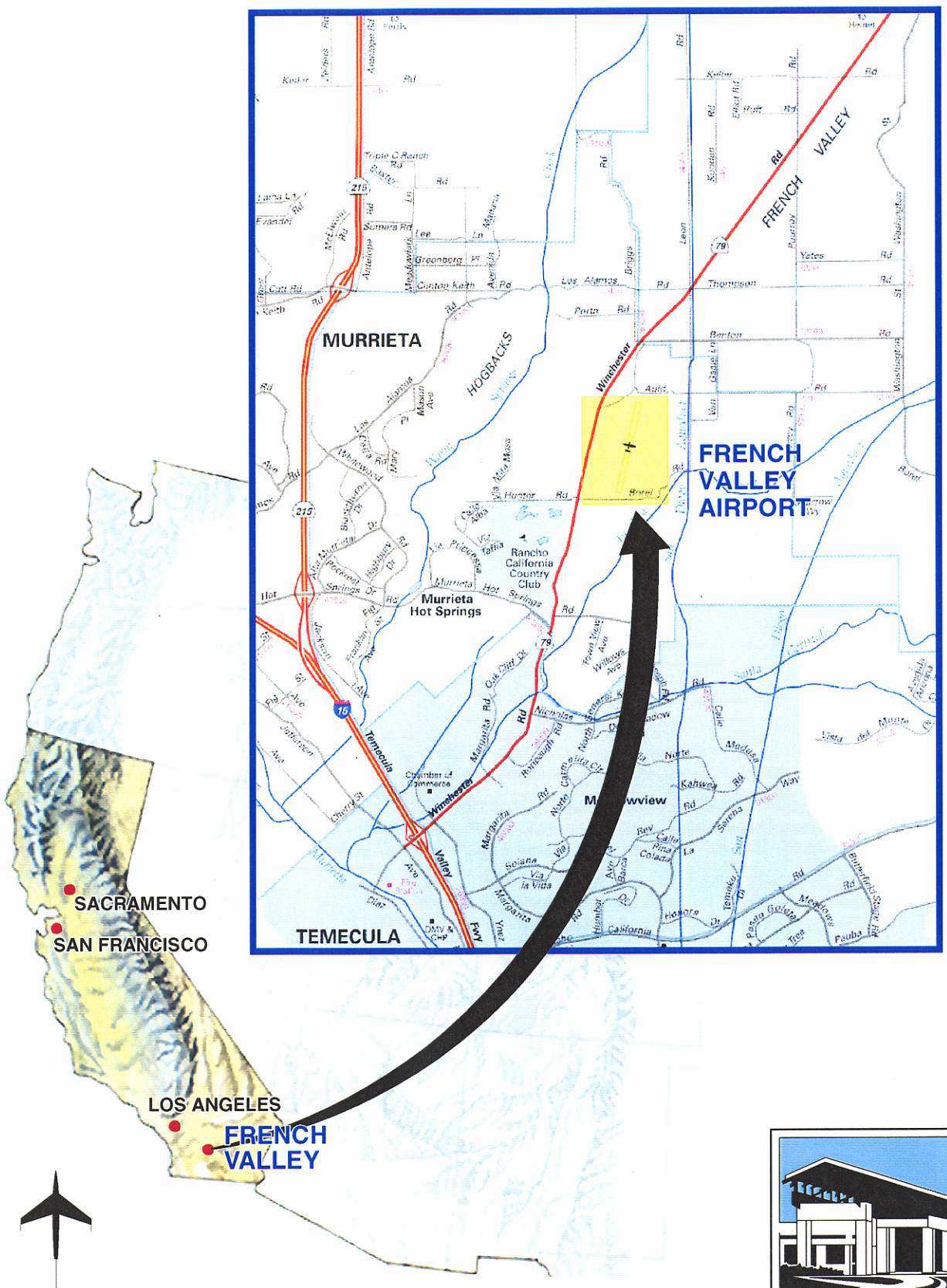
2.2.2 NAVIGATIONAL AIDS

Ground-based electronic navigational aids that are located on or near French Valley Airport may be functionally classified as enroute navigational aids and landing aids.

Enroute Navigation Aids: The French Valley Airport currently does not have an on site ground-based electronic navigational aid. Enroute navigation in instrument meteorological conditions to French Valley Airport is accomplished by vectoring from March Air Force Base and Ontario International Airport.

The Homeland VOR (very high frequency omni-directional range station) is located approximately 12 nautical miles northwest of the French Valley Airport. The VOR transmits radio signals every degree to provide 360 individual courses from the transmitting facility. An instrument approach study indicated the Homeland VOR could not be used for approaches to Runway 18-36 but it can be used for enroute navigation.

Terminal Area Navigation and Landing Aids: French Valley Airport does not currently have a published instrument approach to Runway 18-36.



FRENCH VALLEY AIRPORT

Exhibit 2A
AIRPORT SETTING

Runway 18-36 is equipped with precision approach path indicators (PAPI's) which are a system of colored lights arranged to provide visual descent guidance information during the approach to a runway. PAPI is a system of two identical light units placed on the left side of the runway in a line perpendicular to the centerline. The boxes are positioned and aimed to produce a signal presentation of two red lights for a low approach, two white for a high approach, and a combination of red and white to indicate on the path. These lights are normally visible from three to five miles during the day and up to 20 miles or more at night.

2.2.3 TERMINAL AREA FACILITIES

Terminal area facilities consist of supporting aviation related facilities which are essential to the aircraft and pilot/ passenger handling functions of the airport. Terminal area facilities at French Valley Airport include a terminal, fixed base operator (FBO) building, aircraft hangars, aircraft parking apron and fuel storage and dispensing equipment. The existing terminal area facilities are illustrated in **Exhibit 2B.**

The terminal building is located on the west side of the runway at mid-field. Constructed in 1992, the terminal building has over 12,100 square feet of useable space.

There are four types of hangars available for aircraft storage and maintenance at French Valley Airport. The conventional hangar contains the FBO maintenance and office facilities. There are two executive hangars both approximately 60 feet by 60 feet. The final two types of hangars include 22 T-hangar units and 36 individual port-a-port hangars.

2.2.4 FUTURE AIRPORT IMPROVEMENTS

The 1994 Airport Master Plan identifies major airport improvements to accommodate anticipated demands through the year 2013. Plans for both airside and landside facilities are identified. Major improvements are shown on **Exhibit 2B.**

Airside development plans include the extension of the existing Runway 18-36 from its present length of 4,600 feet to an ultimate length of 6,000 feet to accommodate a full range of business jet aircraft during the latter summer months. A nonprecision instrument approach is also planned for Runway 18 in the future.

As aviation activity increases and congestion and traffic delays begin to occur, a parallel utility runway will become necessary. The runway will be built parallel to the primary Runway 18-36. Designated as Runway 18L-36R, it will be 3,600 feet long and 75 feet wide. The development plan also includes several new taxiways to provide efficient circulation and maximum access to all runway ends and apron areas around the airport.

Planned landside improvements include the continued development of conventional hangar, T-hangar, and tie-down positions for the anticipated demand. A heliport is proposed west of the terminal area. A small expansion of the terminal building to accommodate a small commuter operation and automobile parking is also planned.

2.3 AIRSPACE AND AIR TRAFFIC CONTROL

FAA as the responsible agency for the control and use of navigable airspace within

the United States. Administratively, control of air traffic in California is assigned to the FAA Western-Pacific Regional office in Los Angeles, California.

The FAA has established the National Airspace System (NAS) to protect persons and property on the ground and to establish a safe and efficient airspace environment for civil, commercial, and military aviation. The NAS is defined as the common network of U.S. airspace, including air navigation facilities; airports and landing areas; aeronautical charts; associated rules, regulations and procedures; technical information; personnel and material. System components shared jointly with the military are also included.

2.3.1 AIRSPACE STRUCTURE

Airspace is currently classified as either controlled or uncontrolled. Controlled airspace is supported by ground to air communication, navigation aids, and air traffic services. FAA recently completed a major airspace reclassification. The new classification and terminology, and their relationship to the old system, are described in **Exhibit 2C.**

Several types of airspace influence and restrict the type of procedures that are used to control air traffic in the vicinity of the French Valley Airport. The types of airspace in the French Valley area are:

- Class A airspace, formerly referred to as Continental Control Area and positive control areas;
- Class B airspace, formerly referred to as the Los Angeles and San Diego Terminal Control Areas (TCA);
- Class C airspace, formerly referred to as the March Air Force Airport radar service area (ARSA);
- Class D airspace, formerly referred to as the control zones and airport traffic areas for airports with air traffic control towers; and
- Class E airspace, formerly referred to as the transition areas and control zones for airports without air traffic control towers.

French Valley lies 30 nautical miles north of the San Diego Class B airspace and 45 nautical miles southeast of the Los Angles Class B airspace. All aircraft within the specified altitudes of the Class B airspace are subject to the operating rules and pilot equipment requirements specified in Federal Aviation Regulation (F.A.R.) Part 91.

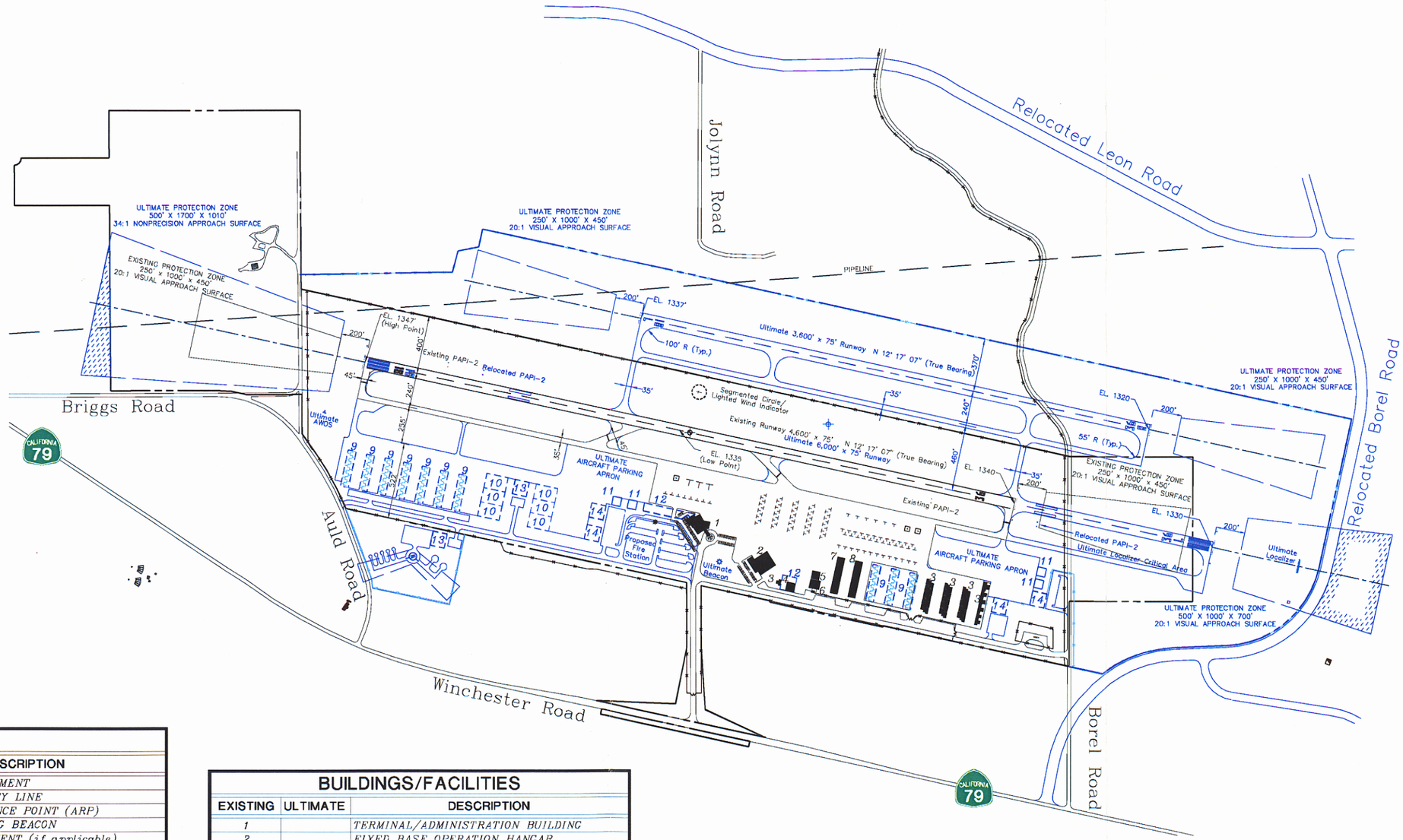
The March Air Force Base Class C airspace is approximately 20 nautical miles to the northwest of French Valley Airport. As depicted in **Exhibit 2D** this puts French Valley within the March Air Force Base Class C airspace outer area. While pilot participation is required within the Class C airspace, it is voluntary within the outer area and can be discontinued at the pilot's request. Class C airspace services are provided in the outer area unless the pilot requests termination of the service. Service can also be provided beyond the outer area but is on a workload basis and can be terminated by the controller if workload dictates.

2.3.2 NEIGHBORING AIRPORTS

As indicated on **Exhibit 2E**, there are 15 airports located within a 20 mile radius of French Valley Airport. French Valley

93MP02-2B-2/1/94

Exhibit 2B
FRENCH VALLEY
AIRPORT LAYOUT PLAN



LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED PAVEMENT
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (if applicable)
		BUILDING ABANDONMENT
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
34 35 / 3 12		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
1080		TOPOGRAPHY (source)
		WIND INDICATOR (Lighted)

BUILDINGS/FACILITIES

EXISTING	ULTIMATE	DESCRIPTION
1		TERMINAL/ADMINISTRATION BUILDING
2		FIXED BASE OPERATION HANGAR
3		PORTAPORTS
4		FBO OFFICES
5		EXECUTIVE HANGAR
6		EXECUTIVE HANGAR
7		T-HANGAR
8		T-HANGAR
	9	T-HANGAR (11 Unit Nested)
	10	CORPORATE PARCEL
	11	EXECUTIVE HANGAR
	12	TERMINAL EXPANSION
	13	CONVENTIONAL HANGAR
	14	FIXED BASE OPERATION HANGAR

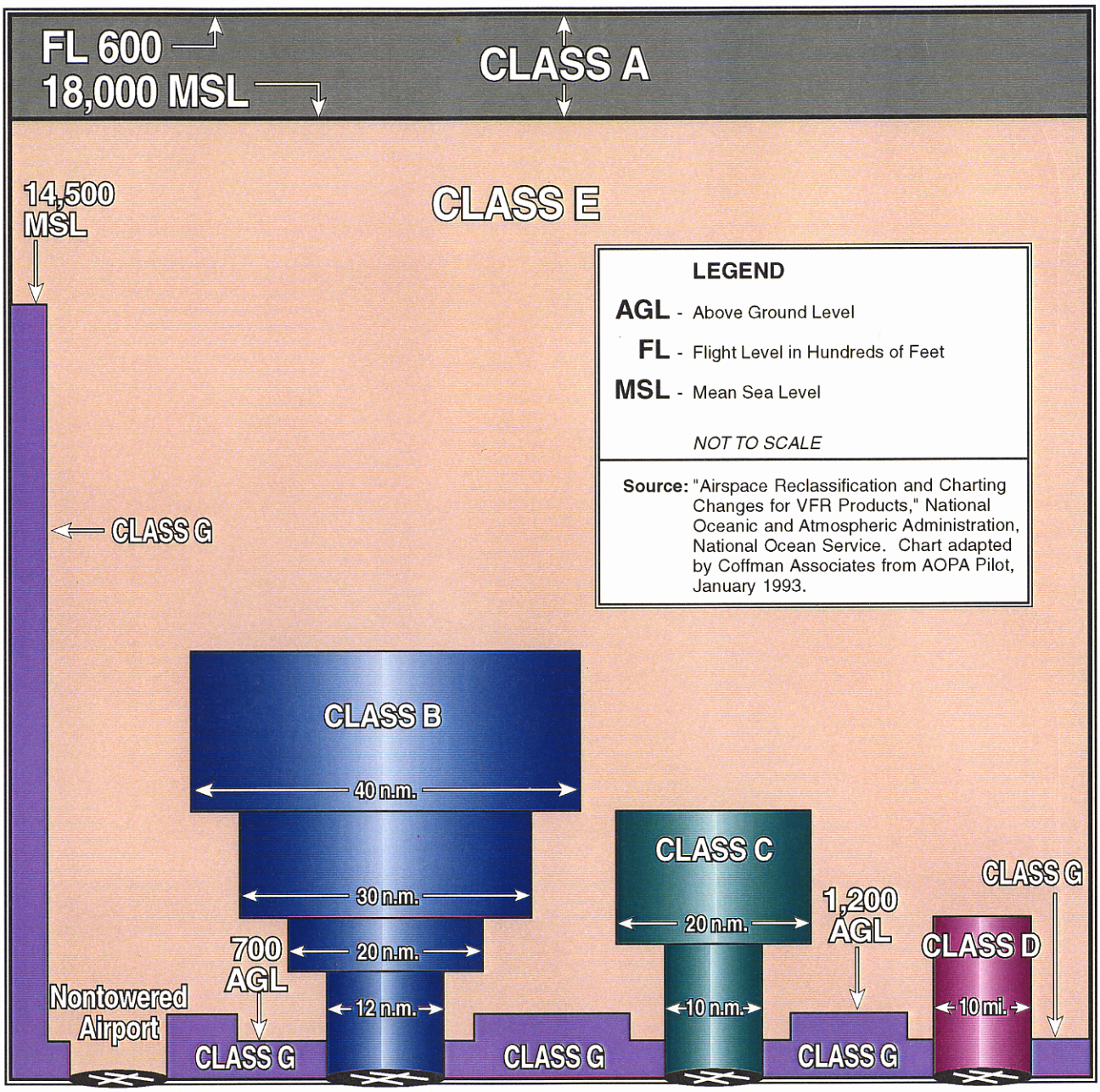
NORTH

0 800 1600

SCALE IN FEET

FRENCH VALLEY
AIRPORT

93MP02-2C-02/15/94

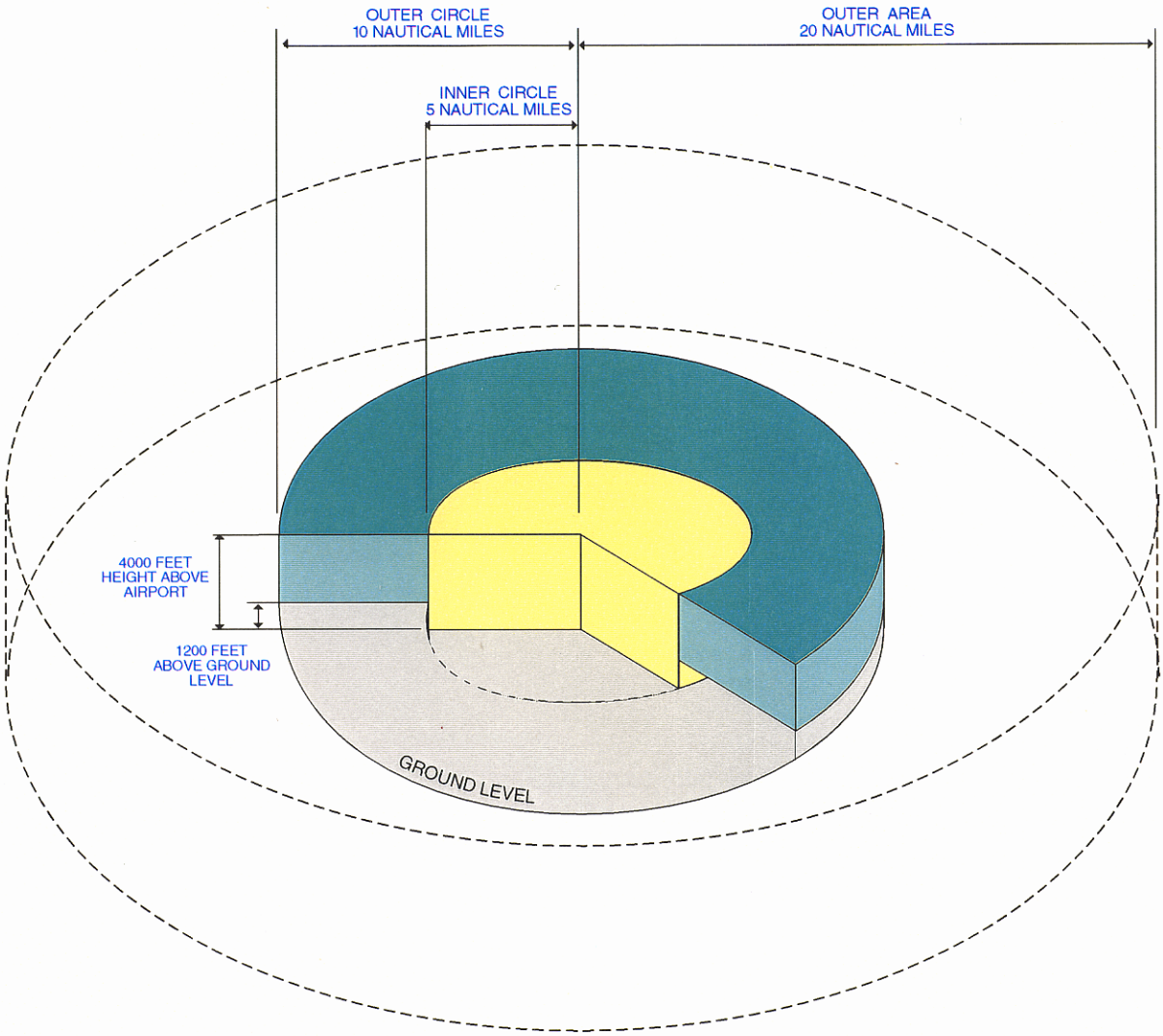


NEW CLASSIFICATION	OLD CLASSIFICATION
CLASS A	Positive Control Area, Continental Control Area (part)
CLASS B	Terminal Control Area (TCA)
CLASS C	Airport Radar Service Area (ARSA)
CLASS D	Control Zone with Tower, Airport Traffic Area
CLASS E	Continental Control Area (part), Transition Areas, Control Zones without Tower
CLASS G	Uncontrolled Airspace

FRENCH VALLEY
AIRPORT

Exhibit 2C
AIRSPACE CLASSIFICATION

93MP02-2D-02/15/94



FRENCH VALLEY
AIRPORT

Exhibit 2D
CLASS C AIRSPACE

93MP02-2E-12/04/96

LEGEND

- Public Use Airport
- Public Use Airport with Services
- Restricted Use Airport
- VORTAC
- VOR
- Class C Airspace
- Class D Airspace
- Victor Airway
- Non-Directional Radio Beacon

NORTH

***SOURCE:** National Oceanic and Atmospheric Administration, Los Angeles Sectional Aeronautical Chart, 1994

FRENCH VALLEY AIRPORT

Exhibit 2E
AIRSPACE SETTING

Airport is one of only six public-use airports in this area. The remaining airports include two military and nine restricted-use private airports.

The closest airport to French Valley Airport is the Rancho Murrieta Airport located to the west. Its facilities include a single Runway 4-22 that is 3,800 feet long and 75 feet wide. Rancho Murrieta is currently attended from dawn to dusk. Approaches to Rancho Murrieta are under (VFR) rules.

Bear Creek Airport is located six nautical miles to the west. Its facilities include a single dirt Runway 15-33 that is 2,682 feet long and 60 feet wide. Approaches to Bear Creek are under visual flight rules (VFR).

Perris Valley Airport is located 12 nautical miles to the northwest. Its facilities include a single Runway 15-33 that is 5,100 feet long by 65 feet wide. The northern 1,900 feet of Runway 15-33 is constructed of dirt and the southern 3,200 feet is constructed of asphalt. Perris Valley is currently attended from dawn to dusk and does not have a lighting system. Approaches to Perris Valley Airport are under (VFR) rules.

Hemet-Ryan Airport is located 11 nautical miles to the northeast. This general aviation airport is operated by Riverside County. Its facilities include asphalt Runway 4-22 that is 2,045 feet by 30 feet and asphalt Runway 5-23 that is 4,315 feet by 100 feet. Hemet-Ryan is currently attended from dawn to dusk and has a radio controlled MIRL lighting system. Hemet-Ryan Airport utilizes the San Jacinto nondirection beacon (NDB) for circling approaches to the airport.

Fallbrook Community Airpark is located 15 nautical miles to the southwest. This general aviation airport is operated by the Fallbrook Airpark Association. Its facilities include an asphalt Runway 18-36 that is 2,160 feet by 60 feet. Fallbrook Community Airpark is currently attended from 9 a.m. to 5 p.m. and has a pilot-controlled MIRL lighting system. Approaches to Fallbrook Community Airpark are under VFR rules.

2.4 AIR TRAFFIC ACTIVITY

2.4.1 HISTORIC AND FORECAST BASED AIRCRAFT

The 1994 Airport Master Plan developed based aircraft forecasts for French Valley Airport through the year 2013. As seen in Table 2B based aircraft is forecast to increase an average of 3.2 percent annually during the 20 year planning period.

TABLE 2B
Aviation Forecast Summary
French Valley Airport

	1993	1998	2003	2013
Based Aircraft	107	130	155	200
Annual Operations				
Local	35,300	44,100	53,300	74,000
Itinerant	22,500	29,400	37,000	54,000
Total Operations	57,800	73,500	90,300	128,000
Military	100	100	100	100
Total Aircraft Operations	57,900	73,600	90,400	128,100

2.4.2 HISTORIC AND FORECAST OPERATIONS

Aircraft operations at French Valley Airport have not been accurately counted because of the lack of an air traffic control tower. The 1994 Master Plan developed estimates of aircraft operations based on a count of aircraft operations during a 16 day period and annual fuel sales. Activity at French Valley Airport in 1993 was estimated at 57,900 operations.

The ratio of aircraft operations to based aircraft was then determined and used to project future general aviation operations. Based upon FAA forecasts for general aviation operations nationally, aircraft operations as a ratio of based aircraft can be expected to increase in the future.

Table 2B depicts the general aviation operations forecast for French Valley Airport through the year 2013 as developed in the 1994 Master Plan. Although the potential for commuter service was identified for French Valley Airport in the 1994 Master Plan, forecasts of aircraft operations through the planning period were confined to general aviation operations only.

2.5 LAND USE IN AIRPORT VICINITY

2.5.1 EXISTING LAND USE

Exhibit 2F shows existing land use in the French Valley Airport vicinity. The map was based on existing land use maps for the area, a field survey by the consultant, aerial photographs, and miscellaneous maps provided by local planning agencies.

The land use categories shown on the map were selected to conveniently fit the requirements of noise and land use compatibility planning. There are two residential categories, single family and multi-family. Single family residential includes structures designed to house one family such as conventionally built homes, manufactured homes and mobile homes in mobile home parks. Multi-family includes duplexes, apartment and condominium complexes with three or more units per structure. In addition to the residential categories there is also a category for the Justice Center located to the east of the French Valley Airport because it is considered group quarters.

The "commercial, industrial, institutional" category includes all businesses, offices, industrial uses, utilities transportation, and institutional uses that are not sensitive to noise. Examples of institutional uses that are tolerant of noise include sewage and water treatment plants, municipal and county offices, and street and highway department equipment yards.

There are two types of noise sensitive institutions -- schools and churches. Nearest to the French Valley Airport is the Nicholas Valley Elementary School in the Temecula Unified School District. Nicholas Valley Elementary is located approximately one and one half miles southeast of the airport. The only other school within the study area, Alta Murrieta Elementary, is located to the west of the airport approximately two miles.

The "park, open space" category includes public parks, golf courses, cemeteries, and nature preserves. The "undeveloped" category includes vacant lots, farmland, and open space not dedicated as park or preservation land.

Most urban land uses in the French Valley Airport Study Area are south of the airport near and within the City of Temecula. Temecula's population in 1992 was ap-

Exhibit 2F
GENERALIZED EXISTING LAND USE

LEGEND

- City Limits
- Airport Boundary
- Single Family Residential
- Mobile Home
- Multi-Family Residential
- Commercial, Industrial, Utilities
- Parks and Open Space
- Undeveloped
- Noise Sensitive Institutions
- Schools
- Justice Center

NORTH

0 3000 6000

SCALE IN FEET

(as of 3/1/94)

FRENCH VALLEY AIRPORT

proximately 32,000. The community of Murrieta is west of the airport and had a resident population of 29,300 in 1992. Scattered industrial, commercial, and utility uses also occur in the Airport Study Area, primarily along the major roads such as Highways 79 and Murrieta Hot Springs Road.

Currently the predominant land use within the airport study area is agricultural, with scattered large lot residential use and small ranchettes.

2.5.2 LOCAL LAND USE POLICIES AND CONTROLS

In California, the chief local land use planning document is the city or county general plan. General plans set forth the major land use policies of the jurisdiction and include maps of preferred future land uses and descriptions of general development and environmental protection standards.

On a day to day basis, local land use is regulated by the zoning, subdivision, and building codes. The zoning ordinance regulates the types of uses, building height, bulk, and density permitted in various areas. It must be based on the general plan. Subdivision regulations govern the platting of land, setting standards for site improvements. Building codes regulate the construction of buildings.

California law also provides for another type of land use regulation in the vicinity of public airports. The law permits counties with public airports to establish airport land use commissions (ALUCs). The role of the ALUCs is to adopt comprehensive land use plans for the areas around each airport to protect the safety and welfare of people near the airports and to promote the continued operation of the airports.

Each type of land use regulation is reviewed in this section.

2.5.2.a Airport Land Use Commission

The Riverside County Airport Land Use Commission was established in 1970. Under California law (Public Utilities Code Chapter 4, Article 3.5, Section 21670 et seq.), ALUCs are required to develop comprehensive land use plans for public use airports in the county. The ALUC is authorized to review proposed development actions to ensure consistency with the Comprehensive Land Use Plan.

Local general plans and specific plans are encouraged to be consistent with the ALUC's Comprehensive Land Use Plan. Where the local agencies have amended their general and specific plans to be consistent with the Comprehensive Land Use Plan, then only general plan and specific plan amendments, new specific plan proposals, or zoning ordinance and building regulation proposals need to be referred to the ALUC for review.

Where the local general plans or specific plans are not consistent with the Airport Comprehensive Land Use Plan, State law enables the ALUC to require the local agencies to submit all development actions, regulations, and permits to the ALUC for review.

If the ALUC finds that local general plans or any development actions which it reviews do not comply with the Comprehensive Land Use Plan for the airport, it must notify the local agency. The local agency may overrule the ALUC after holding a public hearing and after making specific findings that the existing plans or proposals are compatible with the purposes of the aero-

nautics law. A two-thirds majority vote of the governing body is required.

In 1984, the Riverside County ALUC adopted an airport land use plan for the County. This was a framework document setting overall land use policies for all public use airports where final airport-influenced area boundaries had not yet been established. (At that time, final boundaries had been set only for Palm Springs Regional Airport and Hemet-Ryan Airport.)

The 1984 plan established four kinds of regulatory areas, summarized in Table 2C. Areas I, II, and III are safety-related. Land uses are restricted in Areas I and II which are considered areas of significant safety concern. Area III is basically defined as the outer boundary of Areas I, II, and the 60 CNEL noise contours. In Area III, avigation easements are required for new development. Within the 60 CNEL noise contour, new residential development is to be discouraged. Where new housing is permitted, it is to be soundproofed to achieve an interior noise level of 45 CNEL.

TABLE 2C
Riverside County Airport Land Use Plan, 1984
Summary of Provisions

Regulatory Area	Basis For Boundary	Land Use Regulations
Area I	F.A.R. Part 77 approach surface.[1]	No high risk land uses.[2]
Area II	Areas of significant safety concern - subject to frequent turning, maneuvering, etc.	Minimum lot size for residential - 2 1/2 ac.
Area III	Airport influenced area based on type of airport, aircraft, flight patterns, noise levels, F.A.R. Part 77 surfaces.	Avigation easements required for all land uses.
CNEL Noise Contours	Define through noise analysis.	Discourage housing within 60 CNEL contour. Where housing is permitted, soundproof to achieve average interior sound level of 45 CNEL.

1 F.A.R. Part 77 is a Federal aviation regulation which defines imaginary surfaces around airports for the purpose of height protection. Objects penetrating the surfaces may be considered obstructions to safe air navigation. The Part 77 "approach surface" is a fan-shaped area extending off the runway end.

2 High risk land uses include those with high concentrations of people, those with flammable or explosive materials, or critical facilities. Examples include auditoriums, churches, schools, restaurants, hotels, large retail stores, residences, gas stations and fuel storage, hospitals, and communications facilities.

In 1991, development of a CLUP for French Valley was started. The rapid increase in activity at French Valley Airport as well as discrepancies between the 1985 Environmental Impact Report (EIR) and the airport layout plan used in the previous CLUP revealed the need for a Master Plan/EIR update. The master plan was significantly changed when it was updated in 1994. The updated master plan calls for Runway 18-36 to be lengthened 1,400 feet, development of a helipad facility, installation of a localizer and a 34:1 nonprecision approach to Runway 18. The update of the EIR was developed in conjunction with the Master Plan to maintain consistency between the two documents.

2.5.2.b General Plans

California state law requires that all cities and counties in the state shall prepare comprehensive, long-range general plans which direct the development of the community. The French Valley Airport Study Area is encompassed by three general plans: the City of Temecula General Plan, City of Murrieta General Plan, and the Riverside County Comprehensive General Plan.

Riverside County -

That portion of the French Valley Airport Study Area beyond the Temecula and Murrieta city limits is included in the Riverside County Comprehensive General Plan, adopted in November of 1989 and updated several times since then. The Southwest Area Community Plan, a part of the Comprehensive General Plan, is intended to provide additional land use goals and policies that address the unique concerns and needs within the southwestern portion of Riverside County (See **Exhibit 2G**).

The Southwest Area Plan has six policies for the imaginary approach surfaces, the area of significant safety concerns, and airport influence areas. The policies are as follows:

- Each land use proposal within the imaginary approach surface and areas of significant safety concern must be evaluated;
- All high risk land uses are prohibited within the imaginary approach surfaces;
- Avigation easements shall be required for all land uses within the airport influence area;
- Residential development with a 2.5 acre minimum lot size, agricultural uses, and limited manufacturing and commercial land uses are permitted within the area of significant safety concerns;
- All proposed land uses within the airport-influence area shall be reviewed by the Airport Land Use Commission.
- Future construction in the vicinity of the airport shall be consistent with the Airport Land Use Plan for Riverside County.

City of Temecula -

In November of 1993, the City of Temecula approved the first general plan for the City and its area of interest. The Temecula area of interest extends well beyond the city limits and includes French Valley Airport. This area of interest was established through the city's analysis of its potential development trends and needs. The

Temecula General Plan consists of three distinct areas: the incorporated City of Temecula; the adopted Sphere of Influence; and an area west of Winchester Road designated as a "Sphere of Interest". The area of interest is immediately west of French Valley Airport and is included in the Murrieta General Plan so it is not shown on Exhibit 2H. The Temecula General Plan covers 60 square miles of which approximately 26 square miles fall within the current city limits, approximately 24 square miles within the area of influence, and approximately 10 square miles within the area of interest. See Exhibit 2H.

The general plan includes maps and policies setting forth the city's goals, objectives, and policies for future development and redevelopment. As mandated by state law, the Temecula General Plan establishes goals and policies for the following elements: land use, circulation, housing, conservation of natural resources, preservation of open space, the noise environment, public safety, historic preservation, parks and recreation, and public facilities.

The noise element of the plan deals generally with land use compatibility issues for all types of noise generators, including vehicular, rail and air traffic noise. French Valley Airport is specifically mentioned as a source of noise, but is not considered a major source of noise at this time.

A Land Use Plan for the study area is also included in the general plan. Land use categories include agricultural, residential of varying densities, commercial, industrial, business park, professional office, open space and public/quasi-public uses. Generally, most land surrounding the airport is shown to remain in business park or low density residential land uses of .2 to 6 dwelling units per acre. Commercial land uses are shown north and southwest of the airport. Exhibit 2H shows the future land use designations in the study area as presented in the Temecula General Plan.

City of Murrieta -

The City of Murrieta revised its General Plan Preferred Land Use Plan in December of 1992. The Murrieta area of interest extends east beyond the city limits to the western edge of the French Valley Airport. This area of interest was established through the city's analysis of its potential development trends and needs.

Land use categories include agricultural, residential of varying densities, commercial, industrial, recreational-resort, open space and public/quasi-public uses. Generally, most land to the east of the airport is shown to remain in light industrial or low density residential land uses. Exhibit 2H shows the future land use designations in the study area as presented in the Murrieta General Plan.

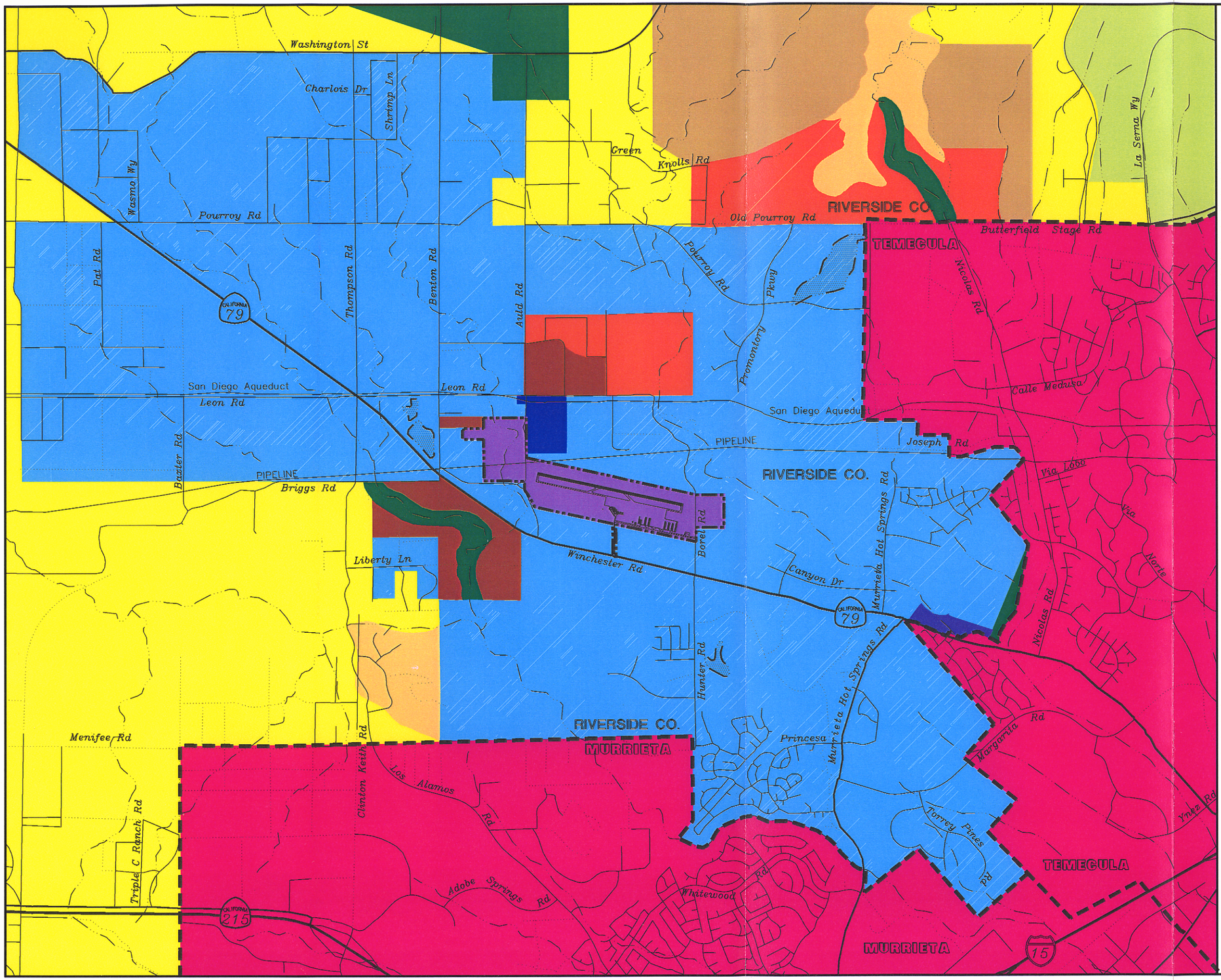
2.5.2.c Zoning Ordinances and Specific Plans

Zoning ordinances are important in airport land use compatibility planning because they control the type and intensity of land uses in an area. The southern portion of the French Valley Airport Study Area is within the city limits of Temecula; the western portion is within the city limits of Murrieta; the north and east portions are in unincorporated Riverside County. However, both Temecula and Murrieta have adopted the Riverside County Zoning ordinance.

Riverside County -

The Riverside County Land Use Ordinance is administered by the Riverside County

Exhibit 2G
RIVERSIDE COUNTY
SOUTHWEST AREA
COMMUNITY LAND USE PLAN



LEGEND

- City Limits
- Airport Boundary
- Residential, Hillside 5 Ac. Lot Min.
- Residential, 2.5 Ac. Lot Min.
- Residential, 1 Ac. Lot Min.
- Restricted Light Residential
- Residential, 2-4 Units Per Ac.
- Light Industrial
- Airport
- Citrus/Vineyard/Rural 5 Ac. Min.
- Regional Park and Open Space
- Justice Center
- Specific Plans
- Municipalities

Sources:
Riverside County Southwest Area
Community Plan Nov. 1989

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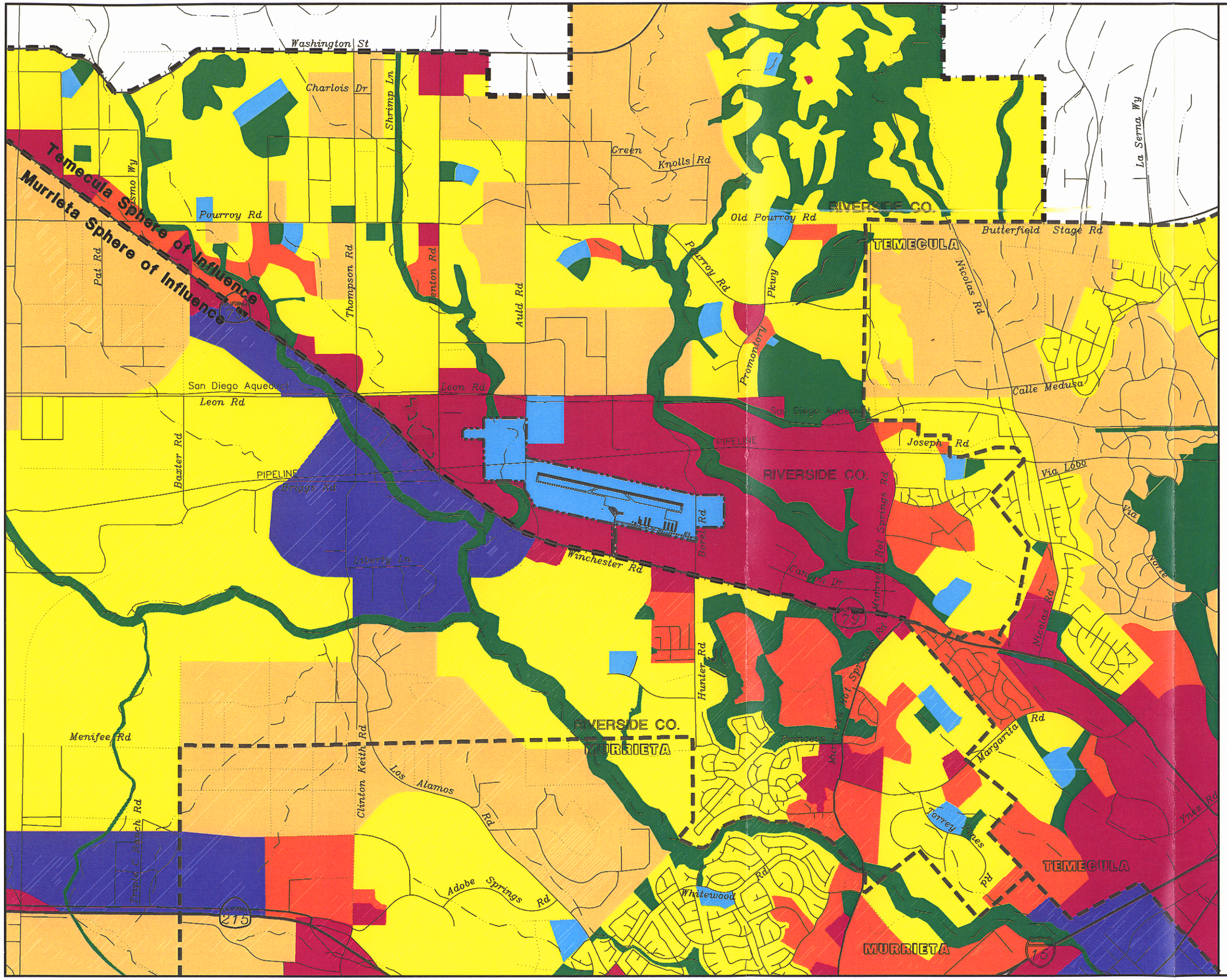
FRENCH VALLEY AIRPORT

(as of 3/1/94)

Exhibit 2H
MURRIETA AND TEMECULA GENERAL PLANS



LEGEND

- City Limits
- Airport Boundary
- Rural/Low Density Residential
- Single-Family / Low-Medium Density Residential
- Multi-Family / Medium-High Density Residential
- Commercial / Business Park
- Industrial
- Public Facilities
- Parks and Open Space
- Sphere of Influence

Sources:
City of Temecula General Plan
February 1993.
City of Murrieta General Plan
December 1992.

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(as of 3/1/94)

FRENCH VALLEY AIRPORT

Planning Director. The ordinance requires the issuance of zoning permits certifying zoning compliance before building permits can be issued. Some uses require approval of a plot plan before a building permit can be issued. This plot plan can be approved by the Planning Director if a public hearing is not required for the proposed use. If a public hearing is required, the plot plan must be approved by the Planning Commission or the East Area Planning Council. These planning bodies are also responsible for making zoning map or text changes, approving variances to the regulations, or approving a conditional use or public use permit. Decisions of these bodies may be appealed to the Riverside County Board of Supervisors.

The Riverside County Land Use Ordinance establishes 36 zoning districts: 14 residential districts, 5 commercial districts, 6 industrial districts, 4 agricultural districts, and 7 special districts. The district provisions of Riverside County Land Use Ordinance, as they apply to airport compatibility planning, are summarized in **Table 2D**. Permitted uses include those allowed in the district as a matter of right and without special review and approval. Conditional uses require review and approval from the Planning Commission or East Area Planning Council. Only noise-sensitive land uses are listed in the table.

The table shows the minimum required lot size per dwelling in each zoning district. However, for some of the county agricultural districts (A-1, A-2, and W-2), a larger minimum lot area may be specified for a particular use or area. This practice has been used in areas surrounding the airport requiring a minimum lot size of ten or twenty acres, rather than the standard minimum lot size of 20,000 square feet.

The County Land Use Ordinance also limits maximum building heights in each zoning district as shown in **Table 2D**. The height of structures near airports is an important consideration in land use planning since tall structures can create obstructions to safe air navigation.

TABLE 2D
Summary of Zoning Provisions
Riverside County Land Use Ordinance

Zoning District	Noise-Sensitive Uses: Permitted Use	Noise-Sensitive Uses: Conditional Use	Minimum Lot Size Per Dwelling	Maximum Building Height
RESIDENTIAL DISTRICTS				
RR, Rural Residential	Single-Family Dwellings Mobile Homes Guest Ranches/Motels Educational Institutions Libraries Museums	Mobile home parks	1/2 Acre	50 ft.[1]
R-R-O, Rural Residential Outdoor Advertising	Same as RR	Same as RR	1/2 Acre	50 ft.[1]
R-1, One-Family Dwellings	Single-family dwellings	Mobile home parks	7,200 s.f.	40 ft.
R-1A, One-Family Dwellings Mountain Resort	Same as R-1	Same as R-1	7,200 s.f.	40 ft.
RA, Residential Agricultural	Mobile Home Others per R-1	--	20,000 s.f.	50 ft.[2]
R-2, Multiple Family Dwellings	Two-family dwellings Multiple family dwellings Apartment houses Rooming/Boarding house Churches Schools Libraries Museums and art galleries Congregate care residential facilities Others per R-1	Mobile home parks Congregate care residential facilities	7,200 s.f	40 ft.
R-2A, Limited Multiple Family Dwellings	Two-family dwellings Multiple family dwellings Apartment houses Others per R-1	Mobile home parks	7,200 s.f.	30 ft.
R-3, General Residential	Fraternity/Sorority houses Hotels/motels Nursery schools/day care centers Institutions for the aged Others per R-2	Mobile home parks Evening nursery school Child care facilities Congregate care residential facilities	7,200 s.f.	50 ft.[3]
R-3A, Village Tourist Residential	One-family dwellings Churches Schools Libraries Museums	Apartments Hotels/motels Mobile home parks Nursery School/ day care centers	9,000 s.f.	50 ft.[3]
R-T, Mobile Home Subdivision Park	One-family mobile homes	Mobile home parks	3,600 - 7,200 s.f.	40 ft.
R-T-R, Mobile Home Subdivision - Rural	Same as R-T	--	40,000 s.f.	40 ft.

TABLE 2D (Continued)
Summary of Zoning Provisions
Riverside County Land Use Ordinance

Zoning District	Noise-Sensitive Uses: Permitted Use	Noise-Sensitive Uses: Conditional Use	Minimum Lot Size Per Dwelling	Maximum Building Height
RESIDENTIAL DISTRICTS				
R-4, Planned Residential	One-family dwellings Multiple family dwellings Churches	Mobile home parks	3,500 s.f.	50 ft.[3]
R-5, Open Area Combining Zone - Residential	--	--	--	50 ft.[3]
R-6, Residential Incentive	One-family dwellings Two-family dwellings Multiple family dwellings Apartment houses	Mobile home parks	5,000 s.f.	50 ft.
COMMERCIAL DISTRICTS				
C-1/CP, General Commercial	Hotels/motels Schools Mobile homes (caretaker) On-site operator's residence	Congregate care residential facilities	--	50 ft.[4]
C-T, Tourist Commercial	Hotels/motels Bed and breakfast	--	--	50 ft.[3]
C-P-S, Scenic Highway Commercial	Mobile homes (caretaker) On-site operator's residence Schools Day care centers Hotels/motels	--	--	50 ft.[4]
C-R, Rural Commercial	Churches Bed and breakfast Hotels/motels Libraries Museums On-site operator's Residence Mobile home (caretaker)	--	--	40 ft.
C-O, Commercial-Office	Library Museum	Clinics Day care centers Hotels/motels	--	50 ft.[3]
INDUSTRIAL DISTRICTS				
IP, Industrial Park	Day care centers One-family dwellings (caretaker)	--	--	50 ft.[2]
M-SC, Manufacturing Service Commercial	Mobile homes (caretaker) Others per IP	--	--	50 ft.[1]
MM, Manufacturing Medium	Same as M-SC	--	--	50 ft.[1]

TABLE 2D (Continued)
Summary of Zoning Provisions
Riverside County Land Use Ordinance

Zoning District	Noise-Sensitive Uses: Permitted Use	Noise-Sensitive Uses: Conditional Use	Minimum Lot Size Per Dwelling	Maximum Building Height
INDUSTRIAL DISTRICTS (continued)				
MH, Manufacturing Heavy	Same as M-SC	--	--	50 ft.[2]
MR, Mineral Resource	Residences/Mobile homes (caretaker)	--	--	50 ft.[2]
M-R-A, Mineral Resources and Related Manufacturing	Same as M-R	--	--	50 ft.[2]
AGRICULTURAL DISTRICTS				
A-1, Light Agriculture	Churches Schools Libraries Others per R-A	--	20,000 s.f.	50 ft.[2]
A-P, Light Agriculture with Poultry	One-family dwellings Mobile homes	--	5 Acres	50 ft.[2]
A-2, Heavy Agriculture	Same as A-1	--	20,000 s.f.	50 ft.[2]
A-D, Agriculture-Dairy	One-family dwellings Mobile homes	--	20 Acres	50 ft.[2]
SPECIAL DISTRICTS				
W-2, Controlled Development	Single-family dwellings Guest ranches Schools Libraries Museums Mobile homes	Mobile home parks	20,000 s.f.	50 ft.[1]
R-D, Regulated Development	Same as R-A and R-3	Mobile home parks	20,000 s.f.	50 ft.[2]
N-A, Natural Assets	One-family dwellings Guest dwellings Museums Mobile homes	Resort hotels Guest ranch	20 acres	20 ft.
W-2-M, Controlled with Mobile homes	Same as W-2	Same as W-2	20,000 s.f.	50 ft.[1]
W-1, Watercourse, Watershed and Conservation Areas	--	--	--	50 ft.[5]
W-E, Wind Energy Resource	One-family dwelling (caretakers)	--	--	20 ft.[6]
SP, Specific Plan	Single-family residential Multi-family residential Schools Libraries	--	Per approved plan	Per approved plan

TABLE 2D (Continued)
Summary of Zoning Provisions
Riverside County Land Use Ordinance

NOTES:

1 Taller structures may be permitted subject to rezoning, conditional use, or plot plan approval. These include buildings up to 75 feet, structures other than buildings up to 105 feet, and broadcasting antennas over 105 feet.

2 Taller structures may be permitted subject to rezoning, conditional use, or plot plan approval. These include buildings up to 75 feet and structures other than buildings up to 105 feet.

3 Structures up to 75 feet in height may be permitted subject to rezoning, conditional use, or plot plan approval.

4 Structures up to 75 feet, or taller for broadcasting antennas, may be permitted subject to rezoning, conditional use, or plot plan approval.

5 Structures other than buildings up to 105 feet may be permitted subject to rezoning, conditional use, or plot plan approval. Commercial wind energy conversion systems up to 400 feet are permitted.

6 Buildings up to 75 feet and structures other than buildings up to 400 feet may be permitted subject to rezoning, conditional use, or plot plan approval. Commercial wind energy conversion systems up to 500 feet are permitted.

While buildings are typically limited to heights of 50 feet in most County zoning districts, structures may be approved in many districts to heights of 105 feet or greater. Conditional use permits or plot plan approval are required for structures exceeding 105 feet. This process poses a risk of creating airport hazards within the French Valley Airport Study Area if structures are approved which would penetrate any of the F.A.R. Part 77 surfaces.

The County Land Use Ordinance also provides for a Specific Plan District. This district is intended to be used for the development of large property holdings to allow flexibility and variability from the standard zoning district regulations. In developing property under the Specific Plan district, specific plans of land use unique to this particular property can be applied in accordance with definitive development standards and requirements relating to land use, density, lot size and shape, siting of buildings, setbacks, circulation, drainage, landscaping, water, sewer, public facilities, open space, parking, and other elements deemed necessary for the proper development of the property. There are 10 County specific plans and one planned industrial park in the French Valley Airport Study Area. These plans are depicted on **Exhibit 2J.**

Murrieta Hot Springs (SP 103) was adopted in July, 1973 and amended later to make minor adjustments to the plan. This large project is located immediately west of the airport across Winchester Road. The specific plan is being developed as a retirement resort oriented community and is one of the largest in the County encompassing 2,715 acres with 12,366 dwelling units planned. Residential densities are expected to range from less than one-third to 14 dwelling units per acre. Also included in the development are 36 acres of commercial uses, a golf course, lakes, and activity centers.

Dutch Village (SP 106) was adopted in June, 1973, but underwent a major revision which was adopted June, 1982. The revision reduced the original acreage to 1,248 acres along both sides of Winchester Road. In 1991, a portion of the Dutch Village Specific Plan area was further revised and renamed "Quinta do Lago".

Roripaugh Estates (SP 164) was adopted in June, 1985. The plan covers 205 acres located at the southern edge of the airport influence area. 710 residential units, 11 acres of commercial uses, 62 acres of industrial, and 19 acres of natural open space are purposed. Industrial uses are to located north of Nicolas Road with a neighborhood commercial site to be located immediately southwest of the intersection of Nicolas Road and Winchester Road.

Rancho Bella Vista (SP 184) was adopted on December, 1985. The plan covers 798 acres on the east side of Pourroy Road approximately one mile east of the airport. The plan proposes 2,580 residential units on 583 acres, a 13 acre neighborhood commercial center, 2 school and park complexes, 2 lakes, and 151 acres of natural open space.

Winchester Properties (SP 213) was adopted in 1987. The plan proposes business park, commercial, industrial, and residential uses on 1,042 acres south of the airport. Open space, park lands, a riparian greenbelt, and flood control channels occupy 239 acres. The 3,408 dwelling units in the plan are concentrated on about 436 acres of land for an average density of 7.8 dwelling units per acre. Business park land uses are proposed to occupy 140 acres, commercial uses 60 acres, industrial uses 68 acres, and a town center 35 acres.

Warm Springs (SP 220) was adopted October, 1988. The plan purposes 1,886 residential units on 475 acres southwest of the airport. The project will also include commercial, industrial, public facilities, and parks.

Borel Airpark (SP 265) is still under review by Riverside County. The 842 acre project surrounds the airport property on three sides and focuses on industrial, office park, and commercial uses. Portions of the project are also scattered to the northwest of the airport. Industrial uses will occupy 474 acres, office park uses 125 acres, and commercial uses 108 acres. The commercial and office uses are generally clustered along Winchester Road, while the industrial uses are located east and southeast of the airport.

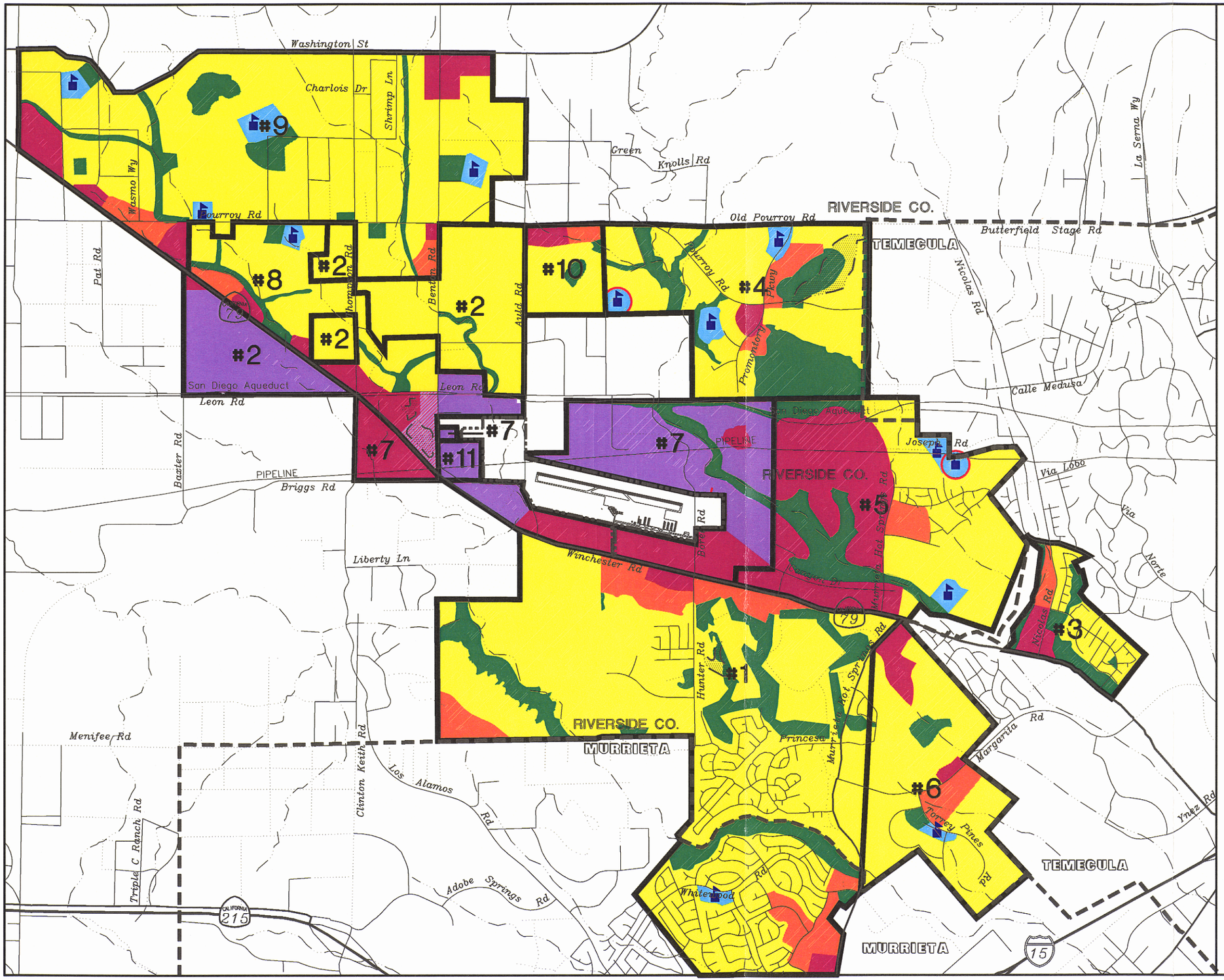
Quinta do Lago (SP 284) was adopted December 31, 1993. This project encompasses approximately 470 acres. The plan proposes a mix of retail and office commercial uses with medium to high-density residential uses. The commercial uses will be stretched along Winchester Road, and the 1,545 proposed dwelling units will be concentrated in varying densities on 262 acres east of the commercial uses.

Winchester 1800 (SP 286) is still under review by Riverside County. The plan is located northeast of the airport and encompasses 1,910 acres. 5,806 dwellings are planned on 1,450 acres ranging in density of .35 dwellings per acre to 15 dwelling units per acre. Commercial, medical, schools, and open space are also planned.

Crown Valley Village (SP 238) occupies 160 acres east of the airport. The plan is proposed to be developed with 419 single family detached residential units, 232 multi-family residential units, and 15 acres of commercial uses. The remaining 6 acres of the site consists of two parks.

Winchester Ranch, immediately north of airport property, is being developed as a subdivision. The southwest portion of the property is being developed as an industrial complex with an additional 16 industrial lots planned adjacent to Briggs and Benton Roads.

Exhibit 2J
SPECIFIC PLANS



LEGEND

- City Limits
- Airport Boundary
- Specific Plan Boundaries
- Single Family Residential
- Multi-Family Residential
- Commercial, Business Park
- Commercial, Industrial
- Industrial, Utilities
- Parks and Open Space
- Noise Sensitive Institutions
- School Sites Per Specific Plans

Sources

#1	Murrieta Hot Springs Plan 103	approved
#2	Dutch Village Plan 106	approved
#3	Roripaugh Estates Plan 164	approved
#4	Rancho Bella Vista Plan 184	approved
#5	Winchester Properties Plan 213	approved
#6	Warm Springs Plan 220	approved
#7	Borel Airpark Plan 265	approved
#8	Quinta Do Lago 284	approved
#9	Winchester 1800 Plan 286	not approved yet
#10	Crown Village 238	approved
#11	Winchester Ranch	approved

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(as of 11/1/94)

FRENCH VALLEY AIRPORT

2.5.2.d Subdivision Regulations

Subdivision regulations apply in cases where a parcel of land is proposed to be divided into lots or tracts. They are established to ensure the proper arrangement of streets, adequate and convenient open space, efficient movement of traffic, adequate and properly located utilities, access for fire-fighting apparatus, avoidance of congestion, and orderly and efficient layout and use of land.

Again, because the French Valley Airport Study Area is contained within three separate jurisdictions, the subdivision regulations for both the City of Temecula, Murrieta and Riverside County apply. However, neither the Temecula, Murrieta, or the Riverside County Subdivision Regulations include any specific requirements pertaining to airport noise or safety.

2.5.2.e Building Codes

Building codes regulate the construction of buildings, ensuring that they are built to safe standards. The Cities of Temecula and Murrieta administer building codes within their respective city limits and Riverside County administers codes in the unincorporated area.

All three jurisdictions administer the Uniform Building Code (UBC) promulgated by the International Conference of Building Officials for all construction within the unincorporated county. While this code establishes uniform insulation standards for new construction, there is no specific requirement to protect persons within hotels, motels, apartment houses, attached and detached single-family dwellings, and within other buildings where noise-sensitive activities are affected by excessive aircraft noise.

2.5.3 POTENTIAL FUTURE DEVELOPMENT

California's overall population growth has been dramatic between 1980 and 1990, and Riverside County was listed as California's fastest growing county during this period. This pace is projected to continue as Riverside County is projected to have a population of almost 3 million people by the year 2010 (See **Table 2E**). This trend can be seen in both Temecula and Murrieta as both cities have more than doubled their populations during the 1980s. As seen in **Table 2E**, Temecula is also projected to have substantial growth (260 percent) over the next 20 years. The location near large metropolitan areas, interstate highways, developing job base and low cost housing are primary reasons for the substantial growth.

As previously discussed, both the Temecula and Murrieta General Plans show development extending to and around the French Valley Airport. A majority of the development in the immediate vicinity of the airport is compatible; however, several specific plans in the area do have purposed residential housing (See **Exhibit 2J**).

Assisting in the growth potential of the French Valley Airport vicinity is the proposed improvements to the circulation system. Major road improvements are proposed to State Highway 79 (Winchester Road) in the area which would also improve access to French Valley Airport. Winchester Road is planned to be widened to four lanes will provide the area direct access to Interstate 15 and State Highway 74.

TABLE 2E
Historical and Forecast Population
Riverside County, Temecula and Murrieta

				FORECASTS ****	
	1970	1980	1990	2000	2010
Riverside County *	460,700	669,300	1,188,900	1,851,178	2,995,297
City of Temecula **	2,773	8,324	27,099	67,368	87,634
City of Murrieta ***	542	2,255	20,053	N/A	N/A

Source * Riverside County Economic Development Agency
Source ** Temecula Chamber of Commerce
Source *** Murrieta Chamber of Commerce
Source **** Forecasts Provided by The Southern California Association of Governments

Chapter Three

RIVERSIDE CO. AIRPORT LAND USE COMPATIBILITY GUIDELINES

Chapter Three
RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY GUIDELINES

French Valley Airport

3.1 INTRODUCTION

This chapter presents land use compatibility guidelines which have been established by the Riverside County Airport Land Use Commission for use in comprehensive land use planning within airport influenced areas. These guidelines are intended to provide a common approach for identifying potential areas of incompatibility and for establishing land use criteria at each of the County's airports.

While providing a basis for a common analytical approach, the guidelines do provide for some flexibility in making specific determinations as to land use compatibility in any given situation. The many differences among the various airports in the County and in their environs makes it prudent to ensure that appropriate variations may be made to meet special circumstances in order to protect the public health, safety, and welfare. When variations are necessary, specific findings justifying the variations should be made and included in the Comprehensive Land Use Plan.

3.2 CALIFORNIA AIRPORT LAND USE PLANNING GUIDELINES

Aircraft noise is often the most disturbing environmental impact associated with the operation of an airport. As jet aircraft came into common use at civilian airports in the 1960's, public concern about aircraft noise became a serious issue. This concern was heightened as the environmental movement of the 1970's gathered steam. In response to these concerns, Congress and some state

legislatures, in addition to numerous Federal and state agencies, began developing programs and guidelines to promote aircraft noise abatement and compatible development within noise-impacted areas.

At the same time, concern was growing in the aviation community about burgeoning urban development in the vicinity of airports. The development boom of the 1950's and 1960's, following the long slow-growth period of the 1930's and 1940's, corresponded with a sharp growth in aviation. Not only was noise a concern, but the safety of persons on the ground and in the air became an increasing concern with the construction of tall buildings and towers near airports and increasing development of all kinds within airport approaches.

In California, the state legislature responded to these public concerns by enacting the law authorizing the creation of Airport Land Use Commissions (ALUCs) and the preparation of comprehensive land use plans for all public airports in each county (Public Utilities Code, Ch. 4, Art. 3.5). In order to assist Airport Land Use Commissions in implementing the provisions of the law, the California Department of Transportation prepared a reference guide for local agencies. Published in 1983, the **Airport Land Use Planning Handbook** provides planning guidelines and suggestions based on a review of the research on noise and safety issues and a review of comprehensive land use plans in force at the time the document was prepared.

For purposes of preparing comprehensive land use plans for airports in Riverside County, the guidelines presented in the **Airport Land Use Planning Handbook** are used as described in this chapter. Because the state guidelines are not rigidly defined, but provide for local adjustments based on local conditions and concerns, some refinements in the state guidelines have been made for use in the County. The Riverside County ALUC has established land use compatibility guidelines with respect to safety and aircraft noise. The Riverside County guidelines are used as described in the following sections of this chapter.

3.3 NOISE COMPATIBILITY GUIDELINES

Table 3A shows the noise compatibility guidelines intended for use in the County. These are based on the guidelines suggested by the State of California in the 1983 **Airport Land Use Planning Handbook.** At general aviation airports, the guidelines call for discouraging new single-family dwellings and prohibiting mobile homes, within the 60 CNEL contour. Where homes are permitted within the 60 CNEL, the need for sound insulation should be studied and noise easements should be acquired.

Within the 65 CNEL, new residential construction should not be undertaken. New hotels or motels are permissible if the need for sound insulation is studied. Institutional uses should be discouraged within the 65-70 CNEL range. If no alternative location is available, the need for sound insulation should be studied before the institution is built. Commercial, industrial, and recreational uses are considered compatible with noise levels between 65 and 70 CNEL.

Appendix B presents a detailed discussion of the measurement of sound, the effects of noise exposure, and alternative noise compatibility guidelines.

TABLE 3A
Land Use Guidelines For Noise Compatibility

Type of Airport/ Land Use	60-65 CNEL	65-70 CNEL	70-75 CNEL	75-80 CNEL	80 + CNEL
Air Carrier and Military					
Residential/Lodgings	Potential for annoyance exists; identify high complaint areas Determine whether sound insulation requirements should be established for these areas. Require acoustical reports for all new construction. Noise easements should be required for new construction.	Discourage new single family dwellings. Prohibit mobile homes New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation is included in the design. Noise easements should be required for new construction. Development policies for "infill".	New construction or development of residential uses should not be undertaken. New hotels and motels may be permitted after an analysis of noise reduction requirements is made and needed noise insulation is included in the design	New hotels and motels should be discouraged.	
General Aviation					
Residential/Lodgings	Discourage new single family dwellings Prohibit mobile homes. New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation is included in the design. Noise easements should be required. Develop policies for "infill".	New construction or development of residential uses should not be undertaken. New hotels and motels may be permitted after an analysis of noise reduction requirements is made and needed noise insulation is included in the design.	New hotels and motels should be discouraged.		
All Airports					
Public/Institutional	Satisfactory with little noise impact and requiring no special noise insulation requirements for new construction.	Discourage institutional uses. If no other alternative location is available, new construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation is included in the design.	No new institutional uses should be undertaken.		
Commercial		Satisfactory, with little noise impact and requiring no special noise insulation for new construction.	New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design. Noise reduction levels of 25-30 dB will be required.	Same as 70-75 CNEL	New construction or development should not be undertaken unless related to airport activities or services. Conventional construction will generally be inadequate and special noise insulation features should be included in the construction.
Industrial			Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction.	New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design. Measures to achieve noise reduction of 25-35 dB must be incorporated in portions of building where the public is received and in office areas.	New construction or development should not be undertaken unless related to airport activities or services. Conventional construction will generally be inadequate and special noise insulation features should be included in the construction.
Recreation/Open Space		Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction. Outdoor music shells and amphitheater should not be permitted.	Parks, spectator sports, golf courses and agricultural generally satisfactory with little noise impact. Nature areas for wildlife and zoos should not be permitted.	Land uses involving concentrations of people (spectator sports and some recreational facilities) or of animals (livestock farming and animal breeding) should not be permitted.	

Source: Airport Use Planning Handbook: A Reference Guide for Local Agencies, prepared for California Department of Transportation, Division of Aeronautics by Metropolitan Transportation Commission and Association of Bay Area Governments, 1983, p. 50.

3.4 SAFETY COMPATIBILITY GUIDELINES

The State has suggested the creation of five safety zones around airports. The zones are intended to promote land use planning and regulation which will promote the safety of persons on the ground while reducing the risks of serious harm to aircraft crews and passengers making forced landings in the immediate airport environs.

The State provides for several options in the definition of the safety zone boundaries and in the scope of land use regulations applying within the boundaries. The specific scope of the guidelines proposed for use in Riverside County are discussed here. They are described in **Table 3B**. All but the TPZ zone are shown in **Exhibit 3A**.

3.4.1 EMERGENCY TOUCHDOWN ZONE

The Emergency Touchdown Zone (ETZ) is a 500-foot wide area extending from the primary surface for 3,500 or 5,000 feet, depending on the type of runway approach. For visual approaches the ETZ extends 3,500 feet for runways used by jet aircraft or with precision or non precision approaches, the ETZ extends 5,000 feet. By their nature, instrument runways are used during bad weather and periods of poor visibility. Those are also periods of increased accident risk. Jet aircraft tend to be larger than propeller aircraft and operate at higher speeds, thus creating the risk of more severe damage on the ground in the event of an accident. It is intended as an emergency landing area. Of the five safety zones, the ETZ is the area with the greatest accident risk. Thus, no structures or significant obstructions should be permitted.

3.4.2 INNER SAFETY ZONE

The Inner Safety Zone (ISZ) includes two areas immediately off the runway end on either side of the ETZ. Each area is 500 feet wide and from 1,320 to 2,500 feet long. The shorter distance is for visual runways serving single and twin-engine propeller aircraft. The longer is for precision and non-precision instrument runways or runways serving jet aircraft.

At most airports, the FAA-defined runway protection zone, a trapezoidal area, will lie within the ISZ. At airports with precision instrument runways, however, the outermost corners of the RPZ will extend just outside the ISZ. (See **Exhibit 3A**.) In such cases, the boundaries of the ISZ could be adjusted to include all of the RPZ.

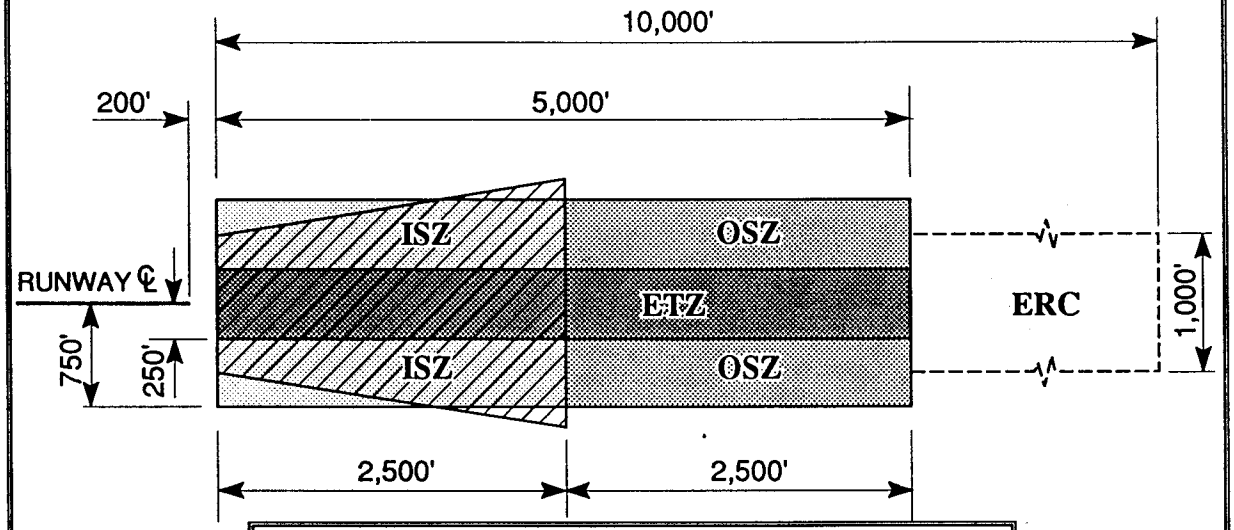
The ISZ is an area of significant accident risk. Within the ISZ, no structures should be permitted. Storage of petroleum products and explosive materials should not be permitted, nor should petroleum or natural gas pipelines or above-grade powerlines.

3.4.3 OUTER SAFETY ZONE

The Outer Safety Zone (OSZ) includes two areas along the extended runway centerline immediately beyond the ISZ. Each area is 500 feet wide and ranges from 2,180 to 2,500 feet long. The length is based on the same factors as the Inner Safety Zone.

93MP02-3A-02/15/94

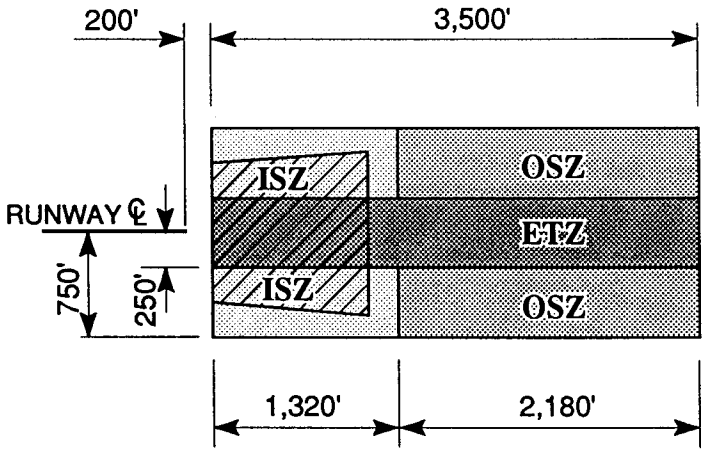
PRECISION AND NON-PRECISION INSTRUMENT RUNWAYS
- JET AIRCRAFT -



LEGEND

ETC	Emergency Runway Center		Runway Protection Zone
ERZ	Emergency Touchdown Zone		
ISZ	Inner Safety Zone		
OSZ	Outer Safety Zone		

VISUAL APPROACH RUNWAYS
- TWIN ENGINE AIRCRAFT -



SOURCE: Airport Land Use Planning Handbook: A Reference and Guide for Local Agencies, prepared for California Department of Transportation, Division of Aeronautics by Metropolitan Transportation Commission and Association of Bay Area Governments, 1983, p. 97.

FRENCH VALLEY AIRPORT

Exhibit 3A
SUGGESTED AIRPORT SAFETY
ZONES OFF RUNWAY ENDS

TABLE 3B
Land Use Compatibility Guidelines for Airport Safety Zones

Safety Zone	Dimensions (ft.) Length	Width[1]	Maximum Pop/DU Density[2]	Maximum Lot Coverage By Structures	Land Use
ETZ - Emergency Touchdown Zone	3,500 to 5,000[3]	500	0	0	No significant obstructions[5]
ISZ - Inner Safety Zone	1,320 to 2,500[3]	1,500	0	0	No petroleum or explosives. No above-grade powerlines.
OSZ - Outer Safety Zones	2,180 to 2,500[4]	1,500	Uses in structures:[9] 25 persons/ac. Uses not in structures: 50 persons/ac.	25% of net area	No residential No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No public communication facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials
ERC - Extended Runway	5,000[7]	1,000	3 du/net ac. Uses in structures:[9] 100 persons/ac.	50% of gross area or 65% of net area	No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials[8]
TPZ - Traffic Pattern Zone	F.A.R. Part 77 horizontal surface		----	50% of gross area or 65% of net area	Discourage schools, auditoriums, amphitheaters, stadiums Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials[8]

1 Width of zones is centered on the extended runway centerline.
2 Pop/DU - population or dwelling unit.
3 Length is measured from the primary surface. The shorter length is for visual runways serving twin or single engine propeller aircraft, the longer for precision and non-precision instrument runways or runways serving jets.
4 Length is measured from the ISZ. The shorter length is for visual runways serving twin and single engine propeller aircraft, the longer for precision and non-precision instrument runways or runways serving jets.
5 Significant obstructions include but are not limited to large trees, heavy fences and walls, tall and steep berms and retaining walls, non-frangible street light and sign standards, billboards.
6 Applies only to runways with precision or non-precision approaches or serving jet aircraft.
7 Length is measured from the OSZ.
8 This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.
9 A "structure" includes fully enclosed buildings and other facilities with fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.

Within the OSZ, the density of the population in structures would be limited to 25 persons per acre. For uses not in structures, the density would be limited to 50 persons per acre. (A lower population density is recommended for uses in structures because of the reduced mobility which people would have. In addition, the consequences of an aircraft accident would be compounded by damage to the building.) Structures should not cover more than 25% of the lot.

Several land uses should be prohibited within the OSZ, as shown in **Table 3B.** These include dwellings, hotels, places of public assembly, public utility stations and plants which could be damaged in the event of an aircraft accident, and industries processing flammable materials.

3.4.4 EXTENDED RUNWAY CENTERLINE ZONE

The Extended Runway Centerline Zone (ERC) would apply only off the ends of precision or non-precision instrument runways or runways serving jet aircraft. It is 1,000 feet wide and extends 5,000 feet beyond the Outer Safety Zone (OSZ). These runways are used in bad weather and during periods of poor visibility. The California **Airport Land Use Compatibility Planning Handbook** (1983, p. 99) notes that poor visibility has been a contributing factor in accidents where aircraft undershot the approach course.

In the ERC, lot coverage by structures should be limited to no more than 50% of the gross development area or 65% of the net lot area, whichever is greater. The intent is to ensure that approximately 50% of the area remains clear of structures. This would help to ensure that emergency landing areas are available within this area of frequent low-level overflights. Residential development in the ERC should not exceed 3 dwelling units per acre. The number of people permitted for uses in structures should not exceed 100 persons per acre.

Within the ERC, land uses involving the manufacture, storage, or distribution of explosives or flammable materials should be prohibited. (This does not apply to conventional automobile service stations.)

3.4.5 TRAFFIC PATTERN ZONE

The Traffic Pattern Zone (TPZ) is the area around the airport which is most frequently overflown by aircraft and within which the local traffic pattern is located. For the sake of clear and unambiguous definition of the area, the boundaries should be set at the outer edge of the horizontal surface based on F.A.R. Part 77. The horizontal surface extends 5,000 feet off the ends and sides of runways with only visual approaches and off utility runways with non-precision approaches. The surface extends 10,000 feet off the ends and sides of runways with precision approaches and off runways classified as "larger than utility" with non-precision approaches. These are reasonably close approximations of the limits of a pattern area for these different runways and approaches.

In the TPZ, structures should occupy no more than 50% of the gross development area or 65% of the net lot area, whichever is greater.

While it may be impractical in all areas to encourage strict land use controls within the TPZ, certain uses should be discouraged. These include schools, auditoriums, amphitheaters, stadiums and other similar places of public assembly. Industries processing flammable materials should also be discouraged in the TPZ. (This restriction is not intended to apply to conventional automobile service stations.)

3.4.6 SPECIAL CONSIDERATIONS IN ALL SAFETY ZONES

Particularly hazardous land uses should be prohibited in all designated safety zones. These include those which would cause smoke, water vapor, or light interference,

thus impeding the pilot's ability to see the airfield. Other uses which cause electrical interference with aircraft navigational and communications equipment also should be prohibited in the airport vicinity. Other inappropriate uses include those which attract large numbers of birds. Examples include landfills and some types of food processing plants involving outdoor storage of grain and other raw materials or food by-products.

The State **Airport Land Use Planning Handbook** (page 101) offers the following descriptions of land uses which are considered hazardous and should be prohibited within all airport safety zones:

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

- Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport.

- Any use which would generate smoke or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within this area.

- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

3.5 AIRPORT VICINITY HEIGHT GUIDELINES

Airport vicinity height limitations are required for two reasons. The first is to protect the public safety, health, and welfare by ensuring that aircraft can safely fly in the airspace around the airport. This protects both the interests of those in the aircraft and those on the ground who could be injured in the event of an accident. Secondly, height limitations are required to protect the operating capability of airports, thus preserving an important part of the State's transportation system.

The Federal government has developed standards for determining obstructions in the navigable airspace. Federal Aviation Regulations (F.A.R.) Part 77 defines a variety of imaginary surfaces around airports. Each surface is defined at a certain altitude around the airport. **Exhibit 3B** shows an example of a Part 77 map for an airport.

As the exhibit shows, the dimensions of the surfaces vary depending on the type of approach to the runways. Non-precision runways have larger surfaces and flatter approach slopes than visual runways. Precision instrument runways have still larger surfaces and flatter approaches.

FAA uses these Part 77 obstructions standards not as absolute height limits, but as elevations above which structures may constitute a safety problem. Any penetrations of the Part 77 surface are subject to review on a case by case basis. If a safety problem is found to exist, FAA will issue a determination of a hazard to air navigation. FAA does not have the authority to prevent the encroachment. It is up to the local zoning authorities to enforce the FAA recommendation.

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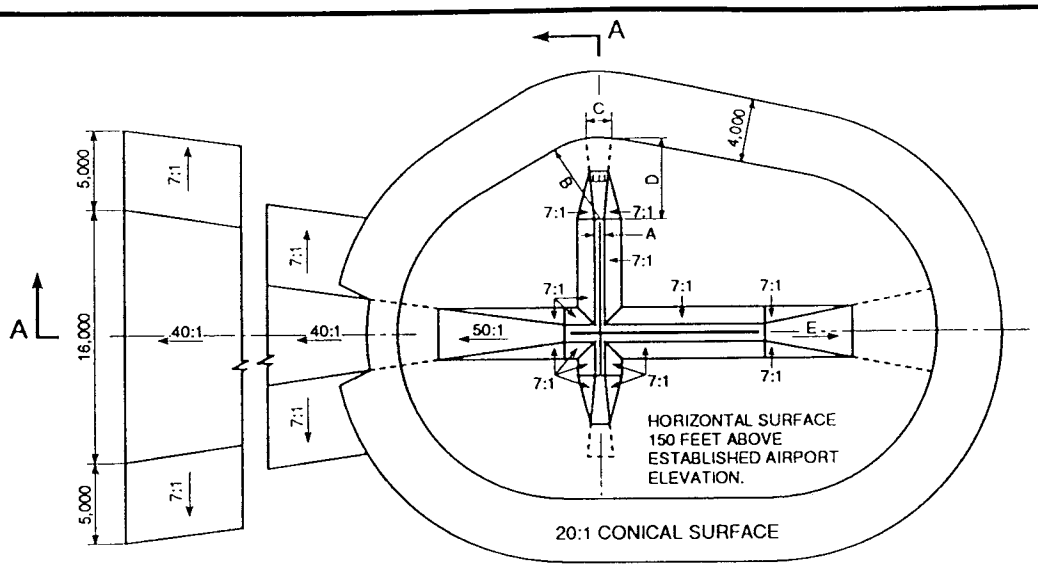
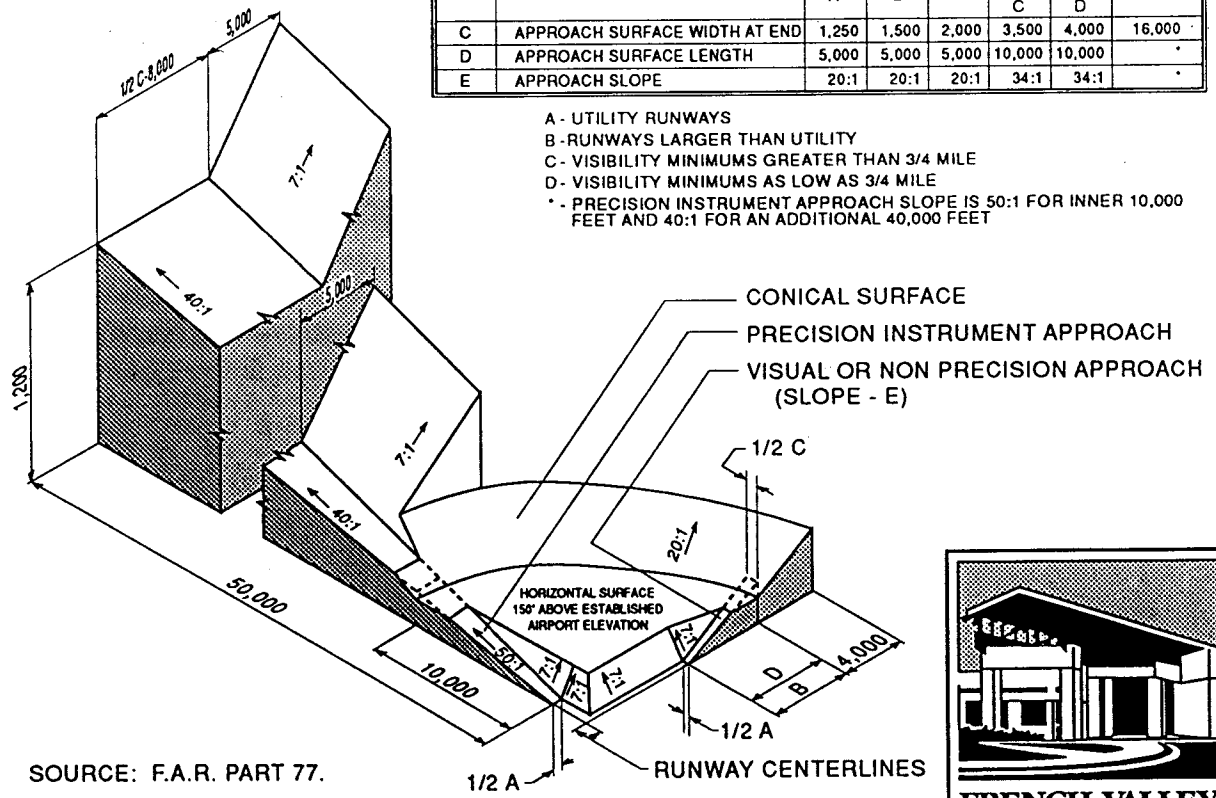


DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A - UTILITY RUNWAYS
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



SOURCE: F.A.R. PART 77.

ISOMETRIC VIEW OF SECTION A-A

FRENCH VALLEY AIRPORT

Exhibit 3B
FEDERAL AVIATION REGULATIONS PART 77:
CIVIL AIRPORT IMAGINARY SURFACES

The California **Airport Land Use Planning Handbook** (1983, p. 105) states the following with respect to height limitation standards:

> While it is important to understand that these [F.A.R. Part 77] are in fact review standards, it is equally important to recognize that these standards provide a reasonable and defensible balance between the needs of the airspace users and the rights of property owners beneath the flight patterns. In this regard, the use of Part 77 obstruction standards as recommended height limits is appropriate.

The practice of using of F.A.R. Part 77 standards as height limits has been widely followed by Airport Land Use Commissions in California. FAA has encouraged this by producing a model zoning ordinance to limit the height of objects around airports (FAA Advisory Circular 150/5190-4A, December 14, 1987). The model ordinance proposes the use of the Part 77 surfaces as regulatory height limits.

In view of the widespread acceptance of the F.A.R. Part 77 criteria, they will be used as the basis for height limitations in this Comprehensive Land Use Plan.

3.6 SUMMARY - AIRPORT INFLUENCED AREA

This chapter has presented the overall planning guidelines and criteria to be used in developing the Comprehensive Land Use Plan for French Valley Airport. The noise and safety guidelines are based on the recommendations of the State of California as presented in the **Airport Land Use Planning Handbook**, 1983. The height guidelines are based on F.A.R. Part 77, as recommended by the State in the **Airport Land Use Planning Handbook.**

For purposes of defining the "airport-influenced area" around the airport, the composite of the noise and height-influenced areas will be used. The outer boundaries of the noise-influenced area correspond to the 60 CNEL contours for existing and forecast conditions. The outer boundary of the height-influenced area is the edge of the conical surface and, for airports with precision instrument approaches, the outer approach and transitional surfaces. (The outer boundary of the safety-influenced area is the horizontal surface which lies within the conical surface.)

Chapter Four

NOISE INFLUENCED AREA: ISSUES AND ALTERNATIVES

Chapter Four
NOISE INFLUENCED AREA: ISSUES AND ALTERNATIVES

French Valley Airport

4.1 INTRODUCTION

Analysis of noise exposure patterns leads to the determination of noise-related impacts. This chapter discusses the development of noise exposure patterns, also called noise contours, for French Valley Airport. Exhibits show two sets of noise contours for the airport: existing conditions (1993) and forecast conditions (2013).

4.2 NOISE METHODOLOGY

The basic methodology for definition of aircraft noise levels involves the use of a mathematical model for aircraft noise prediction. The Federal Aviation Administration (FAA) has approved two models for this purpose. This study uses the FAA's Integrated Noise Model (INM), Version 3.10. A computerized overflight noise prediction model becomes necessary in noise studies because the development of noise contours directly from field studies would require months of measurement at numerous noise measurement sites--a very impractical, extremely expensive, and less accurate method of evaluation.

The model contains a data base which relates slant range distance and engine thrust to noise levels for each aircraft. On an irregular grid around the airport, the model computes the associated noise exposure level for the specific aircraft and engine thrust used at that point along the flight track. The model sums individual noise exposure levels for each grid location. The model then generates a series of contour lines which connect the grid locations of equal noise level.

This report uses the Community Noise Equivalent Level (CNEL) to assess the existing and future noise exposure. The State of

California requires the CNEL metric. The FAA accepts CNEL as a measure of cumulative noise exposure. CNEL represents the average daytime noise level during a 24-hour day, adjusted to account for the lower tolerance of people to noise during the evening and nighttime periods, relative to the daytime period.

In the calculation of the CNEL metric, events which occur between 7:00 p.m. and 10:00 p.m. receive a 4.77 decibel (dB) addition and events which occur between 10:00 p.m. and 7:00 a.m. receive a 10 dB addition. CNEL expresses the 24-hour average of the summed, energy adjusted events.

4.3 INM INPUT DATA

The Integrated Noise Model requires a variety of user-supplied data: a definition of the airport, operations by aircraft type, flight tracks, and runway use percentages, for example.

4.3.1 ACTIVITY DATA

Chapter Two of this study discussed historic and forecast aircraft activity for the airport. **Table 4A** summarizes the operations data.

TABLE 4A
Summary of Operations
French Valley Airport

	Annual Operations	
	1993	2013
General Aviation Operations		
Local	35,300	74,000
Itinerant	22,600	54,100
Total Annual Operations	57,900	128,100

Presently, the airport serves as a base for 107 aircraft. The forecast anticipates that 200 aircraft will operate out of the airport by year 2013. **Table 4B** presents a summary of annual operations by aircraft type.

TABLE 4B
Annual Operations By Aircraft Type
French Valley Airport

	1993	2013
General Aviation		
Local		
Single Engine	28,837	57,700
Multi Engine	2,663	8,000
Rotor	3,800	8,300
Turbo Prop	0	0
Business Jet	0	0
Total Local	35,300	74,000
Itinerant		
Single Engine	17,803	41,100
Multi Engine	1,702	4,900
Rotor	1,100	2,700
Turbo Prop	1,200	3,250
Business Jet	795	2,150
Total Itinerant	22,600	54,100
Annual Operations	57,900	128,100

4.3.2 FLEET MIX

The INM data base provided the operational characteristics and noise data for the aircraft modeled. The FAA has published a Pre-Approved List of Aircraft Substitutions. The list indicates that the general aviation single engine fixed pitch propeller model, the GASEPF, represents a broad range of single engine general aviation aircraft. The remaining aircraft used in the model include the BEC58P (Beech Baron) that represents a broad range of multi-engine aircraft, the CNA441 (Cessna 441) that represents a broad range of turbo prop aircraft, the Lear35 (Gates Learjet 35) that represents a broad range of business jets, and the Bell Jet Ranger to represent the rotorcraft.

4.3.3 TIME OF DAY

The time of day that operations occur becomes particularly important as input to the INM due to the weighting of evening and nighttime events. French Valley Airport does not have an Air Traffic Control Tower to keep operations statistics. Interviews at the airport indicated a lack of specific information concerning time of day of operations. For noise modeling purposes, this study makes the assumption that general aviation operations occur in the ratio of 92% day, 3% evening, and 5% night.

4.3.4 RUNWAY USE

For modeling purposes, wind rose analysis usually determines runway use percentages. However, wind data is not available to generate a wind rose for the French Valley Airport. Local interviews indicated that aircraft takeoff and land to the south on Runway 18 approximately 60 percent of the time.

4.3.5 FLIGHT PROFILES

Optional input data to the INM includes modifications to approach and departure profiles. This analysis uses the profiles from the INM data base without modification. The model for French Valley Airport uses Stage 1 (0 to 500 nautical miles) as the stage length for all aircraft operations.

4.3.6 FLIGHT TRACKS

Airport management did provide advisory procedures for the French Valley traffic pattern which are recommended to minimize complaints over noise sensitive areas. The traffic pattern altitude is 2,347 feet above mean sea level (1,000 feet above ground level), extends approximately 3,000 feet off the ends of Runway 18-36 (future Runway 18R-36L), and 5,000 feet west of Runway 18-36. These procedures were used to develop flight tracks for noise modeling.

There is no significant change in the flight tracks for noise modeling in the future. Only itinerant approaches to Runway 36L are shifted to the south. The addition of a second touch and go track is provided for Runway 18L-36R inside the existing touch and go track.

4.4 INM OUTPUT

Computer files developed from data described above provided input to the Integrated Noise Model which generated output files for the 1993 conditions and the forecast year 2013 conditions. The contour lines produced represent CNEL levels of 55, 60, 65, 70, and 75 decibels. For graphic clarity all but the 75 CNEL have been mapped.

4.4.1 EXISTING NOISE

The current aircraft noise above 60 CNEL, depicted on **Exhibit 4A**, is completely confined to the airport property. A small portion of the noise at the 55 CNEL is off airport property to the north, south, and east. Since the 55 CNEL is considered an area of marginal impact and the areas outside airport property impacted by the 55 CNEL are planned industrial, the cumulative existing noise exposure cannot be considered a major impact on the French Valley environs. **Table 4C** gives the surface area within the contours for the existing aircraft noise.

4.4.2 FORECAST NOISE

The future property line is would confine most of the aircraft noise above 60 CNEL to airport property. A small portion of the 60 CNEL contour would cross the proposed realignment of Borel Road to the south as well as impact the western edge of the Justice Center. The 55 CNEL contour would almost completely cover the Justice Center to the east of the airport, but no other existing noise sensitive land uses are inside the contour. The small portion of the 60 CNEL contour and the 55 CNEL contour outside airport property would be confined to planned commercial, business park, and industrial areas. **Table 4C** gives the surface area within the contours for 2013 aircraft noise. **Exhibit 4B** depicts the 2013 aircraft noise exposure for French Valley Airport.

TABLE 4C
Areas of Noise Contours

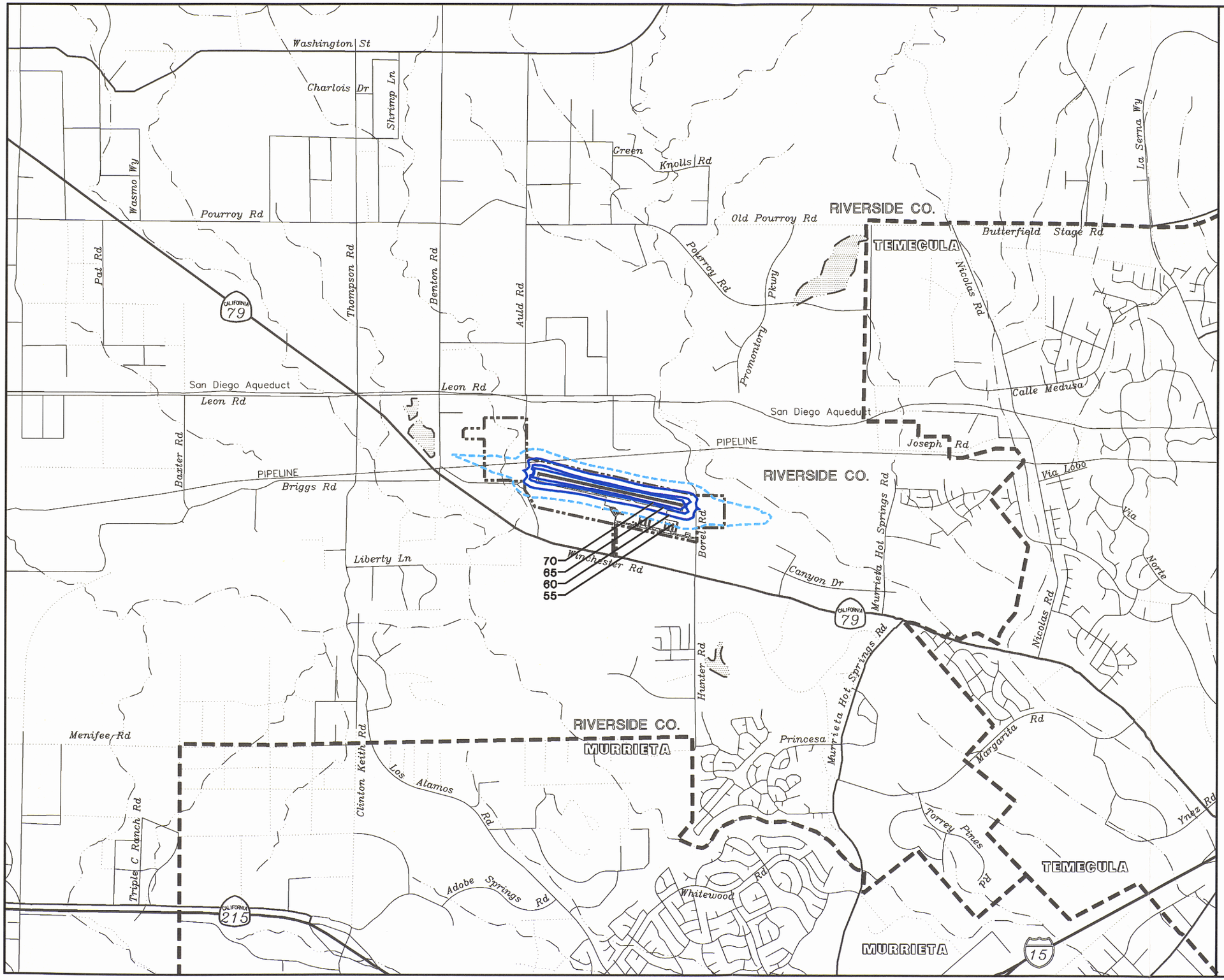
	1993		2013	
CNEL	Square Miles	Acres	Square Miles	Acres
55	.3457	221.2	1.0630	680.3
60	.1435	91.9	.4744	303.6
65	.0670	42.9	.2808	179.8
70	.0415	26.6	.1254	80.3
75	.0273	17.5	.0670	42.9

4.5 NOISE IMPACTS AND ISSUES

As shown in **Exhibits 4A** and **4B**, aircraft noise above 60 CNEL is almost completely confined to the airport property. Noise at the 55 CNEL level outside airport property would be confined to planned commercial, business park, and industrial areas. Thus, cumulative aircraft noise exposure cannot be considered a major impact on the French Valley Airport environs.

Despite the low cumulative aircraft noise levels, it is possible that noise from single events could be considered a nuisance by airport area residents. Development of residences and noise-sensitive institutions should be avoided off the runway ends near the airport. Because this concern overlaps with safety concerns addressed in Chapter Five, no special noise-related land use policies are considered necessary.

Exhibit 4A
1993 NOISE EXPOSURE



LEGEND

- City Limits
- Airport Boundary
- 60 CNEL Contour Significant Impact
- 55 CNEL Contour Marginal Impact

NORTH

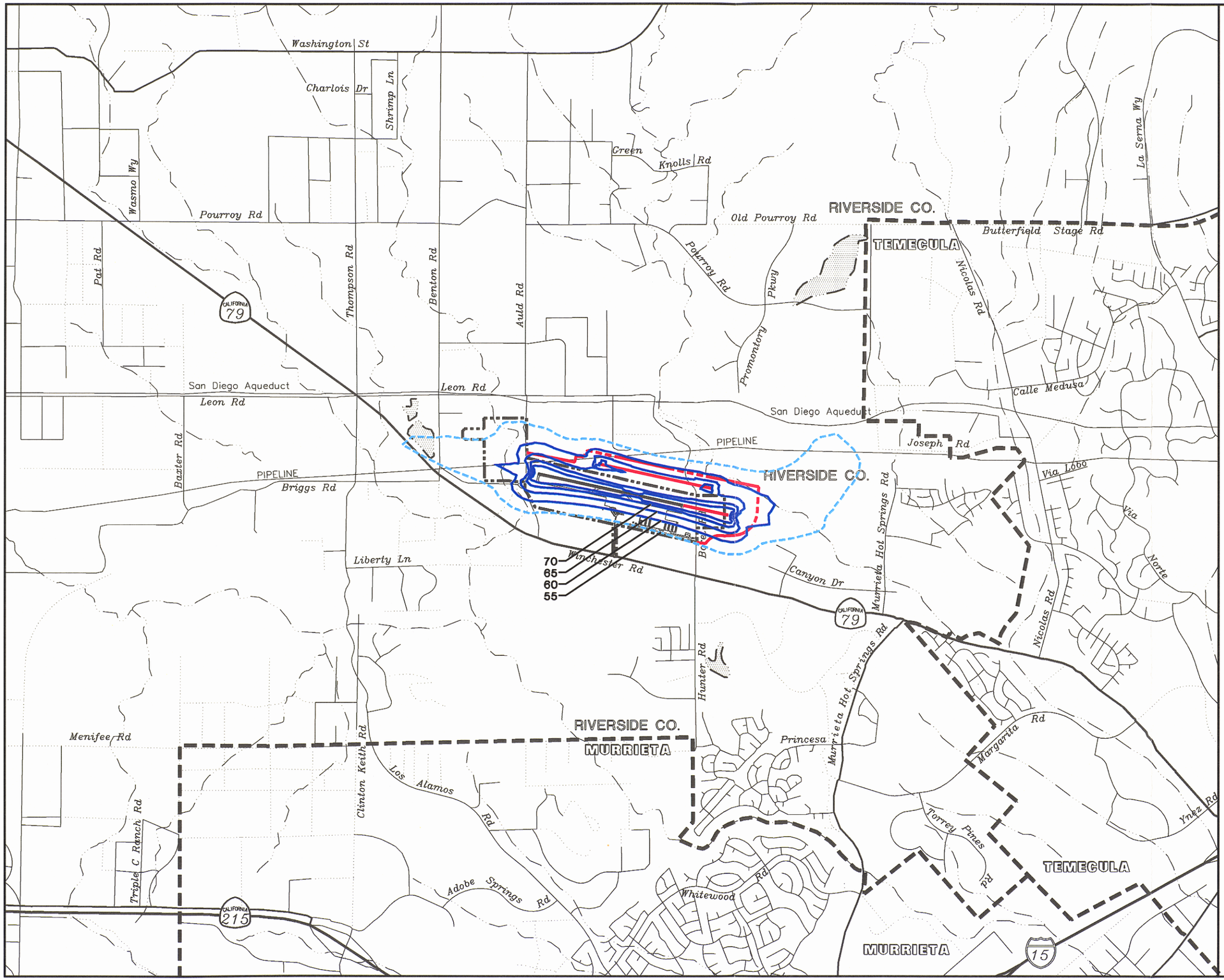
0 3000 6000

SCALE IN FEET

(as of 4/12/94)

FRENCH VALLEY AIRPORT

Exhibit 4B
2013 NOISE EXPOSURE



LEGEND

- City Limits
- Airport Boundary
- Future Airport Boundary
- Alternative Runway / Runway Extension
- 60 CNEL Contour Significant Impact
- 55 CNEL Contour Marginal Impact

NORTH

0 3000 6000

SCALE IN FEET

(as of 4/12/94)

FRENCH VALLEY AIRPORT

Chapter Five

SAFETY INFLUENCED AREA: ISSUES AND ALTERNATIVES

Chapter Five
SAFETY-INFLUENCED AREA: ISSUES AND ALTERNATIVES

French Valley Airport

5.1 INTRODUCTION

Safety of people on the ground and in the air and the protection of property from airport-related hazards are among the responsibilities of the Airport Land Use Commission. This chapter provides an analysis of safety issues at French Valley Airport, defining the airport safety areas and discussing safety compatibility planning issues and alternatives.

5.2 AREAS OF SAFETY CONCERN

In Chapter Three, the planning criteria for defining airport safety areas were discussed. **Exhibit 5A** shows the safety areas around French Valley Airport based on the future airfield layout and the existing land use conditions. **Exhibit 5B** also shows the future airfield safety areas but the land use is based upon future land use designations presented in the specific plan exhibit in Chapter 2 (**Exhibit 2K**). These future safety zones define the safety areas for which the Airport Land Use Commission should be planning.

Runway 18-36 (future 18R-36L) currently sees occasional business jet aircraft and Runway 18R is planned for a non-precision approach. Therefore, Runway 18R-36L is based on the standards for a non-precision and jet aircraft runway.

The safety zones for the planned Runway 18L-36R are based on the criteria for a visual runway handling single and twin-engine aircraft. Given the elevation and temperature levels at French Valley Airport, the 3,600 feet of runway planned is not long enough to handle business jets.

The ISZ zones (inner safety zones) are almost all contained on existing airport

property to the north. The exceptions are along Briggs Road and the northwest corner of the Justice Center property. A majority of the ISZ zones extend off the end of the property to the south. The extension of Runway 18R-36L and development of Runway 18L-36R extend the ISZ zones off the ends of the planned future property boundaries.

The ETZ (emergency touchdown) zones off the ends of Runway 18R-36L and future 18L-36R are almost all outside the existing airport property. All but the inner 1,000 to 1,500 feet of the zone, depending on the runway, extends off the airport.

Off the south end of lengthened Runway 18R-36L, the outer 4,000 feet of the ETZ zone will extend beyond the future airport property line. To the north, the ETZ extends approximately 3,500 feet beyond the airport property line.

All of the OSZ zones (outer safety zones) extend off the airport property, at least in part. Existing development within the OSZ is limited to one home and a portion of the Justice Center.

ERC (extended runway centerline) zones is defined off Runway 18L-36R only. Currently their is no existing development within the ERC zone. Commercial/ industrial uses are planned within the ERC for Runway 18R-36L.

The TPZ (traffic pattern) zone covers a large area. It includes relatively dense single-family housing development to the south and southwest, apartment complexes to the southwest, a school to the south, and scattered single-family housing throughout the TPZ. Also within the TPZ is commercial/industrial development north and west of French Valley Airport.

5.3 SAFETY ISSUES

In determining the scope of any safety compatibility planning issues in the French Valley area, it is necessary to compare the safety zone boundaries with the land use designations shown on the existing land use and specific plan maps. (See **Exhibits 2G** and **2K** in Chapter Two.) Then the potential for the development of incompatible land uses can be evaluated. Because the majority of the surrounding area is covered by specific plans, most of the discussion below focuses on the specific plan map (**Exhibit 2K**). Land uses approved in these plans are compared with the land use compatibility guidelines for safety zones presented in **Table 3B** in Chapter Three (page 3-4).

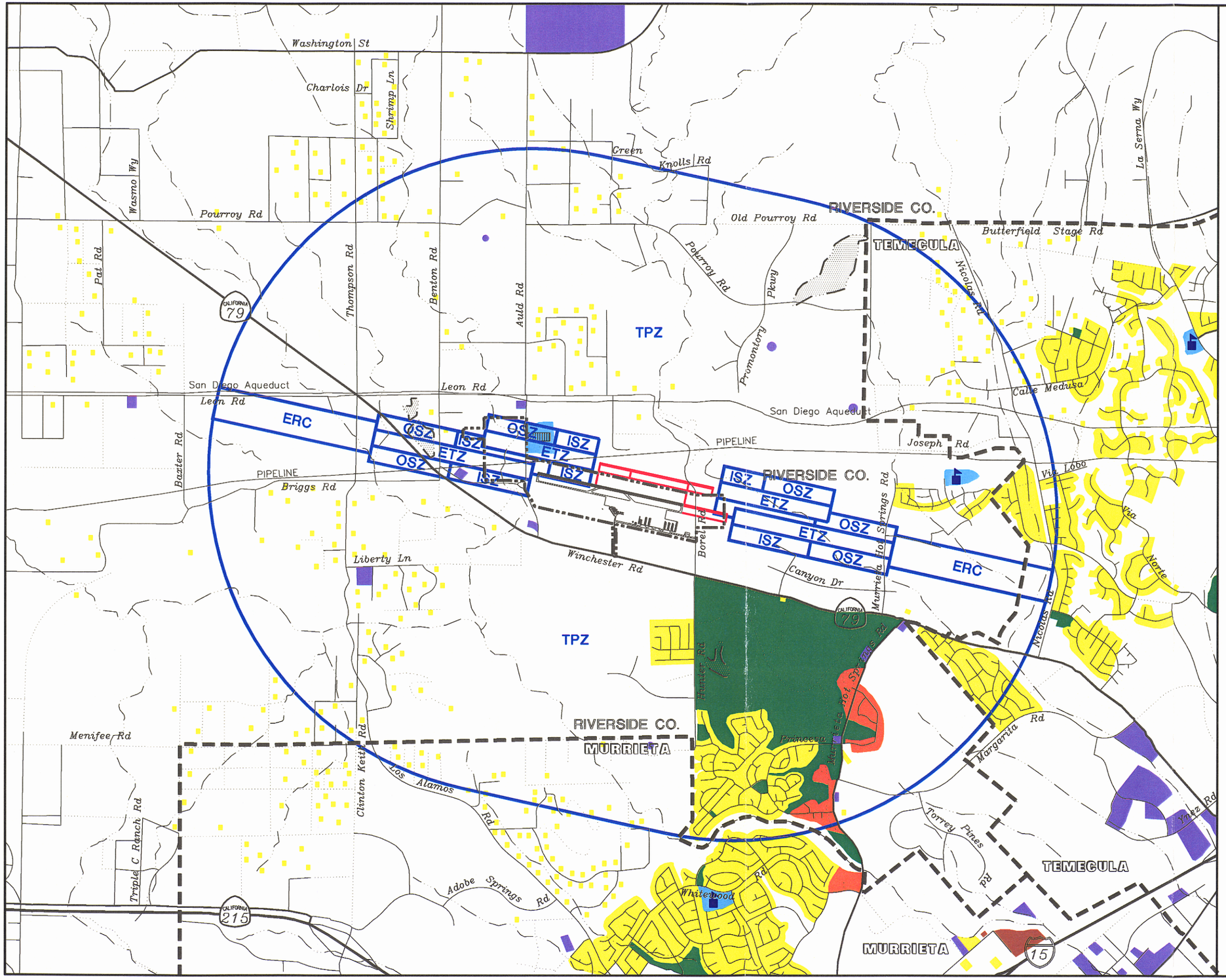
5.3.1 ISZ - INNER SAFETY ZONE

Based on the land use compatibility guidelines in **Table 3B**, no structures should be permitted in the ISZ. Neither should petroleum, explosives, or above-grade power lines be permitted.

As seen on **Exhibit 5A**, a portion of an existing industrial complex adjacent to Briggs Road and a portion of the Justice Center are the only nonconforming uses within the ISZ zone to the north. There are no existing nonconforming uses within the ISZ zone to the south.

Portions of the ISZ safety zone extending off airport property are designated in specific plans and range from industrial to commercial. The Borel Airpark specific planning areas 1.0, 3.0, 5.0, 5.1, and 6.0 designate industrial and commercial on both ends of the runways. Winchester properties specific planned areas 3, 4, 5, 6, 9, 11, and 12 designate business park,

Exhibit 5A
GENERALIZED EXISTING LAND USE AND FUTURE SAFETY ZONES



LEGEND

- City Limits
- Airport Boundary
- Single Family Residential
- Mobile Home
- Multi-Family Residential
- Commercial, Industrial, Utilities
- Parks and Open Space
- Undeveloped
- Noise Sensitive Institutions
- Schools
- Justice Center
- Future Runway/Taxiway
- ETZ — Emergency Touchdown Zone
- ISZ — Inner Safety Zone
- OSZ — Outer Safety Zone
- ERC — Extended Runway Centerline
- TPZ — Traffic Pattern Zone

NORTH

0 3000 6000

SCALE IN FEET

(as of 3/1/94)

FRENCH VALLEY AIRPORT

Exhibit 5B
SPECIFIC PLANS AND FUTURE SAFETY ZONES

LEGEND

- City Limits
- Airport Boundary
- Specific Plan Boundaries
- Single Family Residential
- Multi-Family Residential
- Commercial, Business Park
- Commercial, Industrial
- Industrial, Utilities
- Parks and Open Space
- Noise Sensitive Institutions
- School Sites Per Specific Plans
- School Sites Per School District
- Future Runway/Taxiway
- ETZ — Emergency Touchdown Zone
- ISZ — Inner Safety Zone
- OSZ — Outer Safety Zone
- ERC — Extended Runway Centerline
- TPZ — Traffic Pattern Zone

Sources :

#1	Murrieta Hot Springs Plan 103	approved
#2	Dutch Village Plan 106	approved
#3	Roripaugh Estates Plan 164	approved
#4	Rancho Bella Vista Plan 184	approved
#5	Winchester Properties Plan 213	approved
#6	Warm Springs Plan 220	approved
#7	Borel Airpark Plan 265	approved
#8	Quinta Do Lago 284	approved
#9	Winchester 1800 Plan 286	not approved yet
#10	Crown Village 238	approved
#11	Winchester Ranch	approved

(as of 11/1/94)

NORTH

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SCALE IN FEET

FRENCH VALLEY AIRPORT

commercial, and residential within the ISZ to the south.

5.3.2 ETZ - EMERGENCY TOUCHDOWN ZONE

According to the land use compatibility guidelines in **Table 3B**, no structures or significant obstructions should be permitted within the ETZ zone. Those parts of the ETZ which are off airport property north and south of the airport are currently not obstructed by existing structures.

The future development designated in the specific plans ranges from industrial to residential. The Borel Airpark specific planning areas 3.0, 5.0, 5.1, 6.1 10.1 and 20.1 designate industrial, office park, and commercial on both ends of the runways. The center portion of Winchester Ranch, a planned industrial park, is on the Runway 18R-36L centerline immediately north of airport property. Winchester properties specific planned areas 3, 4, 5, 6, 9, and 11 designate business park, commercial, and residential within the ETZ to the south. The Quinta Do Lago specific planned area within the ETZ designates a mixture of industrial and commercial immediately north of Benton Road.

5.3.3 OSZ - OUTER SAFETY ZONE

Based on the land use compatibility guidelines in **Table 3B**, several kinds of land uses should be prohibited in the OSZ zone, including residences, various public assembly uses, schools, and industries with flammable materials. Limits on the number of persons per acre and per building are also advised. Only one residence south of Benton Road currently exists within the OSZ.

Portions of the OSZ safety zone extending off airport property are designated in specific plans and range from industrial to multi-family residential. The Borel Airpark specific planning areas 4.0, 6.1 10.0, 10.1, 20.0 and 20.1 designate industrial, office park, and commercial on both ends of the runways. Winchester properties specific planned areas 3, 4, 5, 6, 9, 11, and 12 designate business park, commercial, and residential within the OSZ to the south. The Quinta Do Lago specific planned area within the OSZ designates a mixture of industrial and commercial immediately north of Benton Road. The residential land uses proposed within these specific plans conflict with compatibility guidelines presented in Chapter Three.

5.3.4 ERC - EXTENDED RUNWAY CENTERLINE ZONE

Based on the land use compatibility guidelines in **Table 3B**, uses involving the processing of explosives or flammable materials should be prohibited in the ERC district. The residential development density and the density of people permitted in structures should also be limited. This would affect land uses such as churches, schools, auditoriums, major office developments and shopping centers, and similar uses.

The future development designated within the ERC by the specific plans range from business park to multi-family residential. The Borel Airpark specific planning areas 10.1 and 20.0 propose office park and commercial on the north end of Runway 18R-36L. Winchester properties specific planned areas 11, 12, 16, 17, 19, and 20 designate commercial and residential within the ERC to the south. The Roripaugh

Estates specific planned area within the ERC designates multi-family immediately north of Nicolas Road within the ERC. The final 4,500 feet of the ERC to the north on Runway 18R-36L is within the Dutch Village specific plan and designated as single family residential. The commercial designations permit uses which may attract moderately large groups of people, including restaurants, day care centers, health and exercise centers, and various office and commercial uses. The residential areas within the ERC would permit a higher density than permitted by the land use guidelines (above 3 dwellings per acre).

5.3.5 TPZ - TRAFFIC PATTERN ZONE

According to **Table 3B** in Chapter Three, places of public assembly are to be discouraged in the TPZ as are industries with flammable products. The only existing nonconforming use within the TPZ is the Nicolas Valley Elementary School to the southwest of the airport.

Portions or all of the following specific plans are within the TPZ zone: Rancho Belle Vista, Winchester Properties, Borel Airpark, Roripaugh Estates, Quinta Do Lago, Murrieta Hot Springs, Dutch Village, Winchester 1800, Warm Springs, and Crown Village. Schools in Winchester Properties, Rancho Belle Vista, and Winchester 1800 are also planned. See **Table 5A** for a summary of all the specific planning areas within the safety zones.

TABLE 5A
Future Limitations and Nonconforming Uses

Runway	Safety Zone	Exhibit/Planning Area	Nonconforming Use/Limitation
18-36	ISZ	Existing Land Use	The industrial park next to Briggs Road is a nonconforming use.
	OSZ	Existing Land Use	One residence south of Benton Road is a nonconforming use.
	ETZ	Existing Land Use	None.
	ERC	Existing Land Use	None.
	TPZ	Existing Land Use	Nicolas Valley Elementary School southwest of the airport is a nonconforming use.
18-36		*Specific Plans*	
	ISZ	Borel Airpark	Portions of planning areas 1.0, 3.0, 5.0, and 5.1 (Industrial) are limited.
		Winchester Ranch	East and west portions of Winchester Ranch are limited.
		Winchester Properties	A majority of planning area 3 and a small portion of planning area 5 are limited.
	OSZ	Borel Airpark	Portions of planning areas 4.0, 10.0, 10.1, 20.0, and 20.1 (Office Park and Commercial) are limited.
		Winchester Properties	Portions of planning areas 4, 6, 9, 11, and 12 (Business Park, Commercial, Multi-family) are limited.
		Quinta Do Lago	Portions of commercial/industrial planned areas north of Benton Road are limited.
	ETZ	Borel Airpark	Portions of planned areas 5.0, 5.1, 10.1, and 20.1 (Industrial, Office Park, and Commercial) are limited.
		Winchester Ranch	Center portion of Winchester Ranch Planned Development is limited.
		Winchester Properties	Portion of planning areas 3, 4, 9, and 11 (Business Park, Commercial, and Residential) are limited.
		Quinta Do Lago	Portion of Industrial/Commercial north of Benton Road is limited.
	ERC	Borel Airpark	Portions of planned areas 10.1 and 20.0 are limited.
		Winchester Properties	Part or all of planned areas 11, 12, 16, 17, 19, and 20 are limited to 3 DU/AC.
		Roripaugh Estates	Northern portion of planned area 4 (multi-family) is limited to 3 DU/AC.
		Dutch Village	Portions of residential planned areas north of Thompson Road are limited to 3 DU/AC.
	TPZ	Same as AHC	Same as AHC.

TABLE 5A (Continued)
Future Limitations and Nonconforming Uses

Runway	Safety Zone	Exhibit/Planning Area	Nonconforming Use/Limitation
Parallel	ISZ	Existing Land Use	None.
	OSZ	Existing Land Use	The eastern 2/3 of the Justice Center is a nonconforming use.
	ETZ	Existing Land Use	The western 1/3 of the Justice Center is a nonconforming use.
	TPZ	Existing Land Use	Nicolas Valley Elementary School southwest of the airport is a nonconforming use.
Parallel		*Specific Plans*	
	ISZ	Borel Airpark	Portions of planning areas 3.0 and 6.0 (Industrial) are limited.
	OSZ	Borel Airpark	Portions of planning area 6.1 is limited.
		Winchester Properties	Portions of planning areas 5 and 6 are limited.
	ETZ	Borel Airpark	Portions of planning areas 3.0, 5.1, and 6.1 are limited.
		Winchester Properties	Portions of planning areas 3, 4, 5, and 6 and limited.

5.3.6 SUMMARY OF ISSUES IN SAFETY ZONES

Within all designated safety zones certain non-conforming land uses are permitted by current zoning and approved specific plans. The zoning regulations and approved specific plans are not structured to set clear guidelines and policies to property owners, administrators, or policy makers as to the airport compatibility concerns that should be addressed in their land use planning and decision-making. While these people may attempt to make good faith efforts to consider these issues, the ordinances are not designed to make this easy. Under current policy, the Airport Land Use Commission, through its review of development proposals, is the only entity expressly taking the airport issues into consideration.

Clearly, changes in local regulations should be made to ensure that airport compatibility considerations are addressed at the outset of the planning and development process. This requires changes in the City and County plan approval processes.

5.4 POTENTIAL LAND USE MEASURES

Given the specialized safety compatibility concerns in different areas around the airport, there are limited land use measures available to keep future development in compliance with the safety zones. The available land use measures are discussed below.

The Airport Land Use Commission (ALUC) could request approved and proposed specific plans within the airport environs be revised so that they are in compliance with the safety zones. However, this measure would be difficult to implement because of the long period of time that some of the specific plans have been in place and the substantial investment put into these projects.

As an alternative, approved specific plans with incompatible land uses in the airport environs could be considered as existing non-conforming uses by the ALUC. However, when changes to a specific plans are requested by the developer, the changes could be required to be in compliance with the safety zones.

Proposed specific plans with incompatible land uses in the airport environs could be brought into compliance with the safety zones before the plans are approved. Fortunately, the strictest safety zones are relatively small or narrow areas. Given the large parcel sizes in the proposed specific plans, property owners are likely to have only part of their property within any one of these zones. In exchange for the strict land use regulation within the ETZ and ISZ zones, it would be reasonable to grant specific plan applicants a compensating density bonus to use on the rest of their property. However, existing non-conforming uses should not be allowed to expand in the future.

Riverside County, Temecula, and Murrieta should amend their respective general plans to reflect the comprehensive land use plan compatibility zones. In addition, ordinances amending the current City and County plan review policies could be adopted establishing planning criteria within each zone corresponding to the airport safety zones. The land use guidelines in **Table 3B** and on pages 3-4 through 3-7 could serve as the regulations applying within each safety zone.

5.5 SUMMARY

Based on existing land use, the airport safety zones are almost completely free of potentially hazardous encroachments. Based on a review of future land use plans and existing zoning, this favorable situation will not necessarily remain through the future. Several specific plans around the airport permit potentially incompatible land uses within the safety zones.

While review of development proposals by the Airport Land Use Commission provides some assurances against the development of incompatible land uses in the safety areas, efforts should be made to encourage Temecula, Murrieta and Riverside County to adopt some form of airport environs plan reviewing criteria to implement the safety compatibility guidelines of this Plan.

Chapter Six

HEIGHT-INFLUENCED AREA: ISSUES AND ALTERNATIVES

Chapter Six
Height-Influenced Area: Issues and Alternatives

French Valley Airport

6.1 INTRODUCTION

In order for an airport to be used safely and efficiently, it is essential that aircraft have access that is unimpeded by obstructions. Tall structures and trees long have been recognized as potential safety hazards in the environs of airports, especially along runway approaches.

This chapter reviews the Riverside County height protection guidelines, described in Chapter Three, as they apply in the French Valley Airport area. Potential issues of concern are discussed, and potential measures to address the concerns are offered.

6.2 HEIGHT PROTECTION AREAS

The Federal Aviation Administration (FAA) has defined criteria to guide the review of proposed tall structures in the vicinity of airports. F.A.R. Part 77 defines imaginary surfaces around airports through which any proposed penetrations should be evaluated by FAA technical personnel for a hazard determination.

An FAA finding that a penetration is hazardous does not necessarily stop a project. The FAA ruling is merely advisory. F.A.R. Part 77 does not authorize the FAA to regulate land use in the airport vicinity. That remains a local function. FAA does recommend, however, that local governments adopt height controls in the vicinity of airports based on the Part 77 criteria. (See **A Model Zoning Ordinance to Limit Height of Objects Around Airports,** FAA Advisory Circular 150/5190-4A, December 14, 1987.)

Exhibit 3B in Chapter Three shows the Part 77 surfaces around a typical airport. They

define a bowl or stadium-shaped area with ramps sloping up from each runway end. The dimensions of each surface vary depending on the runway classification and approach.

A Part 77 map for French Valley Airport is shown in **Exhibit 6A**. This shows all of the area within the conical surface. This map is color-coded for ease of interpretation. In some areas, the various approach surfaces intersect and pass through each other. In those cases, the color-coding on the map gives precedence to the lowest area.

Each Part 77 surface is discussed below.

6.2.1 PRIMARY SURFACE

The primary surface is in the immediate runway area. Its surface is the ground elevation. It extends 200 feet off each runway end and varies in width depending on the type of runway. At French Valley, the primary surface for existing Runway 18-36 (future 18R-36L) is 1,000 feet wide. It is 500 feet wide for future Runway 18L-36R.

6.2.2 APPROACH SURFACE

The approach surface is a trapezoidal area extending outward and sloping upwards from the end of the primary surface. The approach slope, width, and length vary depending on the type of runway approach. At French Valley, a non-precision approach is planned for future Runway 18R, so it has a 34:1 approach slope, extending 10,000 feet outward from the end of the primary surface. Runway 36L has a visual approach with a 20:1 slope. The approaches to Runway 18L-36R have 20:1 slopes and extend 5,000 feet off the runway end.

6.2.3 TRANSITIONAL SURFACE

Transitional surfaces with a slope of 7:1 are defined between the primary and approach surfaces and the horizontal surface.

6.2.4 HORIZONTAL SURFACE

The horizontal surface is a flat plane 150 feet above the airport field elevation. Its outer boundary is 10,000 feet from precision and non-precision runways larger than utility, and 5,000 feet from visual and utility runways. The horizontal surface is a reasonable representation of the outer limits of a typical airport traffic pattern area.

At French Valley, the dimensions of the horizontal surface are defined by Runway 18R-36L. The boundaries are set at a radius of 10,000 feet from that runway. The elevation of the horizontal surface is 1500 feet. (The airport field elevation is 1,350 feet above sea level.

6.2.5 CONICAL SURFACE

The conical surface slopes upwards from the horizontal surface at a rate of 20:1, extending 4,000 feet outward. This standard applies at all airports. At French Valley, the elevation at the outer edge of the conical surface is 1,700 feet.

6.3 HEIGHT PROTECTION ISSUES

6.3.1 EXISTING PENETRATIONS AND TOPOGRAPHY

Exhibit 6A shows nine areas of obstructions penetrating the Part 77 surfaces around the airport. Two obstructions, a tree and lighted wind cone, penetrate the transitional

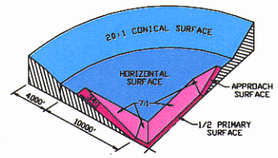
Exhibit 6A
PART 77 AIRSPACE PLAN

LEGEND

- City Limits
- Airport Boundary
- Primary Surface
- 7:1 Transitional Surfaces
- Approach Surfaces
- Horizontal Surface
- Conical Surface

OBSTRUCTION TABLE

Object Description	Object Penetration	Proposed Object Disposition
1. TREE	19'	REMOVE
2. WINDSOCK	8'	TO REMAIN LIGHTED FIXED BY FUNCTIONAL PURPOSE
3. ROAD (BOREL ROAD)	15'	TO BE RELOCATED
4. ROCK	151'	REQUEST FAA AERONAUTICAL STUDY
5. TREE	286'	REQUEST FAA AERONAUTICAL STUDY
6. TREE	293'	REQUEST FAA AERONAUTICAL STUDY
7. TOPOGRAPHY	281'	REQUEST FAA AERONAUTICAL STUDY
8. BUSH	282'	REQUEST FAA AERONAUTICAL STUDY
9. ROAD (AULD ROAD)	3'	REQUEST WAIVER



(as of 11/1/94)

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SCALE IN FEET

FRENCH VALLEY AIRPORT

surface. The tree is proposed for removal and the wind cone is to remain lighted.

Two trees, a bush, a rock, the existing alignment of Borel Road, and topography penetrate the horizontal surface. Completion of the Runway 18R-36L extension will call for relocation of Borel Road and eliminate it from being an obstruction. A FAA aeronautical study for the remaining obstructions to the horizontal surface has been requested.

Auld Road penetrates the 34:1 approach surface to Runway 18R by three feet where the east outside edge of the runway protection zone intersects the road. A waiver has been requested for this obstruction.

6.3.2 CURRENT HEIGHT LIMITS IN ZONING ORDINANCES

The height of structures permitted by local zoning ordinances is an important consideration in height protection planning. Most of the unincorporated area beneath the Part 77 surfaces is within specific plans. Where the specific plan changes an area to a different land use (example: from agriculture to medium density residential) the conditions and restrictions of a land use matching the change as described in the Riverside County Zoning Ordinance would be applied. Temecula and Murrieta both have adopted the Riverside County Zoning Ordinance as a base and have refined it to their respective needs.

In the French Valley Airport Environs, zoning ranges from agricultural/rural residential to industrial. The maximum building height permitted in these zones is 50 feet. Buildings up to a height of 75 feet, and structures other than buildings up to 105 feet, may be approved through the conditional use process. In the W-2 district, broadcasting antennas taller than 105 feet may be approved as conditional uses.

Beneath most of the Part 77 surfaces, these height limitations should not pose frequent problems. Potential conflicts could occur within the approach areas and transitional surfaces near the runway ends where the surfaces drop below 50 to 75 feet above the ground. Most of this area, however, is expected to be within airport property.

Potential problems could occur to the east and at the western edge of horizontal surface where the land rises above the valley floor. Uses complying with the height limits of the zoning ordinance could conceivably penetrate these surfaces.

Of course, the potential for approval of tall towers in the W-2 zoning district could result in penetrations of any of the Part 77 surfaces. Fortunately, approval of these developments is subject to special conditional use review and approval by the County or City. The Airport Land Use Commission would have ample opportunity to comment on such proposals and ensure FAA review of the proposal.

In addition to the zoning restrictions, Riverside County requires an avigation easement which restricts any structure, tree or other object from interfering with the safe passage of aircraft on all proposed development approvals. This easement makes developers aware of the Part 77 surfaces and prevents potential construction of obstructions in the future.

6.3.3 SUMMARY OF HEIGHT CONTROL ISSUES

The zoning ordinances of Riverside County, Temecula, and Murrieta allow structure heights, either by right or conditionally,

which could penetrate the Part 77 surfaces around the airport. The rising topography in areas within the horizontal surface also poses risks of new buildings penetrating these surfaces.

In order to comply with the height limitation guidelines presented in Chapter Three, the Part 77 surfaces should be considered maximum height limits. Riverside County has taken steps to comply with the Part 77 surfaces by requiring avigation easements from potential developers. New regulatory authority for the Temecula and Murrieta should be considered in order to achieve this objective in incorporated areas.

6.4 POTENTIAL LAND USE MANAGEMENT MEASURES

In addition to avigation easements, height protection could also be achieved through overlay zoning. The FAA's model height protection overlay zoning would be an appropriate model for the cities and County to consider. If overlay zoning for noise and safety compatibility is also considered, it would be desirable to design a comprehensive airport environs overlay zoning ordinance.

Zoning district boundaries are typically expressed in only two dimensions. Thus, they are quite simple to map. With the addition of the third dimension, height control regulations are more complicated to understand and administer.

Administration of height control regulations deserves careful consideration. It would be appropriate to adopt, by reference, the Part 77 map for the airport as the height control zoning map. The basic zoning maps of the cities and County should somehow be marked to trigger a check of the Part 77 map for developments proposed in the area. For tall structures proposed under the Part 77 surfaces, applicants should be required to provide detailed information on the elevation of the structure with respect to the Part 77 surfaces to enable a determination of compliance to be made.

If the County or cities wish to have a procedure for the consideration of variances, approval should be conditioned upon a finding by FAA that no hazard would be created by the penetration. In addition, compliance with the conventional standards relating to variances should be ensured.

The County's geographic information system (GIS), managed by the County Transportation Department, could be a valuable aid in the administration of height control zoning. The system includes topography for the County. If three-dimensional Part 77 maps for the airports in the County were also added to the system, it would enable preparation of a quick obstruction analysis for any proposed structure. The quality of the analysis, of course, will only be as accurate as the topographic data in the system. Currently, this is somewhat variable. More accurate topographic information can always be added to the GIS when it is available.

Nevertheless, such a capability could be very valuable to the Airport Land Use Commission, City and County planners, and applicants.

6.5 SUMMARY

Based on the current Part 77 map for the airport (**Exhibit 6A**), there are few significant obstructions in the French Valley Airport area. A review of current height limits in the Temecula, Murrieta, and Riverside County zoning ordinances reveals that structures which could penetrate the Part

77 surfaces are permitted. For the most part, this risk is confined to towers and antennas, which must receive conditional use approval in most zoning districts. The rising topography to the west and southwest of the airport beneath the horizontal surface means that even conventional structures permitted by right could penetrate the surface.

While review of development proposals by the Airport Land Use Commission provides some assurance against the development of tall structures penetrating the Part 77 surfaces, additional regulations would be helpful. The Commission should encourage Temecula and Murrieta to require developers to grant avigation easements to the county within the Part 77 surfaces or adopt height protection overlay zoning to implement the height protection guidelines of this Plan. Riverside County also should consider adopting height protection overlay zoning. Use of the County's geographic information system should be seriously considered as an aid to administration of the zoning.

Chapter Seven

COMPREHENSIVE AIRPORT LAND USE PLAN

Chapter Seven
COMPREHENSIVE AIRPORT LAND USE PLAN

7.1 INTRODUCTION

This chapter presents the Comprehensive Land Use Plan for French Valley Airport. It includes a description of the airport influenced area, land use compatibility standards, and related land use policies of the Riverside County Airport Land Use Commission.

7.2 AIRPORT INFLUENCED AREA

The "airport influenced area" is that area within which the Riverside County Airport Land Use Commission shall exercise its responsibilities under the California Public Utilities Code, Chapter 4, Article 3.5, Section 21670 et seq. As discussed in Section 3.6 of Chapter Three, the airport influenced area shall be the outer boundary defined by overlaying the F.A.R. Part 77 surfaces and the 60 CNEL contour.

Exhibit 7A shows the airport influenced area at French Valley Airport. It shows the airport noise contours for the year 2013, the airport safety areas, and the outer edge of the F.A.R. Part 77 conical surface. (The complete F.A.R. Part 77 surfaces are shown in Exhibit 6B in Chapter Six.) Given that the airport noise contours for the year 2013 do not exceed the Part 77 conical surface, the airport influenced area will be based on the latter.

7.3 LAND USE COMPATIBILITY STANDARDS

Land use compatibility standards within the airport influenced area at French Valley

Chapter Seven
COMPREHENSIVE AIRPORT LAND USE PLAN

7.1 INTRODUCTION

This chapter presents the Comprehensive Land Use Plan for French Valley Airport. It includes a description of the airport influenced area, land use compatibility standards, and related land use policies of the Riverside County Airport Land Use Commission.

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Exhibit 7A shows the airport influenced area at French Valley Airport. It shows the airport noise contours for the year 2013, the airport safety areas, and the outer edge of the F.A.R. Part 77 conical surface. (The complete F.A.R. Part 77 surfaces are shown in Exhibit 6B in Chapter Six.) Given that the airport noise contours for the year 2013 do not exceed the Part 77 conical surface, the airport influenced area will be based on the latter.

7.3 LAND USE COMPATIBILITY STANDARDS

Land use compatibility standards within the airport influenced area at French Valley

Airport are based on three separate considerations: airport noise, safety, and height. These criteria are based on the policy guidelines discussed in Chapter Three. They have been refined for specific application at French Valley Airport.

These land use standards are intended to be applied comprehensively. Where any parcels of land are subject to more than one set of land use compatibility standards, the most restrictive standard shall apply.

7.3.1 NOISE COMPATIBILITY STANDARDS

Exhibit 7B shows the land use standards for noise compatibility at French Valley Airport. These are based on the guidelines shown in Table 3A in Chapter Three. They are presented in a format similar to FAA's land use compatibility guidelines to make them simpler to understand and implement.

Wherever uses are described as "not compatible", the Airport Land Use Commission shall disapprove development applications which would introduce those uses into areas impacted by noise above the designated level. The noise contours for French Valley Airport which shall be used to apply these standards are shown in **Exhibit 7A.**

With the exception of transient lodgings (e.g. hotels and motels) and caretaker residences, all residential uses are considered incompatible with noise above 60 CNEL. Residences for caretakers or security personnel may be permitted as accessory uses to commercial or industrial uses in areas subject to noise up to 75 CNEL if appropriate soundproofing measures are taken. Transient lodgings are compatible within the 60 to 65 CNEL range. Between 65 and 70 CNEL, they may be permitted provided that measures are taken to ensure sound insulation to achieve a 25 dB outdoor to indoor noise level reduction. Transient lodgings are not compatible with noise above 70 CNEL.

Schools, hospitals, nursing homes, churches, auditoriums, and concert halls shall be considered noise-sensitive institutions. While they are compatible with noise levels between 60 and 65 CNEL, they are not compatible with noise above 65 CNEL.

Other public and institutional uses, as well as commercial uses, are compatible with noise as high as 80 CNEL, although steps to ensure noise level reductions shall be taken when these uses are subject to aircraft noise above 70 CNEL.

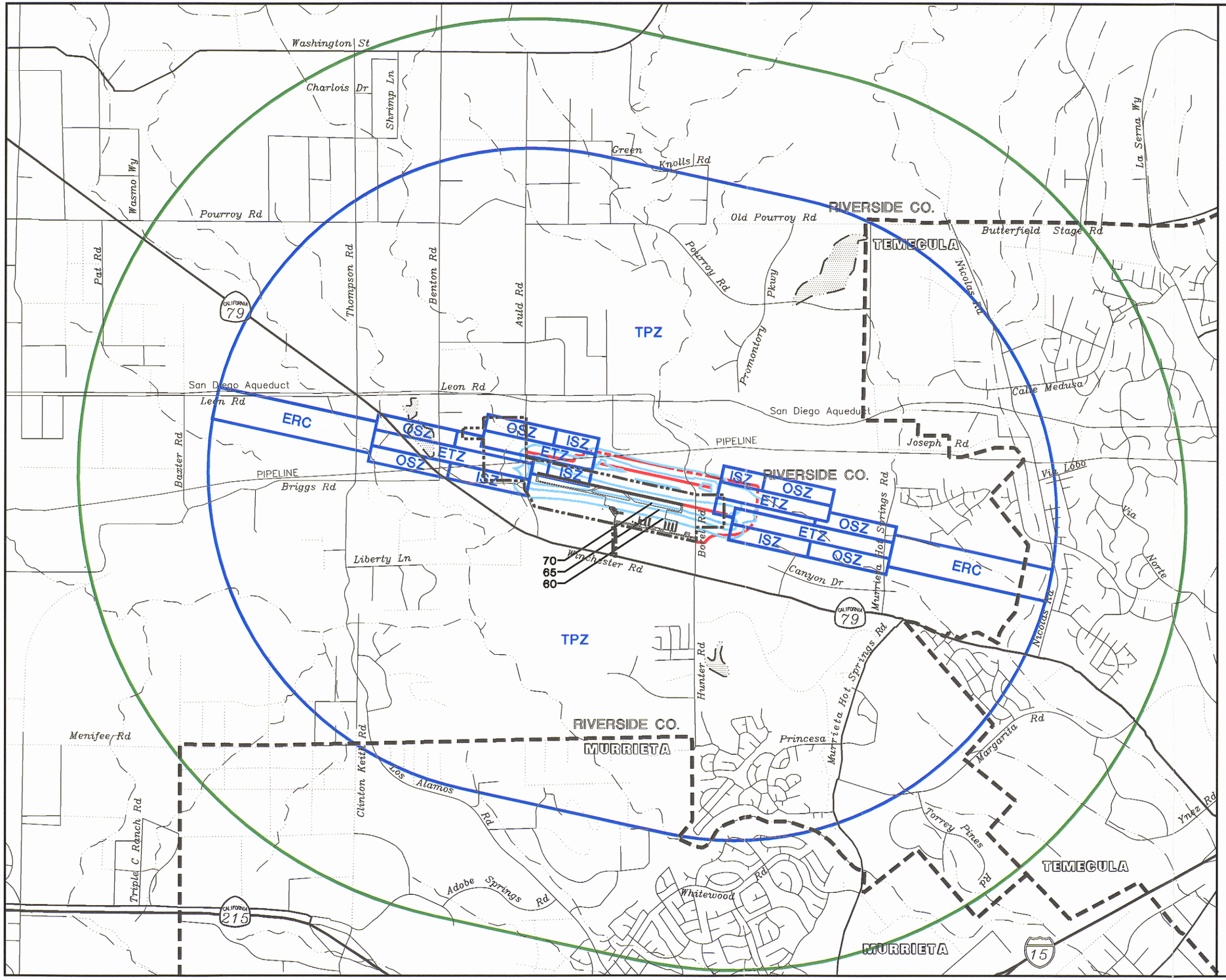
Manufacturing is considered compatible with noise levels up to 80 CNEL. Noise level reduction measures, however, shall be taken when manufacturing uses are proposed for areas impacted by noise above 75 CNEL.

Mining, fishing, and other resource extraction uses, as well as crop raising, are compatible with all aircraft noise levels. Most recreation and open space uses are compatible with noise levels up to 75 CNEL. These include outdoor sports arenas, parks, resorts, and camps, in addition to livestock feeding and breeding. Outdoor music shells and amphitheaters are not compatible with noise levels above 65 CNEL, and wildlife exhibits and zoos are not compatible with noise above 70 CNEL.

7.3.2 SAFETY COMPATIBILITY STANDARDS

Table 7A describes the safety compatibility standards at French Valley Airport. These are based on the guidelines shown in Table

Exhibit 7A
AIRPORT INFLUENCED AREA



LEGEND

- City Limits
- Airport Boundary
- Future Airport Boundary
- Future Runway/Runway Extension
- 60 — CNEL Noise Contour - 2013
- ETZ — Emergency Touchdown Zone
- ISZ — Inner Safety Zone
- OSZ — Outer Safety Zone
- ERC — Extended Runway Centerline
- TPZ — Traffic Pattern Zone
- Outer Edge of F.A.R. Part 77 Conical Surface

NORTH

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SCALE IN FEET

FRENCH VALLEY AIRPORT

(as of 3/1/94)

LAND USE	Community Noise Equivalent Level (CNEL) in decibels				
RESIDENTIAL	60-65	65-70	70-75	75-80	80+
Residential, other than mobile homes and transient lodgings	N[4]	N[4]	N[4]	N	N
Mobile home parks	N	N	N	N	N
Transient lodgings	Y	Y[1]	N	N	N
PUBLIC/INSTITUTIONAL					
Schools	Y	N	N	N	N
Hospitals and nursing homes	Y	N	N	N	N
Churches, auditoriums, and concert halls	Y	N	N	N	N
Governmental services	Y	Y	Y[2]	Y[3]	N
Transportation	Y	Y	Y[2]	Y[3]	N
Parking	Y	Y	Y[2]	Y[3]	N
COMMERCIAL USE					
Offices, business and professional	Y	Y	Y[2]	Y[3]	N
Wholesale and retail-building materials, hardware and farm equipment	Y	Y	Y[2]	Y[3]	N
Retail trade-general	Y	Y	Y[2]	Y[3]	N
Utilities	Y	Y	Y[2]	Y[3]	N
Communication	Y	Y	Y[2]	Y[3]	N
INDUSTRIAL					
Manufacturing	Y	Y	Y	Y[3]	N
Mining, fishing, resource extraction	Y	Y	Y	Y	Y
RECREATION/OPEN SPACE/ AGRICULTURE					
Outdoor sports arenas	Y	Y	Y	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N
Wildlife exhibits and zoos	Y	Y	N	N	N
Parks, resorts, and camps	Y	Y	Y	N	N
Golf courses, riding stables, and water recreation	Y	Y	Y	N	N
Livestock, farming and breeding	Y	Y	Y	N	N
Crop raising	Y	Y	Y	Y	Y

See other side for key to table

Exhibit 7B
RIVERSIDE COUNTY LAND USE STANDARDS
FOR NOISE COMPATIBILITY

KEY TO TABLE

Y (Yes)	Land use and related structures compatible and permitted (subject to other local land use controls).
N (No)	Land use and related structures not compatible and not permitted within designated CNEL range.
Y [1]	Land use and related structures generally compatibile provided that measures to achieve an outdoor to indoor noise level reduction (NLR) of 25 dB are incorporated into design and construction of sleeping rooms.
Y [2]	Land use and related structures generally compatible provided that measures to achieve an outdoor to indoor noise level reduction (NLR) of 30 dB are incorporated into design and construction of office areas and public reception and gathering areas within buildings.
Y [3]	Land use and related structures generally compatible provided that measures to achieve an outdoor to indoor noise level reduction (NLR) of 35 dB are incorporated into design and construction of office areas and public reception and gathering areas within buildings.
N [4]	Residences for caretakers or security personnel may be permitted as accessory uses to commericial or industrial uses. Measures to achieve the required outdoor to indoor noise level reduction (NLR) shall be incorporated into the design of the residences as follows: in the 60 -70 CNEL range - 25 dB NLR in the 70 -75 CNEL range - 30 dB NLR

Exhibit 7B(Cont.)
RIVERSIDE COUNTY LAND USE STANDARDS
FOR NOISE COMPATIBLITY

3B in Chapter Three. The airport safety zones at French Valley are shown in **Exhibit 7A.** A detailed drawing showing the dimensions of the areas is provided in **Exhibit 7C.** The boundaries of the safety zones shall be defined based on the ultimate airfield layout as shown in the approved airport master plan for the airport.

The safety zones are discrete and separate zones, rather than cumulative zones. The regulations applying in each zone shall be as described for that zone in **Table 7A.**

A significant number of approved specific plans with proposed nonconforming land uses are located within the various safety zones. Because of the long period of time that some of the specific plans have been in place and the substantial investment put into these projects, separate policies have been developed and are presented in section 7.4 of this chapter.

7.3.2.a Extended Touchdown Zone (ETZ)

Within the ETZ, Emergency Touchdown Zone, no structures and no land uses involving concentrations of people shall be permitted. Neither shall significant obstructions be permitted in this area. This area is 500 feet wide, centered on the extended runway centerline, and extends 3,500 to 5,000 feet off the end of the primary surface, depending on the runway. It extends 5,000 feet off the ends of Runways 18-36 (future 18R-36L), and 3,500 feet off the ends of the planned runway 18L-36R.

7.3.2.b Inner Safety Zone (ISZ)

The ISZ, Inner Safety Zone, extends from 1,320 to 2,500 feet off the end of the primary surface and is 1,500 feet wide, centered on the extended runway centerline. Within this zone, no structures are permitted nor are uses involving concentrations of people. No petroleum or explosives or above-grade powerlines shall be permitted.

7.3.2.c Outer Safety Zone (OSZ)

The OSZ, Outer Safety Zone, extends outward from the ISZ for 2,180 to 2,500 feet, depending on the runway. Within this zone, a variety of land uses shall be prohibited. These include residential, hotels, and motels, various uses involving large concentrations of people, public utility stations and communications facilities, and industries processing flammable materials.

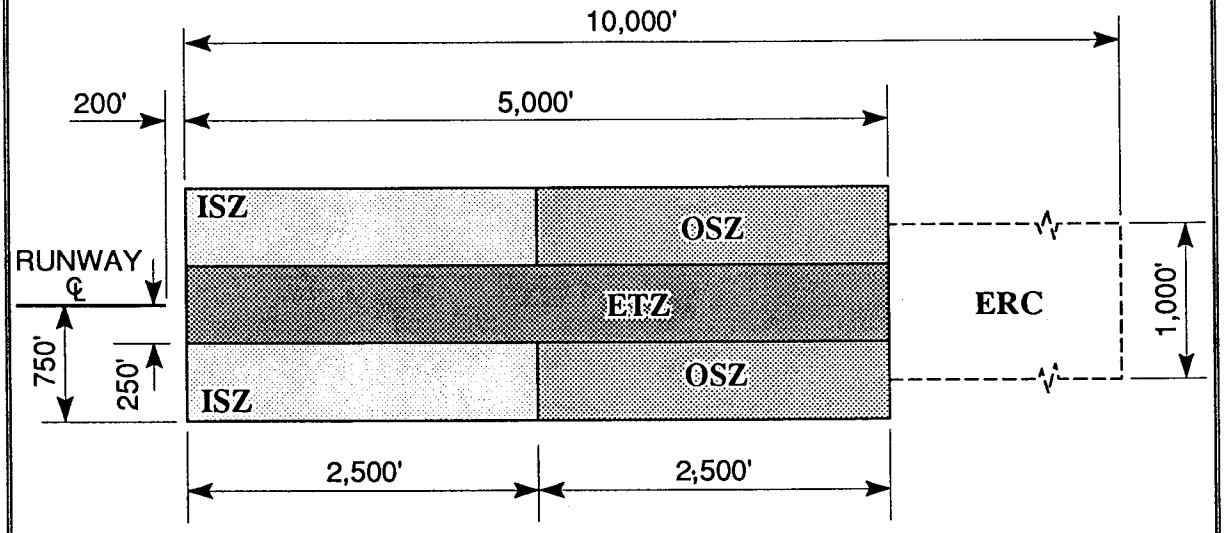
Lot coverage by structures shall not exceed 25% of the net lot area. The intent of limiting structural coverage is to reduce the risk of an aircraft colliding with a building and endangering occupants while also improving the chance that a pilot could find open area in case of a controlled, forced landing.

The maximum population density for uses within the OSZ zone shall not exceed 25 persons per acre for uses in structures. The maximum population density for uses not in structures shall be 50 persons per acre.

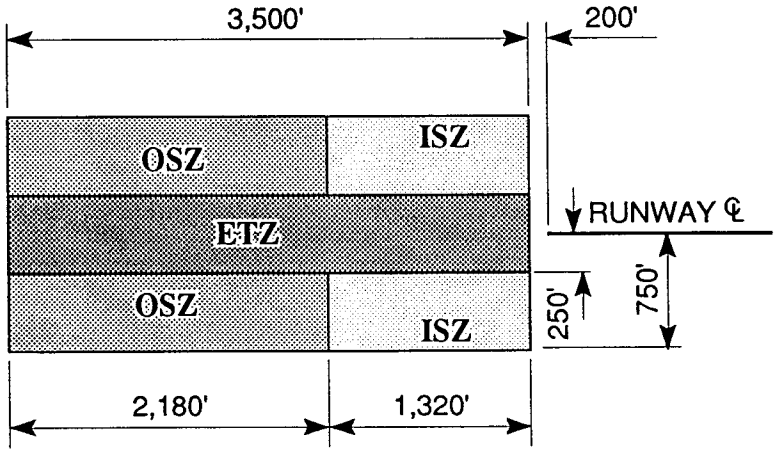
The following methodology shall be used in determining whether a proposed structure complies with the population density requirements of the OSZ Zone. (This is based on Appendix G of the **Airport Land Use Planning Handbook,** California Department of Transportation, July 1983.)

93MP02-7C-11/3/94

SAFETY ZONES FOR RUNWAY 18-36 (FUTURE 18R-36L)



SAFETY ZONES FOR RUNWAY 18L-36R



LEGEND

ETZ - Emergency Touchdown Zone
ISZ - Inner Safety Zone
OSZ - Outer Safety Zone
ERC Extended Runway Centerline

FRENCH VALLEY AIRPORT

Exhibit 7C
RUNWAY SAFETY ZONE DIMENSIONS
FRENCH VALLEY AIRPORT

TABLE 7A
Land Use Compatibility Standards for Airport Safety Zones
French Valley Airport

Safety Zone	Maximum Population or Dwelling Unit (du) Density	Maximum Coverage By Structures	Land Use
ETZ - Emergency Touchdown Zone	0[1]	0[1]	No significant obstructions[2]
ISZ - Inner Safety Zone	0[1]	0[1]	No petroleum or explosives No above-grade powerlines
OSZ - Outer Safety Zone	Uses in structures[3]: 25 persons/ac. (see text for explanation) Uses not in structures: 50 persons/ac.	25% of net area	No residential No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.
ERC - Extended Runway Centerline Zone	3 du/net acre Uses in structures[3]: 100 persons/ac. (see text for explanation)	50% of gross area or 65% of net area whichever is greater	No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.[4]
TPZ - Traffic Pattern Zone	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums[5] Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.[4,5]

NOTES:

A. The following uses shall be prohibited in all airport safety zones:

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

(2) Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport.

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

(4) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

B. Avigation easements shall be secured through dedication for all land uses permitted in any safety zone.

---

[1] No structures permitted in ETZ or ISZ.

[2] Significant obstructions include, but are not limited to, large trees, heavy fences and walls, tall and steep berms and retaining walls, non-frangible street light and sign standards, billboards.

[3] A "structure" includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.

[4] This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.

[5] See Subsection 7.5.2 in text.

1. Determine the net area, in acres, of that portion of the lot proposed for development that lies within the OSZ.

2. Divide the square footage of that portion of the proposed structure that lies within the OSZ by the square footage per occupant required by the building code. This defines maximum building occupancy.

3. Multiply the maximum occupancy (from Step 2) by 50% to estimate the maximum number of persons actually expected to be present at any one time.

4. Divide the "number of persons expected" (from Step 3) by the net lot area in acres (from Step 1). If this is less than 25 persons per acre, the use is consistent and permissible. If it exceeds 25 persons per acre, the use is inconsistent and shall be revised.

7.3.2.d Extended Runway Centerline Zone (ERC)

The ERC, Extended Runway Centerline, extends 5,000 feet beyond the OSZ zone and is 1,000 feet wide. The ERC applies only to Runway 18R-36L, not to future runway 18L-36R. Within the ERC Zone, residential density shall be limited to 3 dwelling units per net acre. This is equivalent to a minimum lot size of 14,520 square feet. Maximum permitted population density in structures shall be 100 per net acre. (This shall be computed as described in the preceding section.)

Maximum coverage by structures shall not exceed 50% of the gross development area or 65% of the net lot area, whichever is greater. This would leave approximately 50% of the area in open space, including streets, parking lots, and landscaped open space and yards. The intent of limiting structural coverage is to reduce the risk of an aircraft colliding with a building and endangering occupants while also improving the chance that a pilot could find open area in case of a controlled, forced landing. Because the risk of accidents is less in the ERC (and the TPZ) than in the OSZ, a greater amount of structural coverage is permitted.

Uses involving the manufacture, storage, or distribution of explosives or flammable materials shall not be permitted in the ERC Zone. (This prohibition does not apply to service stations involving the retail sale of motor vehicle fuel as long as the fuel storage tanks are underground.)

7.3.2.e Traffic Pattern Zone (TPZ)

The TPZ, Traffic Pattern Zone, covers an area of frequent aircraft overflight and low altitude turning movements. For purposes of this Plan, the TPZ boundary corresponds with the F.A.R. Part 77 horizontal surface.

The TPZ is an area of lesser hazard than the other safety zones. No population or dwelling unit density limits apply within the TPZ. Maximum lot coverage shall be limited to 50% of the gross development area or 65% of the net lot area, whichever is greater.

Public and semi-public land uses involving very large concentrations of people, namely schools, auditoriums, amphitheaters, and stadiums, shall be discouraged from being developed in this area. Uses involving the manufacture, storage, or distribution of explosives or flammable materials also shall be discouraged in the TPZ. (This shall not be applied to service stations involving retail sale of motor vehicle fuel where the fuel tanks are underground.) It is

recognized that within the large area of the TPZ, it may not always be possible to prevent these uses given the practical constraints that often exist with facility siting.

7.3.2.f Other Requirements

As noted in **Table 7A**, several other uses posing risks to aircraft in flight also shall be prohibited within all safety zones. These involve uses which would cause confusing or blinding lights and reflections to be directed to aircraft in flight, uses causing smoke, water vapor, or gatherings of birds, or those causing electrical interference. Rather than straight-forward land use restrictions, these may be considered performance standards. Only a few kinds of land uses have inherent attributes that would make them necessarily violate these standards. (Landfills and power generating plants are examples.) Many uses which might cause conflicts can be designed to avoid these problems. For example, businesses could design their lighting systems to avoid confusion with airfield lighting.

In addition to these land use restrictions, avigation easements shall be secured for all uses receiving development approval within any safety zone.

7.3.3 HEIGHT STANDARDS

The criteria defined in F.A.R. Part 77 shall constitute the airport vicinity height standards at French Valley Airport. F.A.R. Part 77 maps for the airport are shown in Exhibit 6A Chapter Six. The imaginary surfaces defined by these exhibits shall constitute height limits which shall not be exceeded by structures proposed for development beneath them.

7.4 POLICIES FOR ADOPTED SPECIFIC PLANS

The following policies shall apply to all adopted specific plans within the French Valley Airport Influenced Area.

7.4.1 EXEMPTION FOR ADOPTED SPECIFIC PLANS

Officially adopted specific plans within the French Valley Airport influenced area shall be exempt from all requirements of this Comprehensive Land Use Plan with respect to land use, development density, and development intensity. All development approvals consistent with an adopted specific plan (including, without limitation, zoning ordinances, building regulations, tentative and final subdivision maps, tentative and final parcel maps, conditional use permits, public use permits, variances, plot plans, grading permits, building permits, and occupancy permits) shall also be exempt from all requirements of this Comprehensive Land Use Plan with respect to land use, development density, and development intensity. Notwithstanding the foregoing exemption, the land use restrictions set forth in Notes A and B to Table 7A and the Height Standards set forth in Section 7.3.3 shall be applicable to development approvals within adopted specified plans.

7.4.2 AMENDMENTS TO ADOPTED SPECIFIC PLANS

Any amendment to an adopted specific plan which increases the density of

development or increases the intensity of development shall comply with all standards and policies of this Comprehensive Land Use Plan for the portion of the adopted specific plan covered by such amendment. Any specific plan amendment which does not increase the density of development or intensity of development shall be exempt from all requirements of this Comprehensive Land Use Plan to the same extent as provided for adopted specific plans under Section 7.4.1, above. Any general plan amendment required in conjunction with a specific plan amendment shall be subject to the provisions of this Section 7.4.2 with respect to the specific plan amendment.

7.4.3 STANDARDS TO BE MET NOTWITHSTANDING EXEMPTION FROM C.L.U.P. STANDARDS

7.4.3.a Avigation Easements

As a condition of final plat or building permit approvals within the Airport Influenced Area, the property owner shall be required to grant an avigation easement to Riverside County as operator of French Valley Airport.

7.4.3.b Sound Insulation

Approved residences in the 60 DNL contour shall require sound insulation as per section 7.3.1 of this Comprehensive Land Use Plan.

7.4.3.c Height Standards

All structures built in an approved specific plan development must comply with the F.A.R. Part 77 height standards as per subsection 7.3.3.

7.4.3.d Other Standards

Approved specific plan development must also comply with the standards in subsection 7.3.2.f.

7.5 RELATED LAND USE POLICIES

7.5.1 FINDINGS AS TO SIMILAR USES

Cases may arise where the Airport Land Use Commission must review a proposal for development of a land use which is not explicitly provided for by the land use standards of **Exhibit 7A** (noise compatibility) or **Table 7A** (safety compatibility). In such cases, the ALUC shall apply conventional rules of reason in determining whether or not the subject land use is substantially similar to any land use which is subject to regulation. In making these determinations, the ALUC shall review the background analysis presented in this Comprehensive Land Use Plan document, including the technical appendices.

With respect to noise compatibility, the ALUC shall refer to the "Suggested Land Use Compatibility Guidelines" of the Federal Interagency Committee on Urban Noise, presented in Table B6 of Appendix B, for assistance in making findings as to similar uses.

7.5.2 FINDINGS FOR LAND USES WHICH ARE TO BE DISCOURAGED

Within the TPZ, a variety of land uses are to be discouraged from being developed. When development of these uses is proposed, the Airport Land Use Commission shall require the applicant to show that alternative locations have been considered and are not feasible. The

applicant shall then be directed to consider a development plan that will minimize the exposure to hazard as much as possible. This might involve reducing structure heights, reducing lot coverage, or reducing the overall scale of the project, considering satellite locations for some of the proposed functions of the facility.

Land uses described as "uses to be discouraged" which were lawfully established prior to the adoption of this Comprehensive Land Use Plan shall be permitted to be modified or enlarged, provided that avigation easements are granted to Riverside County.

Chapter Eight

IMPLEMENTATION PLAN

Chapter Eight
IMPLEMENTATION PLAN

French Valley Airport

8.1 ADOPTION OF PLAN

The Riverside County Airport Land Use Commission (ALUC) is expected to adopt the Comprehensive Land Use Plan (CLUP) for French Valley Airport in the summer of 1995. A public hearing is to be held prior to adoption of the Plan. Additional public involvement in the development of the Plan has been provided through an ad hoc planning advisory committee (PAC) created by the Transportation and Land Management Agency. PAC members include representatives of the City of Temecula and Murrieta, the Riverside County Planning Department, Riverside County Transportation and Land Management Agency, local property owners, airport users, the Airport Land Use Commission, and the State Division of Aeronautics. The PAC has reviewed the working papers of the consultant and offered comments and suggestions throughout the planning process.

The approved Comprehensive Land Use Plan will be the ALUC's official land use policy document within the airport influenced area for French Valley Airport. ALUC decisions and recommendations on development actions proposed within the airport influenced area shall be based on the policies of the CLUP.

8.2 UPDATE AND AMENDMENT OF PLAN

The Riverside County Airport Land Use Commission and its staff should take care to keep the CLUP up-to-date. It should review the plan as often as necessary, although according to state law it may not be amended more than once per year.

It will be especially important to review the plan whenever the airport master plan or airport layout plan is amended. Changes in runway alignments or runway lengths in

particular could require amendments to the CLUP. At the same time, it is important for the ALUC to ensure that the CLUP is considered during any future master plan update studies.

The ALUC also should review the CLUP when new guidance documents are prepared by the California Department of Transportation. It is important for the CLUP to consider the latest relevant information and research on noise, safety, and height compatibility issues, particularly when that information has been evaluated and weighed through an authoritative consultation process.

The CLUP also should be reviewed by the ALUC and staff whenever experience indicates that unanticipated difficulties are being encountered that might be solved through appropriate amendments to the plan.

8.3 *ADMINISTRATION OF PLAN*

8.3.1 SCOPE OF ALUC DEVELOPMENT REVIEW RESPONSIBILITIES

The State Aeronautics Law (Public Utilities Code Chapter 4, Article 3.5) requires local general plans and specific plans to be consistent with the adopted Comprehensive Land Use Plans of County Airport Land Use Commissions. It also authorizes the Airport Land Use Commission (ALUC) to review local development actions to ensure consistency with the Comprehensive Land Use Plan.

Where the local general plans or specific plans are not consistent with the Airport Comprehensive Land Use Plan, the local agency shall be notified by the ALUC. The local agency may overrule the ALUC after holding a public hearing and after making specific findings that the existing plans are compatible with the purposes of the aeronautics law. A two-thirds majority vote of the governing body is required. (See Section 21676(a).)

If the ALUC finds that the local agencies have not revised their general or specific plans or overruled the ALUC with the required two-thirds vote, State law enables the ALUC to require that the local agencies submit all development actions, regulations, and permits to the ALUC for review. If the ALUC finds that the proposed action is not consistent with the Comprehensive Airport Land Use Plan, the local agency shall be so notified and shall hold a public hearing to reconsider its plan. The local agency may overrule the ALUC with a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of Section 21670 of the Aeronautics Law. (See Section 21676.5(b).)

Where the local agencies have amended their general and specific plans to be consistent with the Comprehensive Land Use Plan, or where they have overruled the ALUC's finding of inconsistency, then only general plan and specific plan amendments, new specific plan proposals, or zoning ordinance and building regulation proposals need to be referred to the ALUC for review. If the ALUC determines that the proposed action is not consistent with the Comprehensive Airport Land Use Plan, it shall inform the referring agency. The local agency may overrule the ALUC after a public hearing, with a two-thirds vote of the governing body, if it makes specific findings that the proposed action is consistent with the purposes of Section 21670 of the Aeronautics Law. (See Section 21676(b).)

8.3.2 COORDINATION WITH LOCAL GOVERNMENTS

The ALUC should ensure that proper coordination is established between its staff and local governments to ensure the efficient administration of the development review process. The cities of Temecula, Murrieta, and the Riverside County Planning Department must understand the boundaries of the airport influenced area and have clear maps available to them. The city and county are usually the first point of contact with a developer. It is important that they be able to relay information as to whether a project is subject to review by the Airport Land Use Commission.

It is also important that the local government agencies be kept informed as to the appropriate staff contact at the County Aviation Division when information about the ALUC's development review process is desired.

It may be appropriate for the ALUC and its staff to consider preparing a simple handout or brochure which explains the ALUC's development review process. It might include information about the process of reviewing a development proposal, scheduling a proposal for a hearing before the ALUC, and the consequences of action by the ALUC.

8.3.3 COUNTY GEOGRAPHIC INFORMATION SYSTEM

Riverside County has established a geographic information system (GIS) for the entire county. The system is managed by the County Transportation Department, Information Systems/GIS Division. The GIS is essentially an intelligent computerized mapping system. Geographic data can be analyzed and mapped in many different ways.

Among the data in the system are existing land use, topography, and zoning. The GIS can be a helpful planning tool as it can quickly provide planners with information and maps of various areas in the county.

Administration of the CLUP would be enhanced if the boundaries of the regulatory areas were added to the GIS. The system could be used in various helpful ways. For example, if the boundaries of a development project were encoded into the system, the GIS could be queried to determine whether the parcel was inside a CLUP regulatory area. If it was, a map could be produced and an estimate of the affected land area could be produced.

The GIS could be especially helpful in the administration of height standards. If the F.A.R. Part 77 map were entered into the system in a three-dimensional format, it would be possible to produce a high quality structural penetration analysis quickly and easily. As long as the structure location, height, and surface topography were known, the system could easily determine whether a penetration of a Part 77 surface would occur. It could also produce three-dimensional maps of the area.

For the GIS system to be effective, it would be necessary to encode the airport layout plans into the system as well as the various regulatory areas. This would ensure the proper definition of runway coordinates, bearings, and elevations, the foundations for defining the regulatory area boundaries.

8.3.4 CRITERIA FOR ALUC REVIEW OF GENERAL PLAN AMENDMENTS

The cities of Temecula, Murrieta, and Riverside County may consider amendments to their general plans from time to time. The major consideration of the ALUC as it reviews future general plan amendments is to ensure that the standards of the CLUP are complied with. As the analysis in Chapter Four pointed out, there is ample opportunity for changes in general plans over the years without compromising the objectives of the CLUP.

For specific guidance in the review of general plan amendments, the ALUC should consult Chapters Four, Five, and Six of the CLUP where noise, safety, and height issues and alternatives are discussed.

In some noise and safety zones, the policies of this Plan prohibit or limit the density of residential development. From the standpoint of airport compatibility, any future amendments to the Temecula, Murrieta or Riverside County General Plans, or specific plan applications, involving density transfers generally would be acceptable. ("Density transfer" means allowing credit for unused residential development potential within the particular noise/safety zone to be transferred to a part of the property outside the noise/safety zone.) This shall not be interpreted as acceptance of any waivers from the land use compatibility policies of this plan. Density transfers shall be acceptable only if all land use policies within the airport influenced area are complied with.

8.4 RECOMMENDED ACTION BY LOCAL GOVERNMENTS

8.4.1 GENERAL PLAN AMENDMENTS

The Airport Land Use Commission should encourage the cities of Temecula, Murrieta, and Riverside County to amend their general plans to ensure compatibility with the CLUP. Currently, the future land use designations of the Temecula and Murrieta general plans have conflicts with the policies of the CLUP along the extended runway centerline. The Temecula general plan has designated a medium-high residential area south of Murrieta Hot Springs Road. Murrieta's general plan designates a low-medium residential area northwest of Winchester Road along Leon Road. However, both of these areas are currently covered by approved specific plans. Three amendments are suggested.

The cities should amend their comprehensive general plans to designate these areas rural/low density residential.

Second, the city and county should amend their comprehensive general plans to describe the land use compatibility policies in the French Valley Airport environs as set forth in this CLUP.

Third, the cities and county also should adopt policies regarding the redesignation of land designated for commercial and industrial use. It should strongly discourage approval of general plan amendments which would redesignate for residential use

land within the 60 CNEL noise contour which is designated for commercial or industrial use.

8.4.2 SPECIFIC PLAN AMENDMENTS

The Airport Land Use Commission should encourage Riverside County to adopt the following amendments to the county specific plan policies:

- Specific plans not yet approved shall be revised to conform to the CLUP;
- Future amendments to approved specific plans shall conform to the CLUP.

8.4.3 LAND USE REGULATION AMENDMENTS

While the Airport Land Use Commission has the legal authority to fully implement this Plan, day-to-day administration would be simpler and more efficient if the city and county would adopt land use regulations enforcing the provisions of the CLUP. Two kinds of land use regulation amendments are suggested. The ALUC should encourage the cities of Temecula, Murrieta, and Riverside County to make these regulatory amendments.

8.4.3.a Airport Compatibility Overlay Zoning

As discussed in Chapters Four (pp. 4-6 and 4-7), Five, and Six, the current zoning provisions in the airport area involve potential conflicts with the land use policies of this CLUP. As the analysis in those chapters indicated, the clearest and simplest way to address these potential conflicts would be through airport compatibility overlay zoning. This would involve the adoption of an amendment to the cities' zoning ordinances and county land use ordinance establishing a system of airport overlay zones. The overlay zones would impose standards supplementing those of the underlying zoning districts.

The boundaries of the overlay zones would correspond to the CNEL noise contours, the airport safety zones, and the F.A.R. Part 77 surfaces. Within each overlay zoning district, the land use, development density, and height standards of the CLUP would apply. (Noise overlay zoning districts are not necessary in the French Valley area at this time given the small contours. A majority of the 60 CNEL contour would be confined to airport property. It is possible that increased activity in the future could lead to bigger noise contours, so it is important for the text of the regulations to refer to noise overlay zones, even if the districts do not currently apply in the French Valley area.)

While overlay zoning is a simple concept, it can become somewhat complicated in practice. In order to facilitate coordination and understanding, it would be desirable to establish a uniform model ordinance for use by all affected jurisdictions in the county. A lead agency for such an effort should be designated. The County Planning Department would be an appropriate agency as would the Aviation Division of the Transportation and Land Management Agency.

8.4.3.b Subdivision Regulations

Amendments to the city and county subdivision regulations should be made to require the dedication of noise and avigation easements for future subdivisions of land within the Part 77 surfaces. The easement should include a non-suit

covenant waiving the property owner's right to sue the airport operator for disturbances related to use of the airport.

It would be helpful if a model form of easement were established and agreed to by all affected agencies in the county.

Appendix B

NOISE EXPOSURE AND LAND USE COMPATIBILITY

Appendix B
NOISE EXPOSURE AND LAND USE COMPATIBILITY

Aircraft noise is often the most noticeable environmental effect an airport will produce on the surrounding community. If the sound is sufficiently loud or frequent in occurrence, it may interfere with various activities or be considered objectionable. Before discussing the potential effects of noise exposure, it is appropriate to review some important principles of noise measurement.

MEASURES OF SOUND

A person's ability to perceive a specific sound depends on its magnitude and character, as differentiated from the magnitude and character of all other sounds in the environment. Several qualitative descriptions may be used to describe the attributes of a sound, such as:

- Magnitude -- loud or faint;
- Broadband frequency content -- high pitched hiss or rumble;
- Discrete frequency content -- tonal or broadband;
- Intermixing of pure tones -- harsh or melodic;
- Time variation -- intermittent, fluctuating, steady, impulsive;
- Duration -- long or short.

Conventional measures of sound attempt to determine its magnitude with respect to human perception, especially trying to account for the frequency response characteristics of the ear, and secondarily to

the time integration characteristics of the ear. They do not account for most of the other subjective attributes. These are difficult to measure individually, and it is even more difficult to combine them in a single measure. However, one or more of these attributes may be important to enabling a human to perceive a specific sound. For example, an intermittent, impulsive "rat-tat-tat" is more easily distinguishable than a steady sound. To account for these attributes which are not easily measured, some noise rating scales have defined penalties that are applied to the measured magnitude of the sound to increase or decrease its value.

MAGNITUDE

The unit used to measure the magnitude of sound is the decibel. Decibels are used to measure loudness in the same way that "inches" and "degrees" are used to measure length and temperature. However, unlike the scales of length and temperature, which are linear, the sound level scale is logarithmic. By definition, the level of a sound which has ten times the mean square sound pressure of the reference sound is 10 decibels (dB) greater that the reference sound. A sound which has 100 times (10 x 10 or 10^2) the mean square sound pressure of the reference sound is 20 dB greater (10 x 2).

The logarithmic scale is convenient because sound pressures of normal interest extend over a range of 10 million to 1. Since the mean square sound pressure is proportional to the square of sound pressure, it extends over a range of 100 trillion to one. This huge number (a 1 followed by 14 zeros or 10^{14}) is much more conveniently represented on the logarithmic scale as 140 dB (10 x 14).

The use of the logarithmic decibel scale requires somewhat different arithmetic that we are accustomed to using with linear scales. For example, if two equally loud but independent noise sources operate simultaneously, the measured mean square sound pressure from both sources will be twice as great as either source operating alone. When expressed on the decibel scale, however, the sound pressure level from the combined sources is only 3 dB higher than the level produced by either source alone. (The logarithm of 2 is 0.3 and 10 times 0.3 is 3.) In other words, if we have two sounds of different magnitude from independent sources, then the level of the sum will never be more than 3 dB above the level produced by the greater source alone.

Another interesting attribute of sound is the human perception of loudness. Scientists researching human hearing have determined that most people perceive a 10 dB increase in sound energy over a given frequency range as roughly a doubling of the loudness. Recalling the logarithmic nature of the decibel scale, this means that most people perceive a ten-fold increase in sound energy as a two-fold increase in loudness (Kryter 1984, p. 118). Furthermore, when comparing sounds over the same frequency range, most people cannot distinguish between sounds varying by less than two or three decibels.

Exhibit B1 presents examples of various noise sources at different noise levels, comparing the decibel scale with the relative sound energy and the human perception of loudness.

FREQUENCY WEIGHTING

Two sounds which have the same sound pressure level may "sound" quite different

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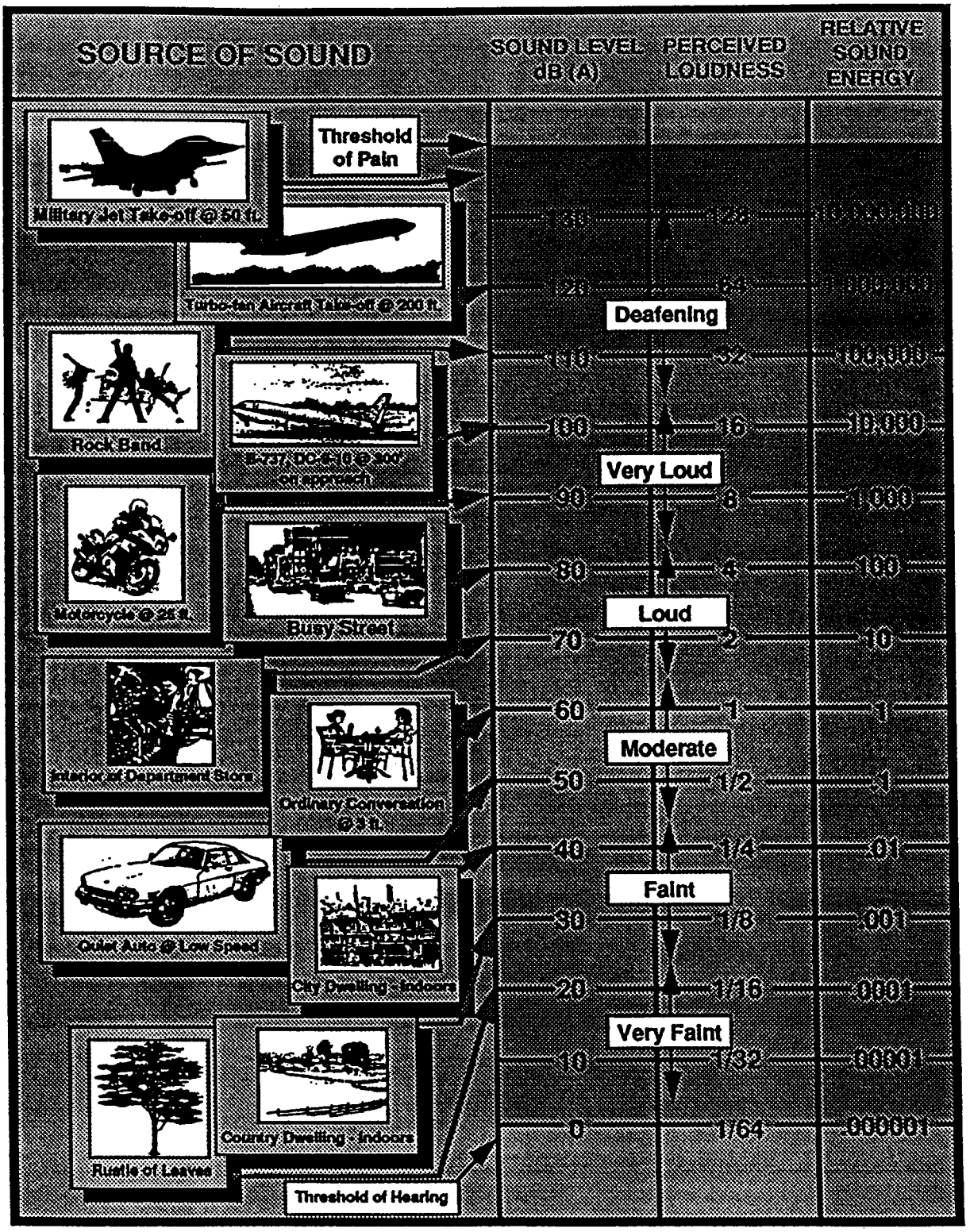

Exhibit B1
TYPICAL SOUND LEVELS

(e.g. a rumble versus a hiss) because of differing distributions of sound energy in the audible frequency range. The distribution of sound energy as a function of frequency is termed the "frequency spectrum". The spectrum is important to the measurement of the magnitude of sounds because the human ear is more sensitive to sounds at some frequencies than others. Specifically, the human ear hears best in the frequency range of 1,000 to 5,000 cycles per second (Hertz) than at very much lower or higher frequencies. Therefore, in order to determine the magnitude of a sound on a scale that is proportional to its magnitude as perceived by a human, it is necessary to weight that part of the sound energy spectrum humans hear most easily more heavily when adding up the total sound magnitude as perceived.

Scientists who work in acoustics have attempted for many years to find the ideal method to weight the frequency spectrum just as does the human ear. These attempts have produced many different scales of sound measurement, including the A-weighted sound level (and also the B, C, D, and E-weighted scales). A-weighting, developed in the 1930's for use in a sound level meter, accomplishes the weighting by an electrical network which works in a manner similar to the bass and treble controls on a hi-fi set.

A-weighting has been used extensively throughout the world to measure the magnitudes of sounds of all types. Because of its universality, it was adopted by the U.S. Environmental Protection Agency and other government agencies for the description of sound in the environment. A newer weighting, such as the D or E weightings which are based on the decade of research leading to the perceived noise level scale, might eventually supplant A-weighting as the universal method. Until one of these newer scales is in common use and its superiority over A-weighting for measuring environmental sounds is demonstrated, A-weighting is expected to dominate.

The zero value on the A-weighted scale is the reference pressure of 20 micro-newtons per square meter (or micro-pascals). This value was selected because it approximated the smallest sound pressure that can be detected by a human. The average sound level of a whisper at a distance of 1 meter is 40 dB; the sound level of a normal voice at 1 meter is 57 dB; a shout at 1 meter is 85 dB.

TIME VARIATION OF SOUND LEVEL

Generally, the magnitude of sound in the environment varies in a random fashion with time. Of course, there are many exceptions. For example, the sound of a waterfall is steady with time, as is the sound of a room air conditioner or the sound inside a car or airplane cruising at a constant speed. But in most places, the outdoor sound is ever-changing in magnitude because it is influenced by sounds from many sources.

In one sense, the temporal variation of the magnitude of sound is analogous to the variation in shade (light to dark) in a picture or one's surroundings. Similarly, the changing characteristics of the subjective attributes and frequency spectrum to the ear might be analogous to change in color to the eye. It may be that the temporal changes in magnitude and character of sound in the environment add richness to the human environmental experience, as do visual changes in intensity or color. Certainly the varying sounds of bird song and rustling leaves in the forest are more

rewarding than the utter silence that precedes a storm or the steady hum of a noisy ballast transformer in a fluorescent light. Changing patterns of normal sound make humans continually aware of life going on around them and assure them that all is well. However, if the fluctuation in magnitude of sound exceeds the range which is acceptable in a specific context, if the average sound level is high enough to interfere with speech or some other activity, or if a sound of unusual character or undesirable connotation is perceived, the subconscious feeling of well-being may be replaced with annoyance or alarm.

It is generally easy to measure the continuously changing magnitude of the sound level. It may be displayed on a graphic level recorder in which a pen traces a line on a sheet of moving paper, and the displacement of the pen is proportional to the sound level. Over time, the printout will reveal an approximate background noise level and the magnitude and duration of sound events which were louder than the background. The data in these continuous recordings of sound are very instructive in understanding the nature of the outdoor sound environment at any location. However, to quantify an outdoor sound environment at one location so that it can be compared with others, it is necessary to simplify its description by eliminating much of the temporal detail.

There are three ways to accomplish this simplification.

(1) Values for background or residual sound and specific single event sounds can be sampled at various times during the day using a sound level meter or a continuous graphic level recording of the sound level.

(2) Statistical properties of the sound level can be determined. A statistical analyzer can be attached to the output of the sound level meter. This allows one to determine the amount of time that the sound level exceeds a given base sound level, or, conversely, the sound level which is exceeded to a stated percentage of the time.

(3) The value of a steady-state sound with the same average value of A-weighted sound energy as the time-varying sound can be calculated. This value is termed the Equivalent Sound Level (Leq).

Each of these descriptors has its own usefulness. Residual and maximum sound levels are easily measured by a hand-held sound level meter or a sophisticated computer-based monitoring system. However, such measurements give no indication of the duration of the various single events nor a notion of the average state of the environment.

The statistical method can be crudely accomplished by a hand-held sound level meter, but it is a time-consuming and tedious process and often not very accurate. It is best accomplished with a sophisticated instrument or monitoring system designed for the purpose. It can give the complete detailed statistical distribution curve of sound level versus time for any desired duration. For example, each hour of the day, daytime or nighttime, or 24-hour day. Such a curve is often a most useful reduction of the detail contained in a graphic level recording, although it eliminates all information about specific events. However, if a single value is required for convenience, it is necessary to make an arbitrary choice of a point (level and duration) on the curve, eliminating most of the statistical information.

The Equivalent Sound Level (Leq) is best measured with an instrument or monitoring system designed specifically for this purpose -- an Integrating Sound Level Meter. It can provide directly a single value for any desired durations, a value which includes all of the time-varying sound in the measurement period. As such, it is a more complete description than a statistical description. For example, if the "level which is exceeded 10% of the total time" is used as the descriptor of the time-varying sound, its value remains constant regardless of the magnitude of the sound levels which occur during that 10% time period. In contrast, all sounds, regardless of magnitude, are fully accounted for in the Equivalent Sound Level descriptor.

The major virtue of the Leq descriptor is that its magnitude correlates well with the effects on humans that result from a wide variation in types of environmental sound levels and time patterns. It has been proven to provide good correlation between noise and speech interference and noise and risk of hearing loss. It also is the basis for measures of the total outdoor noise environment, the Day/Night Sound Level (Ldn) and the Community Noise Equivalent Level (CNEL), which correlate well with community reaction to noise and to the results of social surveys of annoyance to aircraft noise.

KEY DESCRIPTORS OF SOUND

For purposes of quantifying environmental sound, four descriptors or metrics listed in Table B1 are useful. All are based on the logarithmic decibel (dB) scale and incorporate A-weighting to account for the frequency response of the ear.

TABLE B1
Principal Descriptors of Environmental Sound

Descriptor	Symbol Abbreviation	Definition	Uses
Sound Level	L	Mean square value of A-weighted sound pressure level at any time relative to a reference pressure.	Describes magnitude of a sound at a specific position and time.
Sound Exposure Level (SEL)	Le	Time integral of the mean square A-weighted sound pressure relative to mean square reference pressure and 1 second duration.	Describes magnitude of all of the sound at a specific position accumulated during a specific event, or for a stated time interval.
Equivalent Sound Level	Leq	Level of a steady sound which has the same sound exposure level as does a time-varying sound over a stated time interval.	Describes average sound (energy) state of environment. Usually employed for duration of: 1 hr. [Leq(1)], 8 hr. [Leq(8)], or 24 hr. [Leq(24)].
Day/Night Sound Level	Ldn	Equivalent sound level for a 24 hr. period with a +10 dB weighting applied to all sounds occurring between 10 p.m. and 7 a.m.	Describes average environment in residential situations accounting for effect of nighttime noises often is averaged over a 365-day year (YDNL).
Community Noise Sound Level	CNEL	Equivalent sound level for a 24 hr. period with a +10 dB weighting applied to all sounds occurring between 10 p.m. and 7 a.m. and a +4.8 dB weighting applied between 7:00 p.m. and 10:00 p.m.	Same uses as Ldn. Accounts for effect of evening as well as nighttime noise.

The sound level (L) in decibels is the quantity read on an ordinary sound level meter. It fluctuates with time following the fluctuations in magnitude of the sound. Its maximum value (Lmax) is one of the descriptors often used to characterize the sound of an airplane flyby. However, Lmax only gives the maximum magnitude of a sound -- it does not convey any information about the duration of the sound. Clearly, if two sounds have the same maximum sound level, the sound which lasts longer will generally cause more interference with human activity.

Both of these factors are included in the sound exposure level (SEL), which adds up all sound occurring in a stated time period or during a specific event. The SEL is read from integrating sound level meters and is the quantity that best describes the totality of the noise from an aircraft flyby.

The equivalent sound level (Leq) is simply the logarithm of the average value of the sound exposure during a stated time period. It is often used to describe sounds with respect to their potential for interfering with human activity, e.g. speech interference.

A special form of Leq is the day-night sound level (Ldn). Ldn is calculated by adding up all the sound exposure during daytime (0700 - 2200 hours) plus 10 times the sound exposure occurring during nighttime (2200 - 0700 hours) and averaging this sum by the number of seconds during a 24-hour day. The multiplication factor of 10 applied to nighttime sound is often referred to as a 10 dB penalty. It is intended to account for the increased annoyance attributable to noise during the night when ambient levels are lower and people are trying to sleep.

Another descriptor intended to enable an understanding of the potential annoyance of sound is the community noise equivalent level (CNEL). In wide use only in California, where its use is required, it is very similar to Ldn, except that it also includes a 4.8 dB penalty (often rounded to 5 dB) for noise occurring in the evening (1900-2200 hours).

Exhibit B2 graphically shows how the noise occurring during a 24-hour period is weighted and averaged by the CNEL descriptor (or metric). In that example, the noise occurring during the period, including aircraft noise and background noise, yields a CNEL value of 66. As a practical matter, this is a reasonably close estimate of the aircraft noise alone because, in this example, the background noise is low enough to contribute only a little to the overall CNEL value during the period of observation (Kryter 1984, p. 582).

AIRCRAFT NOISE ANALYSIS METHODOLOGY

The standard methodology for analyzing the prevailing noise conditions at airports involves the use of a computer simulation model. The Federal Aviation Administration (FAA) has approved two models for use in F.A.R. Part 150 Noise Compatibility Studies -- NOISEMAP and the Integrated Noise Model (INM). NOISEMAP is used most often at military airports, while the INM is most commonly used at civilian airports.

The Integrated Noise Model (INM) was developed by the Transportation Systems Center of the U.S. Department of Transportation at Cambridge, Massachusetts. It is undergoing continuous refinement. Version 3.9 is the most current version of the model at this time.

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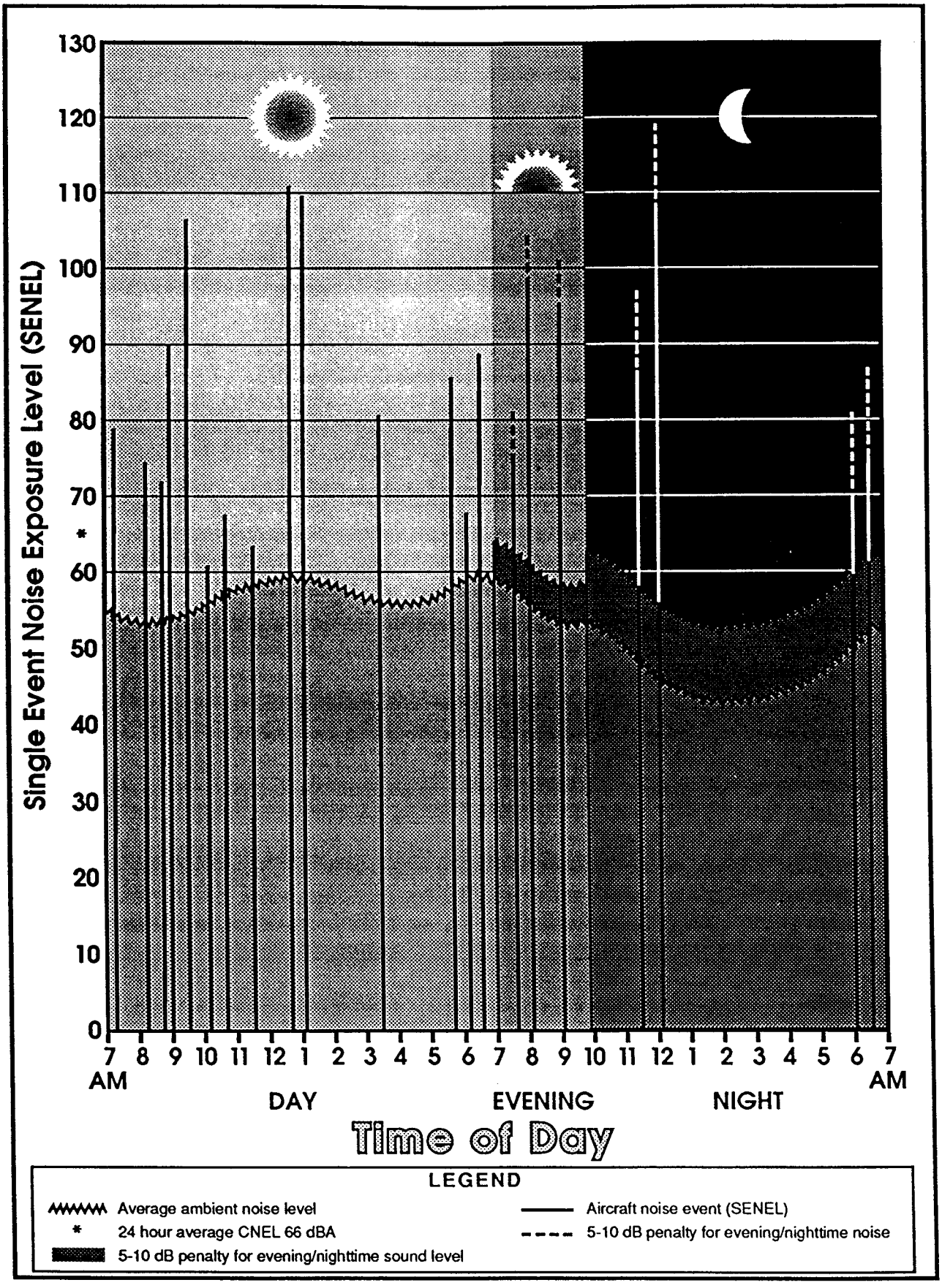

Exhibit B2
TYPICAL NOISE PATTERN AND CNEL SUMMATION

The INM works by defining a network of grid points at ground level around the airport. It then selects the shortest distance from each grid point to each flight track and computes the noise exposure for each aircraft operation, by aircraft type and engine thrust level, along each flight track. Corrections are applied for air-to-ground acoustical attenuation, acoustical shielding of the aircraft engines by the aircraft itself, and aircraft speed variations. The noise exposure levels for each aircraft are then summed at each grid location. The cumulative noise exposure levels at all grid points are then used to develop noise exposure contours for selected values (e.g. 65, 70, and 75 CNEL). Noise contours can be plotted using the Leq, Ldn, or CNEL descriptors. When the Ldn or CNEL descriptors are specified, the model applies the appropriate weighting factors to evening and nighttime aircraft operations. Exhibit B3 graphically shows this calculation process.

In addition to the mathematical procedures defined in the model, the INM contains another very important element. This is a data base containing tables correlating noise, thrust settings, and flight profiles for most of the civilian aircraft, and many common military aircraft, operating in the United States. This data base, often referred to as the noise curve data, has been developed under FAA guidance based on rigorous noise monitoring in controlled settings.

A variety of user-supplied input data is required to use the Integrated Noise Model. This includes the airport elevation, a mathematical definition of the airport runways, the mathematical description of ground tracks above which aircraft fly, and the assignment of specific aircraft with specific engine types at specific takeoff weights to individual flight tracks. This is summarized in Exhibit B3. In addition, aircraft not included in the model's data base may be defined for modeling.

EFFECTS OF NOISE EXPOSURE

Aircraft noise can affect people both physically and psychologically. It is difficult, however, to make sweeping generalizations about the impacts of noise on people because of the wide variations in individual reactions. While much has been learned in recent years, some physical and psychological responses to noise are not yet fully understood and continue to be debated by researchers.

EFFECTS ON HEARING

Hearing loss is the major health danger posed by noise. A study published by the U.S. Environmental Protection Agency (EPA) found that exposure to noise of 70 Leq or higher on a continuous basis, over a very long time, at the human ear's most damage-sensitive frequency may result in a very small but permanent loss of hearing (U.S.E.P.A. 1974).

In a recent literature review, three studies are cited which examined hearing loss among people living near airports (Newman and Beattie 1985, pp. 33-42). The studies found that, under normal circumstances, people in the community near an airport are at no risk of suffering hearing damage from aircraft noise.

The Occupational Health and Safety Administration (OSHA) has established standards for permissible noise exposure in the work place. The standards are intended to guard against the risk of

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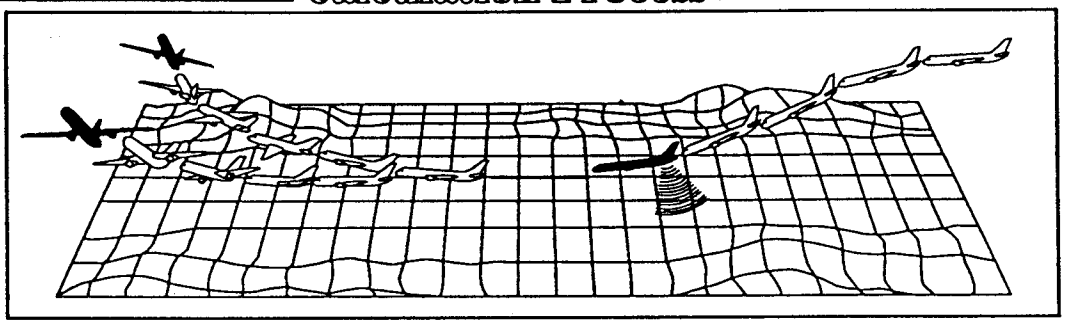
INM PROCESS

Input

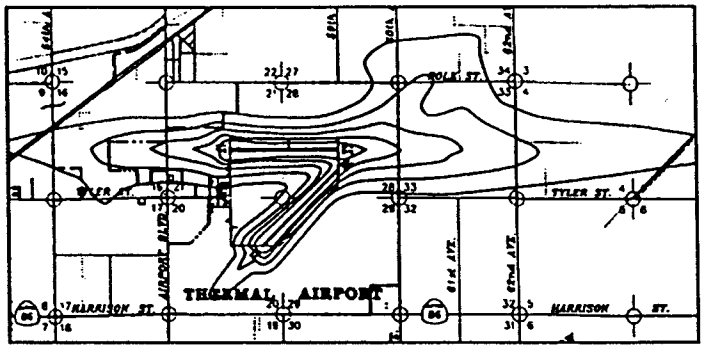
- Airport Description
- Flight Tracks
- Departure Tracks
- Approach Profiles
- Noise Curves
- Runway Use
- Fleet Mix
- Engine Types
- Runway Utilization
- Directional Traffic

Calculation Process



- Computer Accesses Stored Noise Curve Data for Aircraft Types Specified in Input.
- Model Determines Noise Contribution at Nodes from each Aircraft operation along each Flight Track.
- Model Sums All Contributions at Node.

Output



Contours and Plots

Simple and Detailed Grid Analysis

Exhibit B3
INTEGRATED NOISE
MODEL PROCESS

hearing loss. Protection against the effects of noise exposure is required when noise levels exceed the legal limits. The standards, shown in Table B2, establish a sliding scale of permissible noise levels by duration of exposure. The standards permit noise levels of up to 90 dBA for 8 hours per day without requiring hearing protection. The regulations also require employers to establish hearing conservation programs, however, where noise levels exceed 85 Leq during the 8-hour workday. This involves the monitoring of work place noise, the testing of employees' hearing, the provision of hearing protectors to employees at risk of hearing loss, and the establishment of a training program to inform employees about the effects of work place noise on hearing and the effectiveness of hearing protection devices.

TABLE B2
Permissible Noise Exposures, OSHA Standards

Duration per day, hours	Sound Level dBA slow response
8	90
6	92
4	95
3	97
2	100
1 1/2	102
1	105
1/2	110
1/4 or less	115

Source: 29 CFR Ch. XVII, Section 1910.

Based on noise monitoring data gathered by the consultant in numerous airport noise compatibility studies, noise levels of this magnitude and duration are rarely, if ever, found in airport environs. Rather, they tend to be confined to the ramp and runway areas of the airport. Aircraft noise levels in the environs of a general aviation airport, or even a military or commercial airport, are far too low to be considered as potentially damaging to hearing.

In a recent summary of the research on the health effects of noise, Taylor and Wilkins (1987, p. 4/10) conclude: "Those most at risk [of hearing loss] are personnel in the transportation industry, especially airport ground staff. Beyond this group, it is unlikely that the general public will be exposed to sustained high levels of transportation noise sufficient to result in hearing loss. Transportation noise control in the community can therefore not be justified on the grounds of hearing protection."

NON-AUDITORY HEALTH EFFECTS

It is sometimes claimed that aviation noise can harm the general physical and mental health of airport neighbors. Effects on the cardiovascular system, mortality rates, birth weights, achievement scores, and psychiatric admissions have been examined in the research literature. These questions remain unsettled because of conflicting findings based on differing methodologies and uneven study quality. It is quite possible that the contribution of noise to pathological effects is so low that it has not been isolated. While research is continuing, there is insufficient scientific evidence to support these concerns (Newman and Beattie 1985, pp 59-62).

Taylor and Wilkins (1987, p. 4/10) offer the following conclusions in their review of the research.

> The evidence of non-auditory effects of transportation noise is more ambiguous, leading to differences of opinion regarding the burden of prudence for noise control. There is no strong evidence that noise has a direct causal effect on such health outcomes as cardiovascular disease, reproductive abnormality, or psychiatric disorder. At the same time, the evidence is not strong enough to reject the hypothesis that noise is in some way involved in the multi-causal process leading to these disorders.... But even with necessary improvements in study design, the inherent difficulty of isolating the effect of a low dose agent such as transportation noise within a complex etiological system will remain. It seems unlikely, therefore, that research in the near future will yield findings which are definitive in either a positive or negative direction. Consequently, arguments for transportation noise control will probably continue to be based primarily on welfare criteria such as annoyance and activity disturbance.

SLEEP DISTURBANCE

There is a large body of research documenting the effect of noise on sleep disturbance, but the long-range effects of sleep disturbance caused by nighttime airport operations are not well understood. It is clear that sleep is essential for good physical and emotional health, and noise can interfere with sleep, even when the sleeper is not consciously awakened. While the long-term effect of sleep deprivation on mental and physical function is not clear, it is known to be harmful. It is also known that sleepers do not fully adjust to noise disruption over time. Although they may awaken less often and have fewer conscious memories of disturbance, noise-induced shifts in sleep levels continue to occur.

Newman and Beattie (1985, pp. 51-58) review the literature on sleep disturbance and note that the level of noise which can interfere with falling asleep or waking from sleep ranges from 35 to 70 dB, depending on sleep stage and variability among individuals. They note that studies show only slight habituation to noise.

Karl D. Kryter (1984, pp. 422-431) also reviews the literature on sleep disturbance. He reports the threshold level for awakening from sleep as ranging from 35 dB to 80 dB, depending on sleep stage and individual variability. Older people tend to be much more sensitive to noise-induced awakenings than younger people. Research has shown that, when measured through awakenings, people tend to become somewhat accustomed to noise. On the other hand, electro-encephalograms, which reveal information about sleep stages, show

little habituation to noise. Kryter describes these responses to noise as "alerting responses." He adds that, because they occur unconsciously, they are apparently reflexive, reflecting normal physiological functions which may not be a cause of stress to the organism.

Most studies of sleep disturbance have been conducted under controlled laboratory conditions. The laboratory studies do not allow generalizations to be made about the potential for sleep disturbance in an actual airport setting, and more importantly, the impact of these disturbances on the residents. Only a few studies have examined the effect of nighttime noise on sleep disturbance in actual community settings. A recent report summarizes the results of eight such studies, most of which were done in Europe (Fields 1986). Four of the studies examined aircraft noise and the others examined highway noise. In all of them, sleep disturbance was correlated with cumulative noise exposure metrics such as Leq and L10. All studies showed a distinct tendency for increased sleep disturbance to be reported as cumulative noise exposure increased. The reviewer notes however, that sleep disturbance was very common, regardless of noise levels, and that many factors contributed to it. He points out that, "the prevalence of sleep disturbance in the absence of noise means that considerable caution must be exercised in interpreting any reports of sleep disturbance in noisy areas."

The findings of many of these sleep disturbance studies, while helping to answer basic research questions, are of little usefulness to policy makers and airport residents. For them, the important question is, "When does sleep disturbance caused by environmental noise become severe enough to constitute a problem in the community?"

Kryter (1984) reviews in detail one very important study that sheds light on this question. The Directorate of Operational Research and Analysis (DORA) of the British Civil Aviation Authority conducted an in-depth survey of 4,400 residents near London's Heathrow and Gatwick Airports over a four-month period in 1979. The study was intended to answer two policy-related questions: "What is the level of aircraft noise which will disturb a sleeping person?" and "What level of aircraft noise prevents people from getting to sleep?"

Analysis of the survey results indicated that the best correlations were found using cumulative energy dosage metrics, namely Leq. Kryter notes that support for the use of the Leq metric is provided by the finding that some respondents could not accurately recall the time association of a specific flight with an arousal from sleep. This suggests that the noise from successive overflights increased the general state of arousability from sleep.

With regard to difficulty in getting to sleep, the study found 25% of the respondents reporting this problem at noise levels of 60 Leq, 33% at 65 Leq, and 42% at 70 Leq. The percentage of people who reported being awakened at least once per week by aircraft noise was 19% at 50 Leq, 24% at 55 Leq, and 28% at 60 Leq. The percentage of people bothered "very much" or "quite a lot" by aircraft noise at night when in bed was 22% at 55 Leq and 30% at 60 Leq. Extrapolation of the trend line would put the percentage reporting annoyance at 65 Leq well above 40%. (See DORA 1980; cited in Kryter 1984, p. 434.)

DORA concluded with the following answers to the policy-related questions: (1) A significant increase in reports of sleep arousal will occur at noise levels at or

above 65 Leq; (2) A significant increase in the number of people reporting difficulty in getting to sleep will occur at noise levels at or above 70 Leq. Kryter disagrees with these conclusions. He believes that the data indicate that noise levels approximately 10 decibels lower would represent the appropriate thresholds.

At any airport, the 65 CNEL contour developed from total daily aircraft activity will be larger than the 55 Leq developed from nighttime activity only. (At an airport with only nighttime use, the 65 CNEL contour would be identical with the 55 Leq contour because of the effect of the 10 dB penalty in the CNEL metric.) Thus, the 65 CNEL contour defines a noise impact envelope which encompasses all of the area within which significant sleep disturbance may be expected based on Kryter's interpretation of the DORA findings discussed above.

STRUCTURAL DAMAGE

Structural vibration from aircraft noise in the low frequency ranges is sometimes a concern of airport neighbors. While vibration contributes to annoyance reported by residents near airports, especially when it is accompanied by high audible sound levels, it rarely carries enough energy to damage safely constructed structures. High-impulse sounds such as blasting, sonic booms, and artillery fire are more likely to cause damage than continuous sounds such as aircraft noise.

A document published by the National Academy of Sciences suggested that one may conservatively consider noise levels above 130 dB lasting more than one second as potentially damaging to structures (CHABA 1977). Aircraft noise of this magnitude occurs on the ramp and runway and seldom, if ever, occurs beyond the boundaries of a commercial or general aviation airport.

The risk of structural damage from aircraft noise was studied as part of the environmental assessment of the Concorde supersonic jet transport. The probability of damage from Concorde overflights was found to be extremely slight. Actual overflight noise levels from the Concorde at Sully Plantation near Dulles International Airport in Fairfax County, Virginia were recorded at 115 dBA. No damage to the historic structures was found, despite their age (Hershey et al. 1975). Since the Concorde causes significantly more vibration than conventional commercial jet aircraft, the risk of structural damage caused by aircraft noise near airports is considered to be negligible. (See Wiggins 1975.)

OTHER ANNOYANCES

The psychological impact of aircraft noise is a more serious concern than direct physical impact. Studies conducted in the late 1960's and early 1970's found that the interruption of communication, rest, relaxation, and sleep are among the most important causes for complaints about aircraft noise. Interference with telephone conversations, radio listening, and television viewing are often mentioned as particular sources of annoyance.

The sound of approaching aircraft may cause fear in some people about the possibility of a crash. This fear is a factor motivating some complaints of annoyance in neighborhoods near airports around the country. (See, for examples, Richards and Ollerhead 1973; Federal Aviation Administration 1977; and Kryter 1984, p. 533.) This effect tends to be most

pronounced in areas directly beneath frequently used flight tracks.

The EPA has also found that continuous exposure to high noise levels can affect work performance, especially in high-stress occupations. Based on the various land use compatibility guidelines discussed below, these adverse affects are most likely to occur in an airport area within the 75 Ldn, or 75 CNEL, contour.

Individual human response to noise is highly variable and is influenced by many factors. These include emotional variables, feelings about the necessity or preventability of the noise, judgments about the value of the activity creating the noise, an individual's activity at the time the noise is heard, general sensitivity to noise, beliefs about the impact of noise on health, and feelings of fear associated with the noise. Physical factors influencing an individual's reaction to noise include the background noise in the community, the time of day, the season of the year, the predictability of the noise, and the individual's control over the noise source.

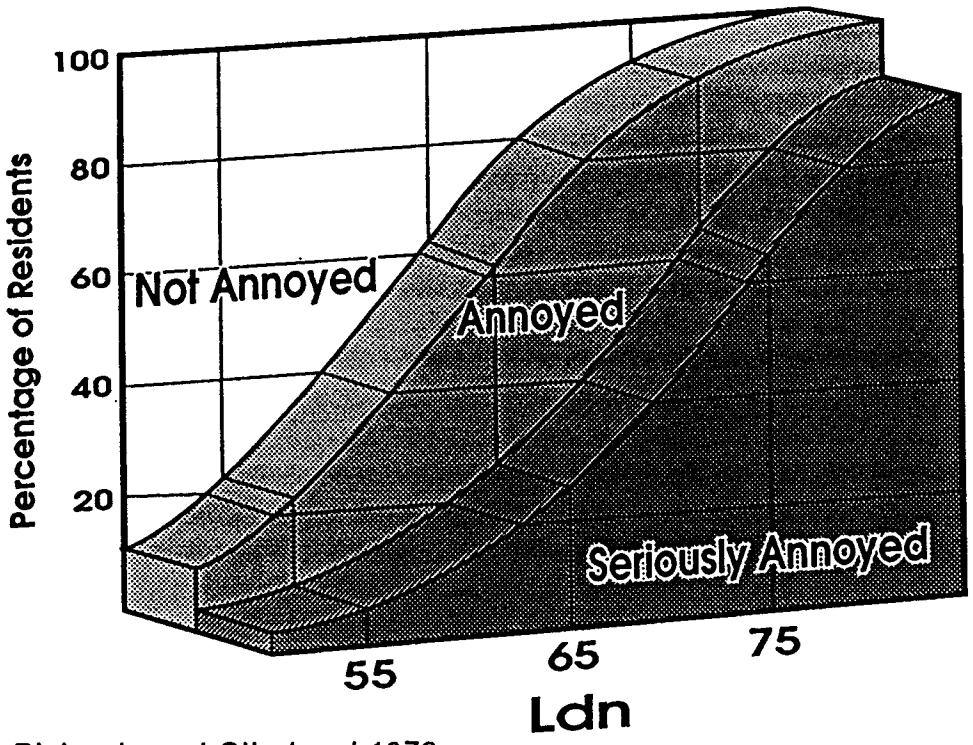
AVERAGE COMMUNITY RESPONSE TO NOISE

Although individual responses to noise can vary greatly, the average response among a group of people is much less variable. This enables us to make reasonable evaluations of the average impacts of aircraft noise on a community despite the wide variations in individual response.

Several studies have examined average community response to noise, focusing on the relationship between annoyance and noise exposure. (See, for examples, Richards and Ollerhead 1973; U.S.E.P.A. 1974; DORA 1980; Kryter 1970; and Great Britain Committee on the Problem of Noise 1963.) Particularly good reviews of this research are presented in Newman and Beattie 1985, p. 19, and Kryter 1984, p. 525. These studies have produced similar results, finding that annoyance is most directly related to cumulative noise exposure, rather than single-event exposure. Annoyance has been found to increase along either an exponential or an S-shaped curve as cumulative noise exposure increases. While these studies have shown curves that vary somewhat in their slope, they tend to be similar to the annoyance curve shown in Exhibit B4.

For research purposes, annoyance is usually measured through blind social surveys using random sampling techniques where people are asked to describe their feelings about the noise. Consistently, the best correlations have been found using cumulative noise exposure, or noise dosage, metrics. Indeed, cumulative noise metrics have been found consistently to provide the best explanatory power for all manner of noise effects, excluding the drastic effects of high-impulse sounds. The reason is that human response to broadband sound such as aircraft noise is related to two different dimensions of the sound -- energy level and frequency of occurrence. To put it in common sense terms, a person will tolerate a rare and very loud noise event, but as the number of events increases, the person's tolerance decreases. Across the country, one often hears this kind of comment from airport area residents: "I know jets have flown in and out of the airport for years, but they never really bothered me until the airport started expanding." Cumulative noise exposure metrics have been developed to quantify the combined effects of sound energy level and the frequency of occurrence.

A variety of cumulative noise exposure metrics have been used in research studies over the years. In the United States, the Ldn metric has been widely used, while in California, the CNEL metric is used. They are very similar. Ldn accumulates the total noise occurring during a 24-hour period, with a 10 decibel penalty applied to noise occurring between 10:00 p.m. and 7:00 a.m. The CNEL metric is the same except that it adds a 4.8 dB penalty for noise occurring between 7:00 p.m. and 10:00 p.m. There is little practical difference between the two metrics in practice. Calculations of CNEL and Ldn from the same data generally yield values with less than a .7 dB difference (CalTrans 1983, p. 37). Both metrics correlate well with average community response to noise.



Source: Richards and Ollerhead 1973.

Exhibit B4
ANNOYANCE CAUSED BY AIRCRAFT
NOISE IN RESIDENTIAL AREAS

EFFECT OF BACKGROUND NOISE

It has been speculated that the overall ambient noise level in an environment determines to what degree people will be annoyed by aircraft noise of a given level. That is, in a louder environment, it takes a louder level of aircraft noise level to generate complaints than it does in a quieter environment. Both common sense and the consultant's experience in the field would indicate there is validity in this assumption.

Kryter (1984, p. 582) reviews some of the research on this question. He notes that the effects of laboratory tests and attitude surveys on this question are somewhat

inconclusive. A laboratory test he reviews found that recordings of aircraft noise were judged to be less intrusive as the background road traffic noise was increased. On the other hand, an attitude survey in the Toronto Airport area found that the effects of background noise were not significant.

The studies reviewed by Kryter were intended to see if background noise provided some degree of masking of aircraft noise. They did not, however, take into consideration the subjects' rating of the overall quality of the noise environment.

The U.S. Environmental Protection Agency has provided guidelines to address the question of background noise and its relationship to aircraft noise. EPA has determined that complaints can be expected when the intruding CNEL exceeds the background CNEL by more than 5 dB (U.S. EPA 1974). The California Department of Transportation (CalTrans 1983, p. 52) notes that some Airport Land Use Commissions in California consider the effects of background noise in determining the aircraft noise contour of significance. Specifically, adjustments have been made in areas with quiet background noise levels of 50 to 55 CNEL. In those cases, aircraft CNEL contours are prepared down to the 55 or 60 CNEL level, and land use compatibility criteria are adjusted to apply to those areas.

LAND USE COMPATIBILITY GUIDELINES

The degree of annoyance which people suffer from aircraft noise varies depending on their activities at any given time. People rarely are as disturbed by aircraft noise when they are shopping, working, or driving as when they are at home. Transient hotel and motel residents seldom express as much concern with aircraft noise as do permanent residents of an area.

The concept of "land use compatibility" has arisen from this systematic variation in human tolerance to aircraft noise. Studies by governmental agencies and private researchers have defined the compatibility of different land uses with varying noise levels. Since the 1960's, many different sets of land use compatibility guidelines have been proposed and used. This section reviews some of the more well known guidelines.

FAA-DOD Guidelines

In 1964, the Federal Aviation Administration (FAA) and the U.S. Department of Defense (DOD) published similar documents setting forth guidelines to assist land use planning in areas subjected to aircraft noise from nearby airports. These guidelines are presented in Table B3. The guidelines establish three zones, describing the expected responses to aircraft noise from residents of each zone. In Zone 1, corresponding to areas exposed to noise below 65 Ldn, essentially no complaints would be expected, although noise could be an occasional nuisance. In Zone 2, corresponding to 65 to 80 Ldn, individuals may complain, perhaps vigorously. In Zone 3, corresponding to 80 Ldn and above, vigorous complaints would be likely and concerted group action could be expected.

TABLE B3
Chart for Estimating Response of Communities Exposed to Aircraft Noise

Noise Rating	Zone	Description of Expected Response
Less than 65 Ldn 100 CNR	1	Essentially no complaints would be expected. The noise may, however, interfere occasionally with certain activities of the residents.
65 to 80 Ldn 100 to 115 CNR	2	Individuals may complain, perhaps vigorously. Concerted group action is possible.
Greater than 80 Ldn 115 CNR	3	Individual reactions would likely include repeated, vigorous complaints. Concerted group action might be expected.

Note: CNR stands for "community noise rating", a cumulative noise descriptor similar to Ldn which is no longer in general use.

Sources: U.S. DOD 1964. Cited in Kryter 1984, p. 616.

HUD Guidelines

In 1971, the U.S.Department of Housing and Urban Development published noise assessment guidelines for use in evaluating the acceptability of sites for housing assistance. The guidelines, shown in Table B4, establish four classes of noise impact. The first two categories refer to areas outside the 65 Ldn contour, the first at a distance exceeding the distance between the 65 and 75 Ldn contours, the second at a lesser distance. Housing is considered clearly acceptable in the first category and "normally acceptable" in the second. Housing is considered "normally unacceptable" in the 65 to 75 Ldn range and clearly unacceptable inside the 75 Ldn contour.

TABLE B4
Site Exposure to Aircraft Noise

Distance from site to the center of the area covered by the principal runways	Acceptability category
Outside the Ldn = 65(NEF=30, CNR-100) contour at a distance greater than or equal to the distance between the contours Ldn = 65 and Ldn = 75	Clearly acceptable
Outside the Ldn = 65 contour, at a distance less than the distance between the Ldn =65 and Ldn =75	Normally acceptable
Between the Ldn =65 and Ldn =75 contours	Normally acceptable
Within the Ldn =75 contour	Clearly unacceptable

Note: CNR and NEF stand for "community noise rating", and "noise exposure forecast", cumulative noise descriptors which are no longer in general use.

Source: Schultz and McMahon 1971. Cited in Kryter 1984, p. 617.

EPA Guidelines

The U.S. Environmental Protection Agency published a document in 1974 suggesting maximum noise exposure levels to protect public health with an adequate margin of safety. These are shown in Table B5. They note that the risk of hearing loss may become a concern with exposure to noise above 74 Ldn. Interference with outdoor activities may become a problem with noise levels above 55 Ldn. Interference with indoor residential activities may become a problem with interior noise levels above 45 Ldn. If we assume that standard construction attenuates noise by about 20 dB, with doors and windows closed, a standard estimate, this corresponds to an exterior noise level of 65 Ldn.

TABLE B5
Summary of Noise Levels Identified as Requisite To Protect Public Health and Welfare With An Adequate Margin of Safety

Effect	Level	Area
Hearing Loss	74 Ldn +	All areas
Outdoor activity interference and annoyance	55 Ldn +	Outdoors in residential areas and farms and other outdoor areas where people spend widely varying amounts of time and other places in which quiet is a basis for use.
	59 Ldn +	Outdoor areas where people spend limited amounts of time, such as school yards, playgrounds, etc.
Indoor activity interference and annoyance	45 Ldn +	Indoor residential areas
	49 Ldn +	Other indoor areas with human activities such as schools, etc.

Note: All Leq values from EPA document converted by FAA to Ldn for ease of comparison (Ldn = Leq(24) + 4 dB).
Source: U.S. EPA 1974. Cited in FAA 1977, p. 26.

Federal Interagency Committee on Urban Noise

In 1979, the Federal Interagency Committee on Urban Noise, including representatives of the Environmental Protection Agency, the Department of Transportation, the Housing and Urban Development Department, the Department of Defense, and the Veterans Administration, was established to coordinate various Federal programs relating to the promotion of noise-compatible development (Federal Interagency Committee on Urban Noise 1980). In 1980, the Committee published a report, **Guidelines for Considering Noise in Land Use Planning and Control**, which contained detailed land use compatibility guidelines for varying Ldn noise levels. These guidelines are presented in **Table B6**. The work of the Interagency Committee was very important as it brought together for the first time all Federal agencies with a direct involvement in noise compatibility issues and forged a general consensus on land use compatibility for noise analysis on Federal projects.

The Interagency guidelines describe the 65 Ldn contour as the threshold of significant impact for residential land uses and a variety of noise-sensitive institutions (such as hospitals, nursing homes, schools, cultural activities, auditoriums, and outdoor music shells). Within the 55 to 65 Ldn contour range, the guidelines note that cost and feasibility factors were considered in defining residential development and several of the institutions as compatible. In other words, the guidelines are based not solely on the effects of noise. They also consider the cost and feasibility of noise control.

TABLE B6
Suggested Land Use Compatibility Guidelines

		Noise Zones/DNL Levels in Ldn						
SLUCM No.	Land Use Name	A 0-55	B 55-65	C-1 65-70	C-2 70-75	D-1 75-80	D-2 80-85	D-3 85+
10	**Residential**							
11	Household Units							
11.11	Single Units - detached	Y	Y*	25[1]	30[1]	N	N	N
11.12	Single Units - semi-detached	Y	Y*	25[1]	30[1]	N	N	N
11.13	Single Units - attached row	Y	Y*	25[1]	30[1]	N	N	N
11.21	Two Units - side by side	Y	Y*	25[1]	30[1]	N	N	N
11.22	Two Units - one above the other	Y	Y*	25[1]	30[1]	N	N	N
11.31	Apartments - walk up	Y	Y*	25[1]	30[1]	N	N	N
11.32	Apartments - elevator	Y	Y*	25[1]	30[1]	N	N	N
12	Group Quarters	Y	Y*	25[1]	30[1]	N	N	N
13	Residential Hotels	Y	Y*	25[1]	30[1]	N	N	N
14	Mobile Home Park or Courts	Y	Y*	N	N	N	N	N
15	Transient Lodgings	Y	Y*	25[1]	30[1]	35[1]	N	N
16	Other Residential	Y	Y*	25[1]	30[1]	N	N	N

TABLE B6 (Continued)
Suggested Land Use Compatibility Guidelines

SLUCM No.	Land Use Name	Noise Zones/DNL Levels in Ldn A 0-55	B 55-65	C-1 65-70	C-2 70-75	D-1 75-80	D-2 80-85	D-3 85+
20	**Manufacturing**							
21	Food and kindred products - manufacturing	Y	Y	Y	Y^2	Y^3	Y^4	N
22	Textile mill products - manufacturing	Y	Y	Y	Y^2	Y^3	Y^4	N
23	Apparel and other finished products made from fabrics, leather, and similar materials - manufacturing	Y	Y	Y	Y^2	Y^3	Y^4	N
24	Lumber and wood products (except furniture) - manufacturing	Y	Y	Y	Y^2	Y^3	Y^4	N
25	Furniture and fixtures - manufacturing	Y	Y	Y	Y^2	Y^3	Y^4	N
26	Paper and allied products - manufacturing	Y	Y	Y	Y^2	Y^3	Y^4	N
27	Printing, publishing, and allied industries	Y	Y	Y	Y^2	Y^3	Y^4	N
28	Chemicals and allied products manufacturing	Y	Y	Y	Y^2	Y^3	Y^4	N
29	Petroleum refining and related industries	Y	Y	Y	Y^2	Y^3	Y^4	N
30	**Manufacturing (Continued)**							
31	Rubber and misc. plastic products - manufacturing	Y	Y	Y	Y^2	Y^3	Y^4	N
32	Stone, clay and glass products - manufacturing	Y	Y	Y	Y^2	Y^3	Y^4	N
33	Primary metal industries	Y	Y	Y	Y^2	Y^3	Y^4	N
34	Fabricated metal products - manufacturing	Y	Y	Y	Y^2	Y^3	Y^4	N
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks - manufacturing	Y	Y	Y	25	30	N	N

TABLE B6 (Continued)
Suggested Land Use Compatibility Guidelines

SLUCM No.	Land Use Name	Noise Zones/DNL Levels in Ldn A 0-55	B 55-65	C-1 65-70	C-2 70-75	D-1 75-80	D-2 80-85	D-3 85+
39	Miscellaneous manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
40	**Transportation, communication and utilities**							
41	Railroad, rapid rail transit transit and street railway transportation	Y	Y	Y	Y[2]	Y[3]	Y[4]	Y
42	Motor vehicle transportation	Y	Y	Y	Y[2]	Y[3]	Y[4]	Y
43	Aircraft transportation	Y	Y	Y	Y[2]	Y[3]	Y[4]	Y
44	Marine craft transportation	Y	Y	Y	Y[2]	Y[3]	Y[4]	Y
45	Highway and street right-of-way	Y	Y	Y	Y[2]	Y[3]	Y[4]	Y
46	Automobile parking	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
47	Communication	Y	Y	Y	25[5]	30[5]	N	N
48	Utilities	Y	Y	Y	Y[2]	Y[3]	Y[4]	Y
49	Other transportation, communication and utilities	Y	Y	Y	25[5]	30[5]	N	N
50	**Trade**							
51	Wholesale trade	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
52	Retail trade - building materials, hardware and farm equipment	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
53	Retail trade - general merchandise	Y	Y	Y	25	30	N	N
54	Retail trade - food	Y	Y	Y	25	30	N	N
55	Retail trade - automotive, marine craft, aircraft and accessories	Y	Y	Y	25	30	N	N
56	Retail trade - apparel and accessories	Y	Y	Y	25	30	N	N

TABLE B6 (Continued)
Suggested Land Use Compatibility Guidelines

SLUCM No.	Land Use Name	Noise Zones/DNL Levels in Ldn A 0-55	B 55-65	C-1 65-70	C-2 70-75	D-1 75-80	D-2 80-85	D-3 85+
57	Retail trade - furniture, home furnishings and equipment	Y	Y	Y	25	30	N	N
58	Retail trade - eating and drinking establishments	Y	Y	Y	25	30	N	N
59	Other retail trade	Y	Y	Y	25	30	N	N
60	**Services**							
61	Finance, insurance and real estate services	Y	Y	Y	25	30	N	N
62	Personal services	Y	Y	Y	25	30	N	N
62.4	Cemeteries	Y	Y	Y	Y[2]	Y[3]	Y[4,11]	Y[6,11]
63	Business services	Y	Y	Y	25	30	N	N
64	Repair services	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
65	Professional services	Y	Y	Y	25	30	N	N
65.1	Hospitals, nursing homes	Y	Y*	25*	30*	N	N	N
65.2	Other medical facilities	Y	Y	Y	25	30	N	N
66	Contract construction services	Y	Y	Y	25	30	N	N
67	Governmental services	Y	Y*	Y*	25*	30*	N	N
68	Educational services	Y	Y*	25*	30*	N	N	N
69	Miscellaneous	Y	Y	Y	25	30	N	N
70	**Cultural, entertainment and recreational**							
71	Cultural activities (including churches)	Y	Y*	25*	30*	N	N	N
71.2	Nature exhibits	Y	Y*	Y*	N	N	N	N
72	Public assembly	Y	Y	Y	N	N	N	N
72.1	Auditoriums, concert halls	Y	Y	25	30	N	N	N
72.11	Outdoor music shells, amphitheaters	Y	Y*	N	N	N	N	N

TABLE B6 (Continued)
Suggested Land Use Compatibility Guidelines

SLUCM No.	Land Use Name	Noise Zones/DNL Levels in Ldn A 0-55	B 55-65	C-1 65-70	C-2 70-75	D-1 75-80	D-2 80-85	D-3 85+
72.2	Outdoor sports arenas, spectator sports	Y	Y	Y[7]	Y[7]	N	N	N
73	Amusements	Y	Y	Y	Y	N	N	N
74	Recreational activities (including golf courses, riding stables, water recreation)	Y	Y*	Y*	25*	30*	N	N
75	Resorts and group camps	Y	Y*	Y*	Y*	N	N	N
76	Parks	Y	Y*	Y*	Y*	N	N	N
79	Other cultural, entertainment	Y	Y*	Y*	Y*	N	N	N
80	**Resource Production and extraction**							
81	Agriculture (except livestock)	Y	Y	Y[8]	Y[9]	Y[10]	Y[10,11]	Y[10,11]
81.5 to 81.7	Livestock farming and animal breeding	Y	Y	Y[8]	Y[9]	N	N	N
82	Agricultural related activities	Y	Y	Y[8]	Y[9]	Y[10]	Y[10,11]	Y[10,11]
83	Forestry activities and related services	Y	Y	Y[8]	Y[9]	Y[10]	Y[10,11]	Y[10,11]
84	Fishing activities and related services	Y	Y	Y	Y	Y	Y	Y
85	Mining activities and related services	Y	Y	Y	Y	Y	Y	Y
89	Other source production and extraction	Y	Y	Y	Y	Y	Y	Y

TABLE B6 (Continued)
Suggested Land Use Compatibility Guidelines

NOTES

[1]a) Although local conditions may require residential use, it is discouraged in C-1 and strongly discouraged in C-2. The absence of viable alternative development options should be determined and an evaluation indicating that a demonstrated community need for residential use would not be met if development were prohibited in these zones should be conducted prior to approvals.

b) Where the community determines that residential uses must be allowed measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB (Zone C-1) and 30 dB (Zone C-2) should be incorporated into building codes and be considered in individual approvals. Normal construction can be expected to provide a NLR of 20 dB, thus the reduction requirements are often stated as 5, 10, 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. Additional consideration should be given to modifying NLR levels based on peak noise levels.

c) NLR criteria will not eliminate outdoor noise problems. However, building location and site planning, design and use of berms and barriers can help mitigate outdoor noise exposure particularly from ground level sources. *Measures that reduce noise at a site should be used wherever practical in preference to measures which only protect interior spaces.*

[2] Measures to achieve NLR of 25 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

[3] Measures to achieve NLR of 30 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

[4] Measures to achieve NLR of 35 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas or where the normal noise level is low.

[5] If noise sensitive use indicated NLR; if not use is compatible.

[6] No buildings.

[7] Land use compatible provided special sound reinforcement systems are installed.

TABLE B6 (Continued)
Suggested Land Use Compatibility Guidelines

[8] Residential buildings require a NLR of 25.

[9] Residential buildings require a NLR of 30.

[10] Residential buildings not permitted.

[11] Land use not recommended, but if community decides use is necessary, hearing protection devices should be worn by personnel.

KEY

SLUCM	**Standard Land Use Coding Manual,** (U.S. Urban Renewal Administration and Bureau of Public Roads, 1965).
Y(Yes)	Land Use and related structures compatible without restrictions.
N(No)	Land Use and related structures are not compatible and should be prohibited.
NLR (Noise Level Reduction)	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
Y^x(Yes with restrictions)	Land Use and related structures generally compatible; see notes 2 through 4.
25, 30, or 35	Land Use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 must be incorporated into design and construction of structure.
25*, 30*, or 35*	Land Use generally compatible with NLR; however, measures to achieve an overall noise reduction do not necessarily solve noise difficulties and additional evaluation is warranted.

TABLE B6 (Continued)
Suggested Land Use Compatibility Guidelines

Y*	The designation of these uses as "compatible" in this zone reflects individual Federal agencies' consideration of general cost and feasibility factors as well as past community experiences and program objectives. Localities, when evaluating the application of these guidelines to specific situations, may have different concerns or goals to consider....

Source: Guidelines For Considering Noise In Land Use Planning and Control, Federal Interagency Committee on Urban Noise, June 1980, p.6.

ANSI Guidelines

In 1980, the American National Standards Institute (ANSI) published recommendations for land use compatibility with respect to noise (ANSI 1980). Kryter (1984, p. 621) notes that no supporting data for the recommended standard is provided.

The ANSI guidelines are shown in **Exhibit B5**. While generally similar to the Federal Interagency guidelines, there are some important differences. First, ANSI's land use classification system is less detailed. Second, the ANSI standard acknowledges the potential for noise effects below the 65 Ldn level, describing several uses as "marginally compatible" with noise below 65 Ldn. These include single-family residential (from 55 to 65 Ldn), multi-family residential, schools, hospitals, and auditoriums (60 to 65 Ldn), and music shells (50 to 65 Ldn). Other outdoor activities, such as parks, playgrounds, cemeteries, and sports arenas, are described as marginally compatible with noise levels as low as 55 or 60 Ldn.

F.A.R. Part 150 Guidelines

The FAA adopted a revised and simplified version of the Federal Interagency guidelines when it promulgated F.A.R. Part 150 in the early 1980's. (The Interim Rule was adopted on January 19, 1981. The final rule was adopted on December 13, 1984, published in the Federal Register on December 18, and became effective on January 18, 1985.) Among the changes made by FAA include the use of a coarser land use classification system and the deletion of any reference to any potential for noise impacts below the 65 Ldn level.

The determination of the compatibility of various land uses with various noise levels, however, is very similar to the Interagency determinations.

Exhibit B6 lists the F.A.R. Part 150 land use compatibility guidelines. These are only guidelines. Part 150 explicitly states that determinations of noise compatibility and regulation of land use are purely local responsibilities. Lacking any specific guidance provided by State law or regulation, local airport sponsors around the

country typically use the Part 150 Land Use guidelines as is when developing noise compatibility studies under F.A.R. Part 150.

California Guidelines

In the **Airport Land Use Planning Handbook** (CalTrans 1983, p. 50) land use compatibility guidelines are suggested for use in the preparation of comprehensive airport land use plans. These guidelines were developed after considering the guidelines of the State Office of Noise Control, HUD, and the FAA. They were also based on a review of all available comprehensive airport land use plans in California.

These standards, shown in Table B7, differ from the Federal guidelines in three important respects. First, they use a much less detailed land use classification system. Application of the guidelines through a zoning ordinance or similar local regulation, may necessitate refinement in the classification system. The Federal Interagency guidelines would be appropriate as a reference.

Second, they propose different standards for residential land use in the vicinity of air carrier and military airports than for general aviation airports. A third difference is that land use compatibility below the 65 CNEL level, down to 55 CNEL, is specifically addressed.

At air carrier and military airports, residential development within the 65 CNEL contour should be discouraged and mobile homes should be prohibited. It is strongly recommended that no residential development be permitted within the 70 CNEL contour.

At general aviation airports, these land use guidelines are recommended to apply to the next lower CNEL ranges -- the 60-65 and 65-70 CNEL, respectively. This is because at most general aviation airports, "the 65 CNEL noise contour ... does not sufficiently explain the annoyance area. The frequency of operations from some airports, visibility of aircraft at low altitudes and typically lower background noise levels around many general aviation airports are all believed to create a heightened awareness of general aviation activity and hence, potential for annoyance outside of the 65 CNEL contour." (See CalTrans 1983, p. 49.)

At general aviation airports, the potential for annoyance is noted within the 55 to 60 CNEL contours. The guidelines suggest that noise easements should be acquired for new construction and the potential need for sound insulation should be examined.

At all airports, institutional uses should be discouraged within the 65 CNEL contour. Commercial development is considered compatible with noise up to 70 CNEL and industrial land use with noise up to 75 CNEL.

CONCLUSION

This technical appendix has described the measurement of sound and the analysis of aircraft noise, reviewed the research on noise effects, and presented information on land use compatibility guidelines with respect to noise. It is intended to serve as a reference for the development of policy guidelines for the Riverside County Airport Land Use Commission as it develops comprehensive land use plans for the airports in the County.

TABLE B7
Land Use Guidelines For Noise Compatibility

Type of Airport/ Land Use	55-60 CNEL	60-65 CNEL	65-70 CNEL	70-75 CNEL	75-80 CNEL	80+ CNEL
Air Carrier and Military						
Residential/Lodgings		Potential for annoyance exists; identify high complaint areas Determine whether sound insulation requirements should be established for these areas. Require acoustical reports for all new construction. Noise easements should be required for new construction.	Discourage new single family dwellings. Prohibit mobile homes. New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation is included in the design. Noise easements should be required for new construction. Development policies for "infill".	New construction or development of residential uses should not be undertaken. New hotels and motels may be permitted after an analysis of noise reduction requirements is made and needed noise insulation is included in the design.	New hotels and motels should be discouraged.	
General Aviation						
Residential/Lodgings	Potential for annoyance exists; identify high complaint areas. Determine whether sound insulation requirements should be established for these areas. Noise easements should be required for new construction. Discourage residential use underneath the flight pattern.	Discourage new single family dwellings. Prohibit mobile homes. New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation is included in the design. Noise easements should be required. Development policies for "infill".	New construction or development of residential uses should not be undertaken. New hotels and motels may be permitted after an analysis of noise reduction requirements is made and needed noise insulation is included in the design.	New hotels and motels should be discouraged.		
All Airports						
Public/Institutional		Satisfactory with little noise impact and requiring no special noise insulation requirements for new construction.	Discourage institutional uses. If no other alternative location is available, new construction or development should be undertaken only after an analysis of noise reduction is made and needed noise insulation is included in the design.	No new institutional uses should be undertaken.		
Commercial			Satisfactory, with little noise impact and requiring no special noise insulation for new construction.	New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design. Noise reduction levels of 25-30 dB will be required.	Same as 70-75 CNEL	New construction or development should not be undertaken unless related to airport activities or services. Conventional construction will generally be inadequate and special noise insulation features should be included in the construction.
Industrial				Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction.	New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design. Measures to achieve noise reduction of 25-35 dB must be incorporated in portions of building where the public is received and in office areas.	New construction or development should not be undertaken unless related to airport activities or services. Conventional construction will generally be inadequate and special noise insulation features should be included in the construction.
Recreation/Open Space			Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction. Outdoor music shells and amphitheater should not be permitted.	Parks, spectator sports, golf courses and agricultural generally satisfactory with little noise impact. Nature areas for wildlife and zoos should not be permitted.	Land uses involving concentrations of people (spectator sports and some recreational facilities) or of animals (livestock farming and animal breeding) should not be permitted.	

Source: Airport Use Planning Handbook: A Reference Guide for Local Agencies, prepared for California Department of Transportation, Division of Aeronautics by Metropolitan Transportation Commission and Association of Bay Area Governments, 1983, p. 50.

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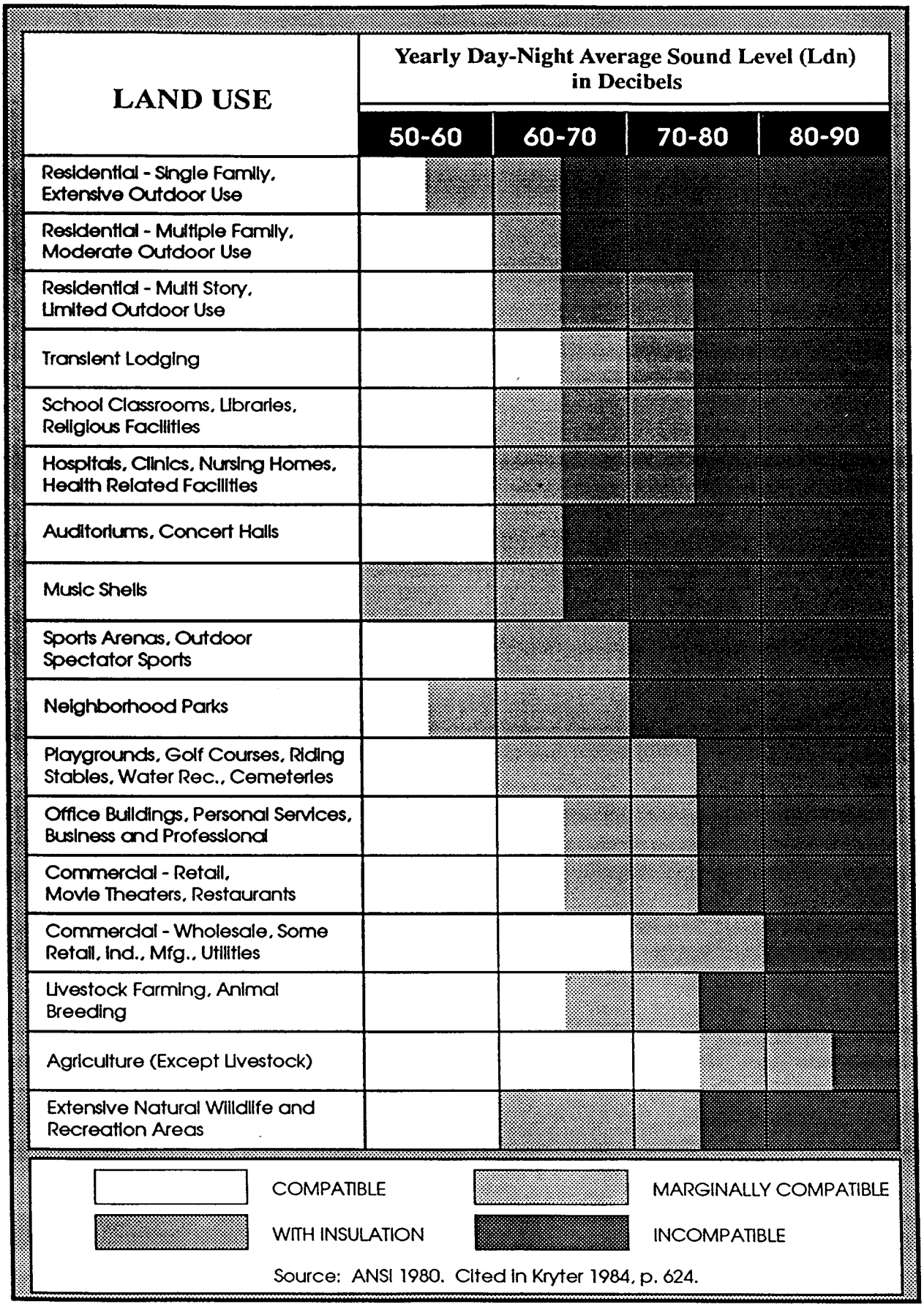

Exhibit B5
LAND USE COMPATIBILITY WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVEL AT A SITE FOR BUILDINGS AS COMMONLY CONSTRUCTED

REFERENCES

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Appendix C

SAFETY CONSIDERATIONS IN THE VICINITY OF AIRPORTS

Appendix C
SAFETY CONSIDERATIONS IN THE VICINITY OF AIRPORTS

INTRODUCTION

This technical appendix presents an overview of the important considerations regarding safety of persons on the ground and in the air in the vicinity of airports. It begins with a brief discussion of basic flight procedures. Aircraft accident data are then reviewed. Safety standards proposed in various advisory documents and regulations around the country are reviewed. The appendix concludes with a review of the safety standards proposed for use in California by the Department of Transportation, Division of Aviation.

FLIGHT PROCEDURES

In order to more fully understand the significance of aircraft accident data, it is important to have a basic understanding of basic flight procedures.

FLIGHT RULES

The Federal Aviation Administration has defined two sets of flight rules governing aircraft flight. Under Visual Flight Rules (VFR), pilots operate visually. It is their responsibility to maintain separation between aircraft. The FAA has defined a variety of flight procedures to facilitate coordination among VFR aircraft.

Instrument Flight Rules (IFR) govern aircraft operating under instrument control. IFR procedures are required when poor visibility limits the ability of a pilot to navigate visually. IFR procedures are also often used by qualified pilots in good

weather conditions. Under IFR, pilots rely on cockpit instruments, navigational aids, and air traffic control services.

TRAFFIC PATTERN

An airport traffic pattern is a generalized route defined for aircraft to approach and depart the active runway. The pattern is typically defined in terms of altitude and a general path around the airport. The standard pattern altitude is 1,000 feet AGL, but variations are sometimes made. The typical pattern altitude for all public airports is published in the **Airport/Facility Directory** (NOAA 1992).

Exhibit C1 shows a typical lefthand traffic pattern. Although the lefthand pattern is the norm, in certain circumstances righthand patterns are observed at airports. In the case of parallel runways, for example, a lefthand pattern will be observed on the left runway and a righthand pattern on the right runway.

Aircraft approaching the airport enter the pattern on the downwind leg, turn left to the base leg perpendicular to the runway, then turn left to the final approach. Aircraft on departure leave the pattern via a straight-out track or a 45-degree left turn. The turn is not to be started until clearing the end of the runway and reaching pattern altitude. In practice there are many possible variations for entering and leaving the pattern, depending on pilot technique, the volume of traffic at the airport, and on air traffic control instructions (at airports with control towers). **Exhibit C1** shows some of the potential variations.

A common part of pilot training involves the touch-and-go procedure where the pilot makes repeated approaches or landings. In this case, the aircraft remains in the pattern throughout the procedure.

The size of the traffic pattern varies widely from airport to airport and even from time to time at any given airport. This is especially true at very busy airports and at those without air traffic control towers. The base leg may extend anywhere from one-quarter mile to one or even two miles depending on pilot technique and the volume of traffic in the pattern. The crosswind and base leg(s) may be displaced from the runway end from one to two miles for aircraft spacing purposes.

RUNWAY APPROACHES

There are two categories of runway approaches: visual and instrument. Visual approaches require the pilot to sight the runway and establish a final approach without aid of any special instrumentation. Certain lighting aids may be involved to make it easier to identify the runway and establish the proper rate of descent. These may include runway end identifier lights (REIL), and visual approach slope indicators (VASI), or precision approach path indicators (PAPI).

Instrument approaches are defined using electronic navigational aids. They include non-precision and precision approaches. Non-precision approaches provide course guidance to align the aircraft with the runway. Precision approaches provide for course guidance directly aligned with the runway in addition to providing a glide slope to aid the descent. Instrument approaches are designed to be used when the visibility is poor. Precision approaches permit operations with lower landing minimums than non-precision approaches. The Category I precision instrument approach, the most common, can be used with a runway visual range of approximately one-half mile and a ceiling as low as 200 feet. Typical non-precision approaches can be used with a runway

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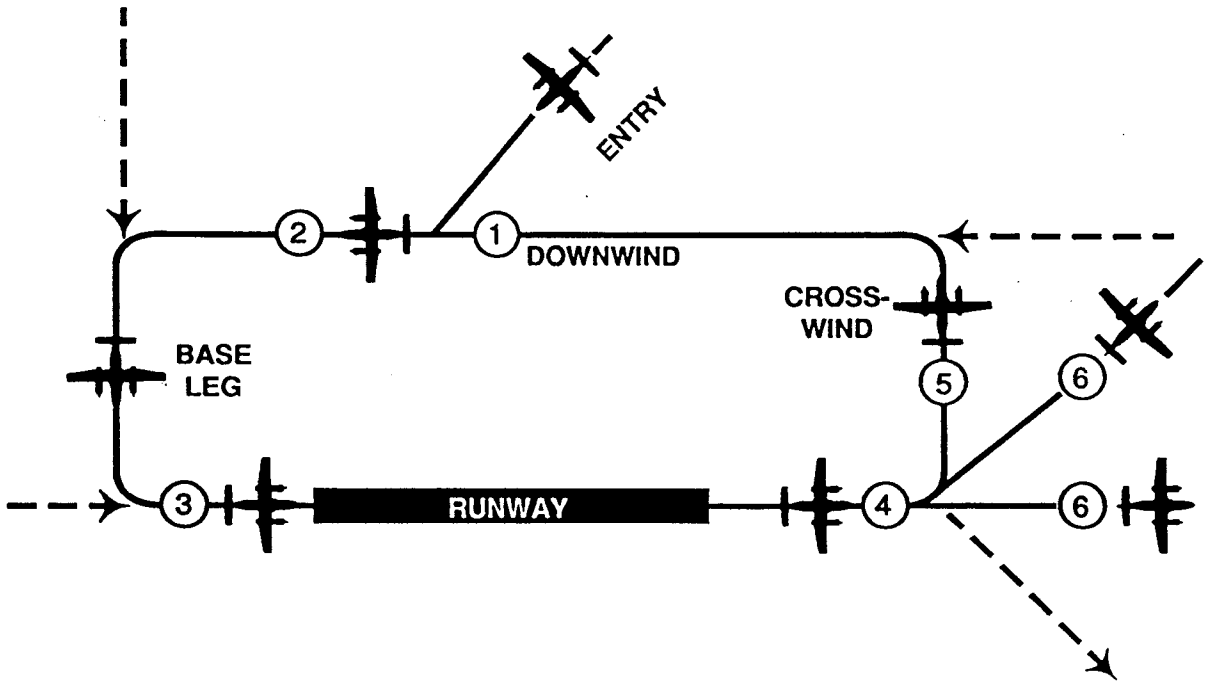

KEY:

1. Enter pattern in level flight, abeam the midpoint of the runway, at pattern altitude. (1000' AGL is recommended pattern altitude unless established otherwise.)
2. Maintain pattern altitude until abeam approach end of the landing runway, or downwind leg.
3. Complete turn to final at least 1/4 mile from the runway.
4. Continue straight ahead until beyond departure end of runway.
5. If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway, within 300 feet of pattern altitude.
6. If departing the traffic pattern, continue straight out, or exit with a 45° left turn beyond the departure end of the runway, after reaching pattern altitude.

NOTE: Dashed lines indicate variations that are sometimes observed.

SOURCE: Airman's Information Manual 1991, Aviation Supplies & Academics, Inc., Renton, WA., p.119.

Exhibit C1
RECOMMENDED STANDARD LEFT-HAND TRAFFIC PATTERN

visual range of no less than three-quarters of a mile and a ceiling of 400 feet.

AIRCRAFT ACCIDENTS

The most frequently cited cause of general aviation accidents is pilot error. Based on data compiled by the National Transportation Safety Board (NTSB) for 1979, almost 88% of all fatal general aviation accidents were caused, at least in part, by pilot error. Weather was a contributing factor in 40% of general aviation accidents, and terrain contributed to 21%. Other factors, including equipment failure, were far less prevalent as contributing causes.

Table C1 shows the frequency of aircraft accidents by phase of operation. Landing accidents are especially common, accounting for 41.5% of all general aviation accidents between 1974 and 1979. Almost 34% of accidents occurred in flight, and almost 20% during takeoff.

TABLE C1
General Aviation Accidents by Phase of Operation (1974-1979)

Phase of Operation	Percent of Total Accidents		Proportion Involving Serious/Fatal Injury
Static	0.8%		51%
Taxi	3.7%		4%
Takeoff	19.5%		23%
Run		4.8%	7%
Initial Climb		12.3%	31%
Other		2.4%	12%
In Flight	33.7%		45%
Landing	41.5%		14%
in traffic pattern		2.1%	46%
final approach - VFR		6.6%	28%
final approach - IFR		0.9%	68%
roll		12.6%	2%
go-around/missed approach		2.7%	30%
other		3.4%	31%
Unknown	0.8%		77%
TOTAL	100.0%[1]		27%

[1]Total Accidents - 25,963.

Source: National Transportation Safety Board, *Annual Review of Aircraft Accident Data - U.S. General Aviation*, Calendar Years 1974-1979. Cited in Hodges & Shutt 1990, p.47.

Table C2 presents more detail on the takeoff and landing accidents. Over twice as many occurred during landing as during takeoff (10,983 versus 5,053). Most of the difference is accounted for by the on-airport accidents.

When only the accidents occurring near the airport (generally within one mile) are considered, the numbers of takeoff and landing accidents are almost the same.

TABLE C2
Major General Aviation Accidents (1974-1979)

Landing or Takeoff	Location	Detailed Phase of Operation	Number of Accidents	%
Takeoff	On-Airport	Run	1,251	
		Aborted Takeoff	384	
	On-Airport Subtotal		1,635	
	Near Airport	Initial Climb	3,182	100%
	Other		236	
	Take off - Total		5,053	
Landing	On-Airport	Level Off-Touchdown	3,909	
		Roll	3,336	
	On-Airport Subtotal		7,245	
	Near Airport	Traffic Pattern-Circling	542	16.7%
		Final Approach-VFR	1,706	52.6%
		Initial Approach	61	1.9%
		Final Approach-IFR	228	7.0%
		Go Around-VFR	653	20.2%
		Missed Approach-IFR	51	1.6%
	Near Airport Subtotal		3,241	100.0%
	Other		497	
	Landing - Total		10,983	

Note: Major accidents are accidents in which the aircraft was destroyed or substantially damaged.

Source: National Transportation Safety Board, *Annual Review of Aircraft Accident Data - U.S. General Aviation,* annual reports from 1974 to 1979. Cited in CalTrans 1983, p. 74.

Of the takeoff accidents during the period, over three-fifths occurred near the airport. The near-airport takeoff accidents all occurred during the initial climb.

Approximately 30% of landing accidents occurred near the airport. Most of the rest occurred on the airport. Over half of the near-airport landing accidents occurred while making VFR final approaches.

Table C3 lists the ten most prevalent types of general aviation aircraft accidents. Engine failure or malfunction is the most common, accounting for almost 24% of all accidents and 12% of fatal accidents. Uncontrolled collisions with the ground or water accounted for almost 17% of fatal accidents, while controlled collisions with the ground accounted for nearly 14% of fatal accidents. Collisions with trees and poles accounted for 8% of all accidents and over 14% of fatal accidents.

TABLE C3
Ten Most Prevalent Types of General Aviation Accidents (1974-1978)
(Percentage of Total Accidents)

Type of Accident	All Accidents	Fatal Accidents
Engine Failure or Malfunction	23.8%	12.4%
Ground/Water Loop Swerve	12.2	--
Hard Landing	6.5	--
Stall Mush	4.4	--
Stall	--	6.5
Stall Spin	--	9.9
Collision with Ground/ Water Controlled	4.8	13.8
Collision with Ground/ Water Uncontrolled	3.9	16.9
Collided with Trees	4.1	8.5
Overshoot	4.4	--
Collided with Wires/Poles	3.8	5.6
Nose Over/Down	3.3	--
Airframe Failure in Flight	--	6.3
Midair Collisions	--	5.1
Missing Aircraft, Not Recovered	--	1.8

Source: National Transportation Safety Board, *Annual Review of Aircraft Accident Data - U.S. General Aviation Calendar Year 1979*, NTSB-ARG-81-1, November 1981. Cited in CalTrans 1983, p. 75.

Table C4 shows data for all general aviation accidents involving collisions. During the period of observation (1974 through 1981), collisions accounted for 51% of all accidents. Collisions with the ground and water were the most common, accounting

for nearly 21% of all accidents. The next most common were collisions with trees or crops (11.7%) followed by collisions with wires, poles, and fences (9.5%). The other categories of objects collided with were much less frequent in occurrence. It is interesting to note that collisions with houses and other buildings were quite rare, accounting for only .6% of the accidents, for an annual average of 26 accidents.

TABLE C4
General Aviation Accidents Involving Collisions (1974-1981)

Object Struck	Annual Average	Percentage of All Accidents
Ground (uncontrolled), Ground (controlled), Ditches, Dirt Banks, Water, Etc.	861	20.9%
Trees, Crops	483	11.7%
Wires, Poles, Fences	389	9.5%
Houses, Other Buildings	26	0.6%
Automobiles	25	0.6%
Airport Hazards (e.g., runway approach lights)	36	0.9%
Aircraft (one or both on ground)	36	0.9%
Aircraft (both in air)	66	1.6%
Other	167	4.0%
Total Collision Accidents	**2,097**	**51.0%**
Total General Aviation Accidents	**4,114**	**100.0%**

Notes: Data includes both primary accident types (i.e., accident began with the collision) and secondary accident types (i.e., something else happened which then resulted in a collision). A collision can be both a primary and a secondary accident type in the same accident -- a few of these instances are included in the data, but others (especially ones in which a mid-air collision was the primary accident type) appear not to be.

Source: National Transportation Safety Board, *Annual Review of Aircraft Accident Data - U.S, General Aviation,* Calendar Years 1974 to 1981. (Cited in Hodges & Shutt 1991, p. 5-11). Data is not published in this format for later years.

Table C5 presents additional detail on accidents involving collisions with buildings, presenting data for 1964 through 1982. Collisions with buildings are rare events. Even rarer are collisions resulting in harm to building occupants. During the 19-year period, 563 collisions occurred, including 240 with buildings off-airport. A total of 116 residences were involved. Thirty-five of the collisions resulted in injuries to persons in the buildings; 24 involved residences.

TABLE C5
General Aviation Accidents Involving Buildings

	General Aviation Accidents Involving Buildings			Accidents Involving Injuries to People in Buildings	
	Total	Off Airport	Residences	Total	Residences
1964	54	17	4	0	0
1965	37	16	3	2	1
1966	42	11	6	2	2
1967	37	12	5	0	0
1968	26	10	2	0	0
1969	25	9	4	0	0
1970	29	17	10	3	1
1971	21	8	6	1	1
1972	25	11	3	3	2
1973	32	16	3	3	0
1974	18	5	2	0	0
1975	30	10	6	1	1
1976	21	10	4	1	0
1977	34	18	12	4	4
1978	27	16	9	4	4
1979	27	15	8	3	3
1980	24	9	8	5	3
1981	23	10	4	1	0
1982	31	20	17	2	2
Total	563	240	116*	35	24
Annual Average	29.6	12.6	6.1	1.8	1.3

* Includes 13 on-airport residences.

Note: Published data not available for more recent years.

Source: AOPA - 1985, **Airports Good Neighbors to Have.** Cited in Hodges & Shutt 1991, p. 5-13.

Weather has been cited as a contributing factor in as many as 22% of all general aviation accidents, and 40% of fatal accidents. Poor visibility caused by fog and cloud cover reduce safety margins. Frequently, dense cloud cover is also accompanying by stormy conditions. Table C6 shows general aviation accidents for the 1974-1979 period classified by type of weather conditions. VFR conditions generally apply when visibility is at least three miles and the ceiling is at least 1,000 feet AGL. IFR conditions apply when visibility is reduced below these levels. "Below minimums" applies to conditions where visibility is so poor that IFR landings cannot be made.

TABLE C6
General Aviation Accidents by Type of Weather Conditions

Type of Weather Conditions	Percent of Total Accidents	Proportion Involving Serious/Fatal Injury
Visual Flight Rules	90.6%	23%
Instrument Flight Rules	7.4%	67%
Below Minimums	0.6%	70%
Unknown	1.4%	52%
Total	100.0%[1]	27%

[1]Total accidents - 25,963.

Source: National Transportation Safety Board, *Annual Review of Aircraft Accident Data - U.S. General Aviation,* Calendar Years 1974-1979. Cited in Hodges & Shutt 1990, p. 50.

By far most accidents occur during VFR conditions. Only 8% of accidents occurred during IFR or "below minimum" conditions. One reason clearly is because there is far less traffic during IFR weather. Many general aviation pilots are only rated for VFR flying. Accidents during IFR are much more likely to cause serious or fatal injuries, however. Two-thirds of all IFR accidents result in serious injuries or fatalities.

LOCATION OF ACCIDENTS

For purposes of airport safety compatibility planning, the location of accidents is the most important consideration. Unfortunately, only limited information is available. Before reviewing the empirical data on accident location, a discussion of aircraft operating characteristics during emergencies is offered.

Aircraft Operating Characteristics in Emergencies

Perhaps the most catastrophic event for a pilot to experience is the loss of engine power. That does not necessarily lead to the immediate loss of control, however. With careful technique, the pilot can maintain control of the aircraft as it descends. It has been calculated that an

aircraft can glide as far as 1,000 feet for every 100 feet of altitude (Hodges & Shutt 1991, p. 5-4.) The key, of course, is to maintain control. Without power, this is no easy task, especially if turns are necessary. In the turn, the rate of descent increases.

An extremely important factor which cannot be measured is the skill, experience, and personality of the pilot confronting such a life-threatening circumstance. Needless to say, improper corrective action by the pilot in command may increase the rate of descent or cause a loss of control.

Particularly critical phases of a flight are takeoff and landing. As the next section shows, most accidents occur during the landing and takeoff phase of flight. As a guide to planning, Hodges & Shutt (1991, p. 5-10) have calculated the "maximum takeoff trajectories" of aircraft assuming loss of an engine. For single-engine aircraft, the engine failure was assumed to occur at 400 feet above ground level (AGL), upon which a straight ahead glide is initiated. For the aircraft analyzed, the distance from start of takeoff roll to the end of motion after landing was 6,500 to 9,000 feet. The mean for the aircraft analyzed was 7,450 feet.

The "maximum takeoff trajectory" for twin-engine aircraft was also analyzed. This analysis was performed strictly for the purpose of attaining an estimate of the distance traveled from start of takeoff to the end of motion. The analysis assumed the failure of one engine at an altitude of 50 feet and a speed just below that necessary to maintain a positive rate of climb (Vyse) using the remaining operating engine. Although the Hodges and Shutt analysis assumes a shutdown of the operative engine at this point, and a subsequent descent to an emergency landing, actual conditions may permit attainment of an acceptable airspeed (Vxse or Vyse) for continued flight on one engine. In actual emergency conditions, attainment of Vxse or Vyse could permit a pilot to proceed back to the airport, or gain sufficient time to potentially restart the inoperative engine.

Accidents Near Airports

The NTSB records general accident location information, including the distance from the airport. It does not, however, record accident coordinates, so it is not possible to plot the locations of accidents with respect to the runways.

Table C7 shows the percentage of general aviation accidents by distance from the airport. On-airport accidents were far more numerous but tended to be less serious, accounting for almost 45% of all accidents, but only 17% of serious and fatal accidents. Accidents near the airport (within one mile) accounted for about 15% of all accidents, but 22% of fatal accidents. Accidents within one to two miles were less frequent, accounting for just under 3% of all accidents and almost 5% of fatal accidents.

TABLE C7
Location of General Aviation Accidents (1974-1979)
(Percentage of Accidents)

Location	Accidents: All Accidents	Accidents: Near Airport Accidents	Serious & Fatal Accidents: All Accidents	Serious & Fatal Accidents: Near Airport Accidents	Collisions Between Aircraft: All Accidents	Collisions Between Aircraft: Near Airport Accidents
On Airport	44.8%	--	16.6%	--	54.5%	--
Near Airport						
In Traffic Pattern	4.2%	28.6%	5.8%	26.4%	7.8%	56.9%
Within 1/4 mile	4.9%	33.8%	7.2%	32.7%	1.9%	13.6%
Within 1/2 mile	2.7%	18.3%	4.4%	19.9%	2.2%	15.9%
Within 3/4 mile	.7%	4.5%	1.3%	6.1%	.9%	6.8%
Within 1 mile	2.1%	14.8%	3.3%	14.9%	.9%	6.8%
Subtotal	14.6%	100.0%	22.0%	100.0%	13.7%	100.0%
Within 2 miles	2.8%	--	4.9%	--	3.1%	--
Over 2 miles	32.2%	--	50.4%	--	26.2%	--
Unknown	5.6%	--	6.1%	--	2.5%	--
Total	100.0%	--	100.0%	--	100.0%	

Note: The NSTB defines an accident as occurrences incident to flight in which "as a result of the operation of an aircraft, any person (occupant or nonoccupant) receives fatal or serious injury or any aircraft receives substantial damage." Substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. Accident reports are filed for all accidents, both on and off airports. "On-airport" means on airport property. Distance from the airport is measured from airport boundary. Table excludes helicopter accidents and accidents due to sabotage.

Source: National Transportation Safety Board, *Annual Review of Aircraft Accident Data - U.S. General Aviation,* annual reports from 1974 to 1979. Cited in CalTrans 1983, p. 74.

The locations of near-airport accidents are broken down in the table. Accidents in the traffic pattern are noted, as are accidents for each quarter mile increment. Accidents are most common in the traffic pattern or within one-quarter mile of the airport. The most striking information relates to the location of collisions between aircraft. Nearly 57% of all near-airport aircraft collisions occur in the traffic pattern.

A study conducted for the California State Assembly Committee on Natural Resources and Conservation, prepared in 1973, reviewed the NTSB accident location data for 1970, noting the same general relationships discussed above (Hodges & Shutt 1990, p. 36). The report concluded:

> "[The one-mile distance]... is a reasonable measure of the region of influence between an airport and its surrounding community. It encloses the entire traffic pattern and most departing aircraft have made their initial power reduction and assumed normal climb attitude within that distance. On instrument approaches, the minimum descent altitude is usually reached within that area. In this region, the aircraft is at a critical transition between ground and flight with both the aircraft and pilot under significant stress."

Accident Location Survey

Hodges & Shutt (1990, p. 40) present the results of an interesting study of aircraft accident locations based on data provided by fourteen airports. Although the sample is limited and care should be taken in the interpretation of the data, it is one relatively recent source of accident location data in a field of study which is sorely lacking for detailed and current information. Airports providing data are listed in **Table C8.** **Exhibit C2** shows the location of these accidents with respect to the runway. Accidents are categorized by departure versus approach.

TABLE C8
Airports Surveyed for Accident Location Data

	Airport	*Associated City*
California	John Wayne Airport	Santa Ana
	Torrance Municipal Airport	Torrance
	Buchanan Field	Concord
	Fullerton Municipal Airport	Fullerton
	Reid Hillview Airport	San Jose
	Palo Alto Airport	Palo Alto
	South County Airport	Martinez
	Chino Airport	Chino
	Hayward Air Terminal	Hayward
Florida	Opa Locka Airport	Opa Locka
	North Perry Airport	Ft. Lauderdale
Kentucky	Bowman Field	Louisville
Louisiana	Lakefront	New Orleans
Missouri	Spirit of St. Louis Airport	St. Louis

Source: Hodges & Shutt 1990, p. 37.

Departure accidents tend to fan out fairly evenly as distance from the runway increases. Approach accidents tend to be clustered along the extended runway centerline, although there is considerable scatter. Some of the accidents off the centerline and off the sides of the runway may be accounted for by failed attempts at making short approaches or by accidents on missed approaches or go-arounds.

Exhibit C3 plots the location of accidents with respect to distance from the runway centerline and distance from the landing threshold. It shows that accidents tend to be clustered along the centerline and tend to be spread out some distance from the threshold. Approximately 60% of the accidents occurred within 1,000 feet of the extended centerline, 75% within 1,500 feet, and 90% within 2,000 feet. With respect

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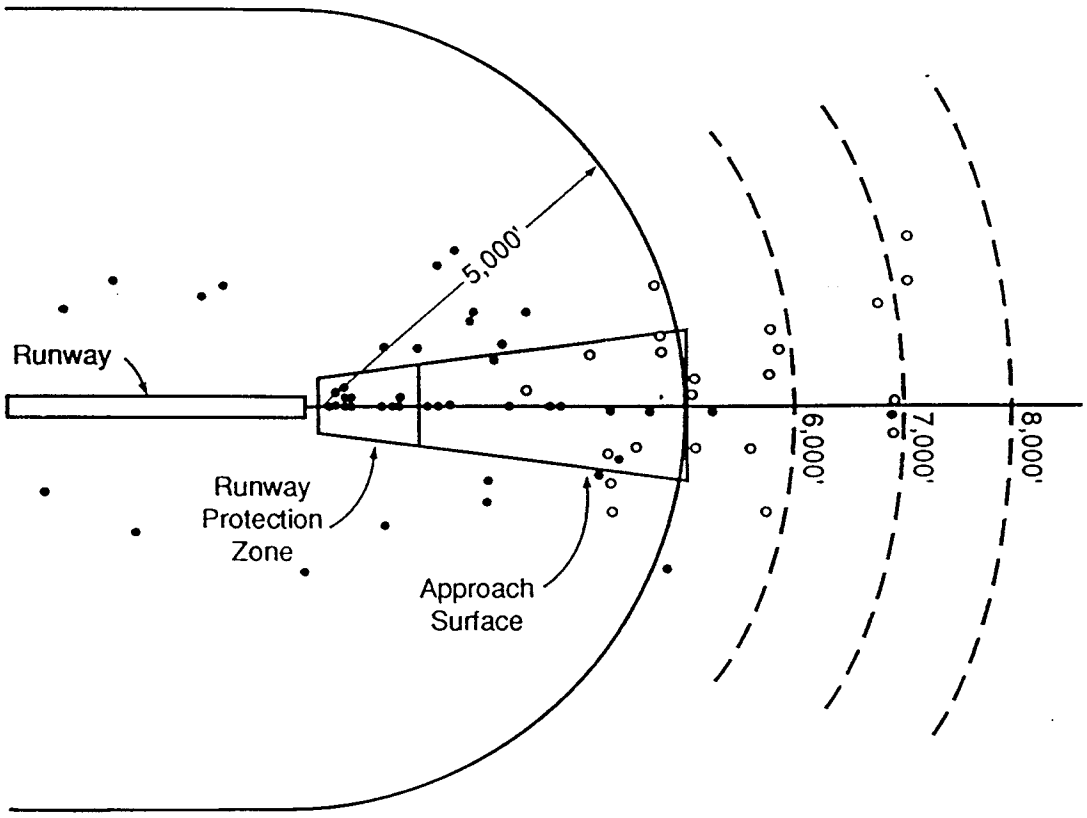
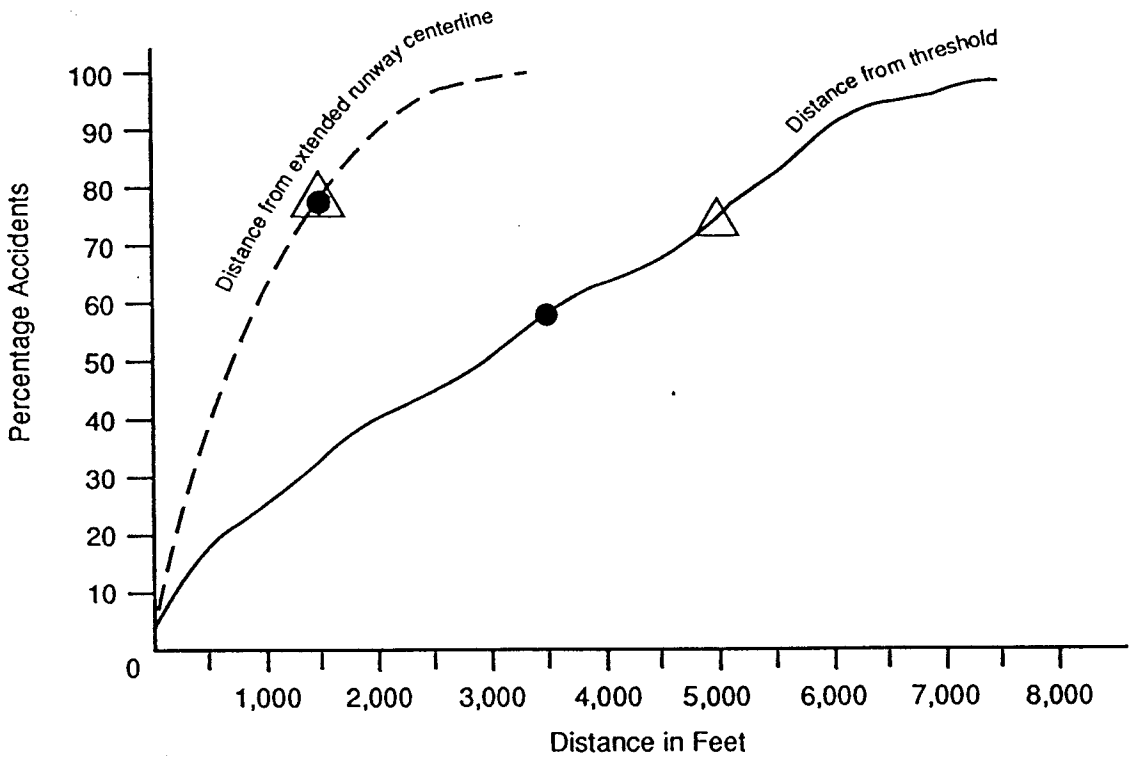


- o Accident Site - Departure
- • Accident Site - Approach

NOTE: Data compiled from 14 general aviation airports.
Runway protection zone and approach surface assumes a nonprecision approach to a utility runway.

SOURCE: Airport Land Use Compatibility Handbook, Version 1.1, Hodges & Shutt, August 1990, p. 40.

Exhibit C2
AIRCRAFT ACCIDENT SITES AT GENERAL AVIATION AIRPORTS



● State's suggested safety zone boundaries for twin-engine propeller aircraft.

△ State's suggested safety zone boundaries for jet aircraft and precision instrument approach runways.

NOTE: Data compiled for 14 general aviation airports with annual operations ranging from 150,000 to 300,000.
All airports had air traffic control towers.

SOURCE: Airport Land Use Compatibility Handbook, Version 1.1, Hodges & Shutt, August 1990, p.42.

Exhibit C3
DISTANCE OF ACCIDENTS FROM RUNWAY THRESHOLD AND CENTERLINE

to the threshold, just under 60% occurred within 3,500 feet, 75% within 5,000 feet, and 90% within 6,000 feet.

SAFETY GUIDELINES AND STANDARDS - EXAMPLES

This section presents selected examples of safety compatibility guidelines and regulations from around the country. This is based on a spot check by the consultant rather than a comprehensive survey.

FEDERAL GOVERNMENT

The Federal Aviation Administration has defined areas in the immediate runway environment which must be kept free of obstructions. The largest is the Runway Protection Zone (RPZ), a trapezoidal area off the runway end. The size of the RPZ varies depending on the type of approach to the runway. It is smallest for visual approaches and largest for precision instrument approaches. **Exhibit C4** shows the basic configuration of the RPZ. FAA recommends that the area within the RPZ be kept free of structures and people and advises airport proprietors to secure title to the area.

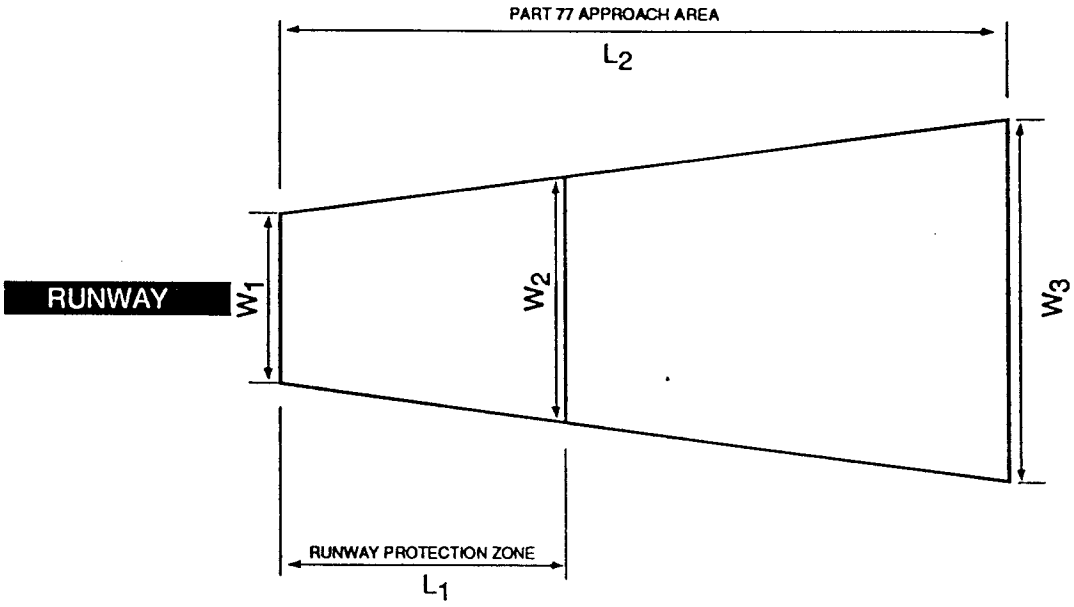
Exhibit C4 also shows the runway approach area. Within this area, FAA is concerned only that objects not be allowed to penetrate an imaginary surface sloping upward from the runway end. FAA has no official policies regarding the use of the land beneath the approaches, although its policies permit the use of Airport Improvement Program funds for property acquisition up to 5,000 feet off the end of the runway (FAA 1989, Par. 602.b(2), p.70). This is a clear, although implicit, acknowledgement of the need for compatible use of this property to protect the interests of the airport and the general public. An old edition of the **Airport Improvement Program Handbook** went so far as to define property acquisition eligibility boundaries by type of runway approach and use (FAA 1979, Par. 602.c, p. 108). It established the following criteria:

> At airports serving ... turbojet aircraft, such areas of land may extend up to 1,250 feet laterally from the runway centerline, extending 5,000 feet beyond the end of the primary surface.
>
> On existing or planned nonprecision instrument runways, such areas of land may extend up to 750 feet laterally from the runway centerline, extending 3,400 feet a beyond each end of the primary surface.
>
> For an existing or planned visual runway, such areas of land may extend up to 500 feet laterally from the runway centerline, extending 2,000 feet beyond each end of the primary surface.

While this is no longer official FAA policy, it serves as a guideline in determining how to apply the more general policy which is now in force.

ARIZONA -- PIMA COUNTY

Pima County Arizona has adopted airport environs zoning establishing compatible use zones around each airport within its jurisdiction. (See Pima County Code, Chapter 18.57.) The ordinance establishes three zones based on safety concerns: the RSZ runway safety zone, the CUZ-1 compatible use zone, and the CUZ-2 compatible use zone.



CATEGORY	W_1	W_2	W_3	L_1	L_2
1. Precision instrument	1,000	1,750	16,000	2,500	50,000
2. Nonprecision instrument for larger than utility with visibility minimums as low as 3/4 mi.	1,000	1,510	4,000	1,700	10,000
3. Nonprecision instrument for larger than utility with visibility minimums greater than 3/4 mi.	1,000	1,425	3,500	1,700	10,000
4. Visual approach for larger than utility	1,000	1,100	1,500	1,000	5,000
5. Nonprecision approach for utility	500	800	2,000	1,000	5,000
6. Visual approach utility	250	450	1,250	1,000	5,000

SOURCE: Federal Aviation Administration

Exhibit C4
RUNWAY PROTECTION ZONES AND APPROACH AREAS

The RSZ zone is immediately off the runway ends. Development is strictly limited in this zone as the land must remain in open space. At general aviation airports, this area is typically 1,500 feet long and 1,500 feet wide.

The CUZ-1 zone is applied off the end of the RSZ zone at air carrier and military airports. Dimensions of the CUZ-1 zone at air carrier airports are 1,500 feet wide by 2,000 to 3,500 feet long, depending on the runway approach. At military airports, the zone is 3,000 feet wide by 5,000 feet long. Potentially hazardous land uses are prohibited as are uses attracting large numbers of people. Structures are not permitted to occupy over 35% of the lot area.

The CUZ-2 zone is applied off the end of the RSZ zone at smaller general aviation airports. It has similar use restrictions as the CUZ-1 zone, but permits structures to occupy up to 45% of the lot area. Off non-precision runways, it is 2,000 feet long and 1,500 feet wide. Off precision runways, it is 3,500 feet long and 1,500 feet wide.

LOUISIANA

The State of Louisiana has prepared a model airport hazard zoning ordinance for use at larger than utility airports in the state. the ordinance proposes height control standards generally based on F.A.R. Part 77. It also proposes standards for three land use safety zones.

Safety Zone A is defined as the area within the approach zone which extends outward from the primary surface a distance equal to two-thirds of the planned length of the runway. In this area only open space uses are permitted. Structures and above-ground obstructions are not permitted, nor are uses which would attract a group of persons.

Safety Zone B extends outward from the end of Zone A a distance equal to one-third of the planned length of the runway. Certain uses are specifically prohibited, including churches, hospitals, schools, theaters, stadiums, hotels and other places of public assembly. The building and population densities of other uses are restricted.

Safety Zone C is subject only to height limitations. It includes all that area within the horizontal zone. This corresponds to the F.A.R. Part 77 horizontal surface.

OREGON

The State of Oregon has suggested that local communities use the inner part of the approach area, extending from 2,500 to 5,000 feet off the end of the primary surface, as an area within which land use controls should be considered. The State adds that "local conditions may require additional areas of land use controls...", although it does not provide specific guidance (OrDOT 1981, p. 67).

WISCONSIN -- BROWN COUNTY

Brown County has established airport protection zoning in the vicinity of Austin Straubel Airport near Green Bay (Coons 1989, p. 30). The ordinance establishes three overlay zones. Zone A is referred to as the "noise cone/crash hazard zone". It extends off the end of each runway and includes the 65 Ldn contour area. Residential development is not permitted in the area. Neither are hospitals, churches, schools, theaters and other places of public

assembly or uses attracting large populations of birds. Zone B is the overflight noise zone. Residential density limits are established and sound insulation is required. Zone C establishes only height limits.

CALIFORNIA SAFETY GUIDELINES

The California **Airport Land Use Planning Handbook** (CalTrans 1983) reviews the airport land use plans which were then in force in the State. The State developed guidelines for use in safety compatibility planning.

In its discussion of the need for appropriate land use restrictions in safety zones, it notes (CalTrans 1983, p. 93):

> The purpose for establishing land use restrictions in safety zones is to minimize the number of people exposed to aircraft crash hazards. The two principal methods for reducing the risk of injury and property damage on the ground are: 1) limit the number of persons in an areas and 2) limit the area covered by structures occupied by people so that there is a higher chance of aircraft landing (in a controlled situation) or crashing (in an uncontrolled situation) on vacant land... While the chance of an aircraft injuring someone on the ground is historically quite low, planners must remember that an aircraft crash is a high consequence event.

SAFETY AREA BOUNDARIES

The State has proposed the establishment of up to five safety zones around airports: inner safety zone/runway protection zone; outer safety zone; emergency touchdown area; traffic pattern/overflight zone; and extended runway centerline zone (CalTrans 1983, p. 96).

The boundaries of these areas, except for the traffic pattern/overflight zone, are shown in **Exhibit C5**. Two different sizes of zones are proposed, depending on the type of approach and aircraft using the runway. For visual runways and those serving only single and twin-engine aircraft, smaller areas are proposed. Larger areas are suggested for instrument runways or those serving jet aircraft.

Inner Safety Zone/ Runway Protection Zone

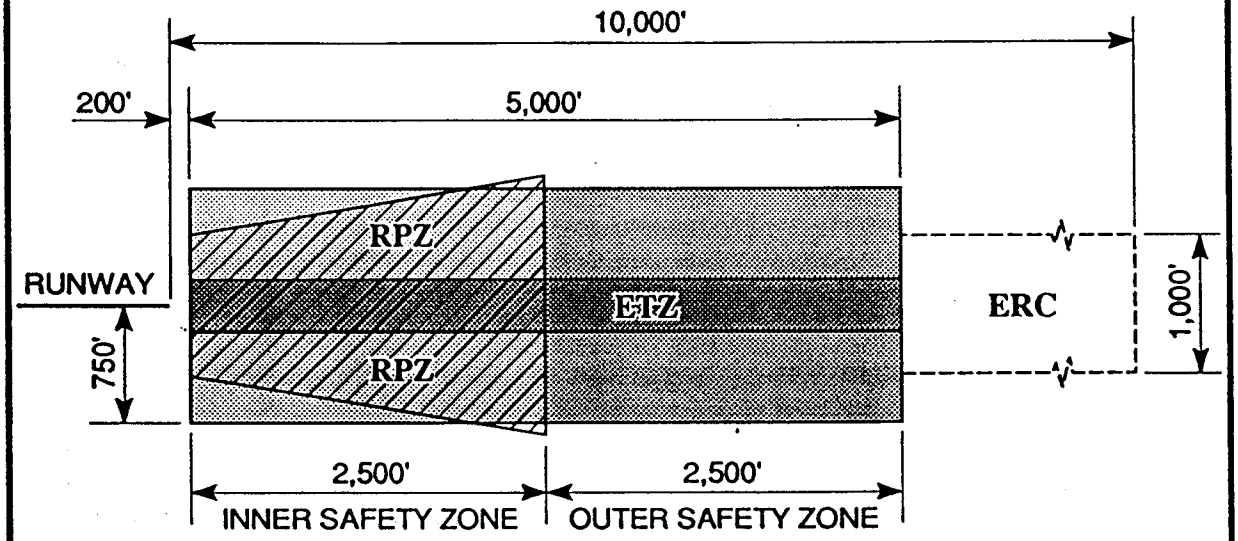
This area either corresponds to the actual runway protection zone or to a rectangular area roughly the same size as the runway protection zone. The rectangular area is 1,500 feet wide, and 1,320 long for visual runways and 2,500 feet long for instrument runways. While the nominal alignment of this area is along the extended runway centerline, it is suggested that if early turns are prescribed for noise abatement or air traffic control purposes, the safety area should be aligned with the commonly used departure path.

Within the inner safety zone, structures should be discouraged, especially within the runway protection zone. No activities involving assemblies of people should be permitted.

Outer Safety Zone

The outer safety zone extends another 2,180 to 2,500 feet beyond the inner safety zone. The state also suggests that these

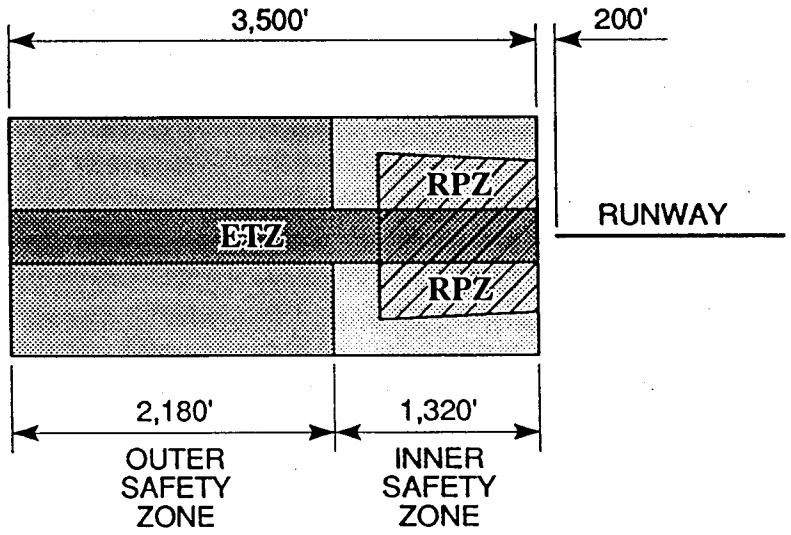
PRECISION AND NON-PRECISION INSTRUMENT RUNWAYS
- JET AIRCRAFT -



LEGEND

RPZ - Runway Protection Zone
ETZ - Emergency Touchdown Zone
ERC - Extended Runway Centerline

VISUAL APPROACH RUNWAY
- TWIN ENGINE AIRCRAFT -



SOURCE: Airport Land Use Planning Handbook: A Reference and Guide for Local Agencies, prepared for California Department of Transportation, Division of Aeronautics by Metropolitan Transportation Commission and Association of Bay Area Governments, 1983, p. 97.

Exhibit C5
SUGGESTED AIRPORT SAFETY
ZONES OFF RUNWAY ENDS

zones should be shifted to conform with the primary flight tracks used for departures from the primary runway. If desired, the outer safety zone can be defined based on the F.A.R. Part 77 approach surface. (See Exhibit C4.)

The guidelines recommend that residential development should be strongly discouraged in this area. They also discourage other land uses including industries handling flammable materials, schools, hotels and motels, and other commercial and institutional uses involving large concentrations of people. (One class of land use which should probably be added to this list is public utilities and facilities of vital interest. These include uses which would cause significant public inconvenience or harm if damaged or destroyed in an aircraft accident. Examples include power generating plants and substations, water and sewage treatment plants, and public communications facilities.)

The guidelines suggest density limits for uses in structures involving not more than 25 persons per acre at any one time or 150 people in any one building. For uses not in structures, density limits of 50 persons per acre are suggested.

Lot coverage requirements are also suggested to ensure that a disabled aircraft has sufficient opportunity to miss inhabited areas and structures. It is suggested that the density limits could be based on an assessment of the current densities within the area. It is suggested that it would not be unreasonable to require that 50% to 75% of the safety area be kept as open space, including streets and parking areas.

Emergency Touchdown Areas

The emergency touchdown zone is 500 feet wide, extending the length of the combined inner and outer safety zones. This is suggested as a emergency landing area for aircraft on takeoff or for aircraft on approach that fail to reach the runway. The accident location data discussed above and shown in Exhibit C2 lend support to the advisability of such a zone.

In order to be effective, this area would have to be kept free of structures and significant obstructions.

Traffic Pattern Zone

This zone is intended to apply to the area beneath the traffic pattern and commonly used flight tracks in the airport vicinity. It is noted that the F.A.R. Part 77 horizontal surface is a reasonable approximation of the boundaries of this area.

The guidelines note that strict land use control in this area may be difficult or impractical given the large size of the area. The guidelines imply the need for careful evaluation of the existing land use situation in the area and the prospects for future development in order to set reasonable standards. It is suggested that large assemblages of people should be excluded from this area if it is possible to locate these uses elsewhere. Limits on the density of people in the area are discussed. Residential density limits of 3 units per acre are discussed as an example. Limits on lot coverage ranging from 20% to 50% are discussed.

Extended Runway Centerline

This is proposed only for precision and non-precision instrument runways, or runways serving jet aircraft. It is 1,000 feet wide, extending 10,000 feet from the primary surface. The guidelines suggest that land uses involving large concentrations of people in this area should be carefully reviewed. On page 99, the guidelines state, "Large concentrations of people directly on the runway centerline should be strongly discouraged."

LAND USE GUIDELINES WITHIN ALL SAFETY AREAS

Uses which would cause smoke, water vapor, or light interference should be prohibited from all safety areas. These could impair the pilot's ability to see the airfield. Visual hazards include lights that can be confused with airfield and runway lights. Particular confusion can be caused by steady or flashing lights of red, white, green or amber directed at aircraft making a final approach to a runway or making a straight climb after takeoff. Similarly, uses causing the reflection of sunlight onto aircraft engaged in the same maneuvers should be prohibited.

Other important safety hazards are those which attract large numbers of birds. Examples include landfills and perhaps some types of food processing plants involving outdoor storage of grain and other raw materials or food by-products.

Uses which cause electrical interference with aircraft navigational and communications equipment also should be prohibited in the airport vicinity.

SHIELDING OF POPULATION IN SAFETY AREAS

The State provides guidelines for shielding people on the ground to minimize the crash hazard. These actions are not encouraged. Rather they are characterized as last resort options which should be considered only if incompatible projects must be permitted in a safety area. Unfortunately, actions taken to shield people on the ground result in structures which greatly increase the risk of fatality to occupants of aircraft making emergency landings.

The State suggests general performance standards and design criteria to assist in the design of structures and barriers strong enough to withstand the impact of an aircraft crash. As it is apparently considered infeasible cost-effectively to shield structures from the largest aircraft, the guidelines offer guidance only for protection from relatively light aircraft under 12,500 pounds (CalTrans 1983, p. 101).

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Appendix D
GLOSSARY

APPENDIX D

GLOSSARY

A-WEIGHTED SOUND LEVEL - A sound pressure level, often noted as dBA, which has been frequency filtered or weighted to quantitatively reduce the effect of the low frequency noise. It was designed to approximate the response of the human ear to sound.

AMBIENT NOISE - The totality of noise in a given place and time -- usually a composite of sounds from varying sources at varying distances.

APPROACH LIGHT SYSTEM (ALS) - An airport lighting facility which provides visual guidance to landing aircraft by radiating light beams in a directional pattern by which the pilot aligns the aircraft with the extended centerline of the runway on the final approach for landing.

ATTENUATION - Acoustical phenomenon whereby a reduction in sound energy is experienced between the noise source and receiver. This energy loss can be attributed to atmospheric conditions, terrain, vegetation, and man-made and natural features.

AZIMUTH - Horizontal direction expressed as the angular distance between true north and the direction of a fixed point (as the observer's heading).

BASE LEG - A flight path at right angles to the landing runway off its approach end. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline.

CROSSWIND LEG - A flight path at right angles to the landing runway off its upwind end.

DECIBEL (dB) - The physical unit commonly used to describe noise levels. The decibel represents a relative measure or ratio to a reference power. This reference value is a sound pressure of 20 micropascals which can be referred to as 1 decibel or the weakest sound that can be heard by a person with very good hearing in an extremely quiet room.

DISPLACED THRESHOLD - A threshold that is located at a point on the runway other than the designated beginning of the runway.

DISTANCE MEASURING EQUIPMENT (DME) - Equipment (airborne and ground) used to measure, in nautical miles, the slant range distance of an aircraft from the DME navigational aid.

DOWNWIND LEG - A flight path parallel to the landing runway in the direction opposite to landing. The downwind leg normally extends between the crosswind leg and the base leg.

CNEL - Community Noise Equivalent Level. Equivalent sound level for a 24-hour period with a 10 dB weighting applied to noise between 10:00 p.m. and 7:00 a.m. and a 4.8 dB weighting applied to noise between 7:00 p.m. and 10:00 p.m. Required metric for airport noise studies in California. Also see "Leq".

EASEMENT - The legal right of one party to use a portion of the total rights in real estate owned by another party. This may include the right of passage over, on, or below the property; certain air rights above the property, including view rights; and the rights to any specified form of development or activity, as well as any other legal rights

in the property that may be specified in the easement document.

EQUIVALENT SOUND LEVEL - See Leq.

FIXED BASE OPERATOR (FBO) - A provider of services to users of an airport. Such services include, but are not limited to, hangaring, fueling, flight training, repair and maintenance.

GLIDE SLOPE (GS) - Provides vertical guidance for aircraft during approach and landing. The glide slope consists of the following:

1. Electronic components emitting signals which provide vertical guidance by reference to airborne instruments during instrument approaches such as ILS, or

2. Visual ground aids, such as VASI, which provide vertical guidance for VFR approach or for the visual portion of an instrument approach and landing.

GROUND EFFECT - The excess attenuation attributed to absorption or reflection of noise by man-made or natural features on the ground surface.

HOURLY NOISE LEVEL (HNL) - A noise summation metric which considers primarily those single events which exceed a specified threshold or duration during one hour.

INSTRUMENT APPROACH - A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually.

INSTRUMENT LANDING SYSTEM (ILS) - A precision instrument approach system which normally consists of the following electronic components and visual aids:

1. Localizer.
2. Glide Slope.
3. Outer Marker.
4. Middle Marker.
5. Approach Lights.

INSTRUMENT FLIGHT RULES (IFR) - Rules governing the procedures for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan.

Ldn - The 24-hour average sound level, in decibels, for the period from midnight to midnight, obtained after the addition of ten decibels to sound levels for the periods between midnight and 7 a.m. and between 10 p.m. and midnight, local time, as averaged over a span of one year. It is the FAA standard metric for determining the cumulative exposure of individuals to noise.

Leq - Equivalent Sound Level. The steady A-weighted sound level over any specified period (not necessarily 24 hours) that has the same acoustic energy as the fluctuating noise during that period (with no consideration of a nighttime weighting.) It is a measure of cumulative acoustical energy. Because the time interval may vary, it should be specified by a subscript (such as Leq $_8$) for an 8-hour exposure to workplace noise) or be clearly understood.

LOCALIZER - The component of an ILS which provides course guidance to the runway.

MISSED APPROACH COURSE (MAC) - The flight route to be followed if, after an instrument approach, a landing is not effected, and occurring normally:

1. When the aircraft has descended to the decision height and has not established visual contact, or

2. When directed by air traffic control to pull up or to go around again.

NONDIRECTIONAL BEACON (NDB) - A beacon transmitting nondirectional signals whereby the pilot of an aircraft equipped with direction finding equipment can determined his bearing to and from the radio beacon and home on or track to or from the station. When the radio beacon is installed in conjunction with the Instrument Landing System marker, it is normally called a Compass Locator.

NOISE CONTOUR - A continuous line on a map of the airport vicinity connecting all points of the same noise exposure level.

NONPRECISION APPROACH - A standard instrument approach procedure in which no electronic glide slope is provided.

PRECISION APPROACH - A standard instrument approach procedure in which an electronic glide slope is provided.

PRECISION APPROACH PATH INDICATOR (PAPI) - A lighting system providing visual approach slope guidance to aircraft during a landing approach. It is similar to a VASI but provides a sharper transition between the colored indicator lights.

PROFILE - The physical position of the aircraft during landings or takeoffs in terms of altitude in feet above the runway and distance from the runway end.

PROPAGATION - Sound propagation refers to the spreading or radiating of sound energy from the noise source. Propagation characteristics of sound normally involve a reduction in sound energy with an increased distance from source. Sound propagation is affected by atmospheric conditions, terrain, and man-made and natural objects.

RUNWAY END IDENTIFIER LIGHTS (REIL) - Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of the approach end of a particular runway.

SEL - SEL expressed in dB, is a measure of the effect of duration and magnitude for a single-event measured in A-weighted sound level above a specified threshold which is at least 10 dB below the maximum value. In typical aircraft noise model calculations, SEL is used in computing aircraft acoustical contribution to the Equivalent Sound Level (Leq), the Day-Night Sound Level (Ldn), and the Community Noise Equivalent Level (CNEL).

SINGLE EVENT - An occurrence of audible noise usually above a specified minimum noise level caused by an intrusive source such as an aircraft overflight, passing train, or ship's horn.

SOUND EXPOSURE LEVEL - See SEL.

SLANT-RANGE DISTANCE - The straight line distance between the aircraft and the monitoring site.

TACTICAL AIR NAVIGATION (TACAN) -An ultra-high frequency electronic air navigation system which provides suitably-equipped aircraft a continuous indication of bearing and distance to the TACAN station.

TIME ABOVE (TA) - Expressed in minutes per 24-hour period. The 24-hour TA noise metric provided the duration in minutes for

which aircraft-related noise exceeds specified A-weighted sound levels.

TOUCHDOWN ZONE LIGHTING (TDZ) - Two rows of transverse light bars located symmetrically about the runway centerline normally at 100 foot intervals. The basic system extends 3,000 feet along the runway.

UNICOM - A nongovernment communication facility which may provide airport information at certain airports. Locations and frequencies of UNICOM's are shown on aeronautical charts and publications.

VECTOR - A heading issued to an aircraft to provide navigational guidance by radar.

VERY HIGH FREQUENCY OMNIDIRECTIONAL RANGE STATION (VOR) - A ground-based electric navigation aid transmitting very high frequency navigation signals, 360 degrees in azimuth, oriented from magnetic north. Used as the basis for navigation in the national airspace system. The VOR periodically identifies itself by Morse Code and may have an additional voice identification feature.

VHF OMNIDIRECTIONAL RANGE/ TACTICAL AIR NAVIGATION (VORTAC) - A navigation aid providing VOR azimuth, TACAN azimuth, and TACAN distance-measuring equipment (DME) at one site.

VICTOR AIRWAY - A control area or portion thereof established in the form of a corridor, the centerline of which is defined by radio navigational aids.

VISUAL APPROACH - An approach wherein an aircraft on an IFR flight plan, operating in VFR conditions under the control of an air traffic control facility and having an air traffic control authorization, may proceed to the airport of destination in VFR conditions.

VISUAL APPROACH SLOPE INDICATOR (VASI) - An airport lighting facility providing vertical visual approach slope guidance to aircraft during approach to landing by radiating an directional pattern of high intensity red and white focused light beams which indicate to the pilot that he is on path if he sees red/white, above path if white/white, and below path if red/red. Some airports serving large aircraft have three-bar VASI's which provide two visual guide paths to the same runway.

VISUAL FLIGHT RULES (VFR) - Rules that govern the procedures for conducting flight under visual conditions. The term VFR is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.

YEARLY DAY-NIGHT AVERAGE SOUND LEVEL - See Ldn.