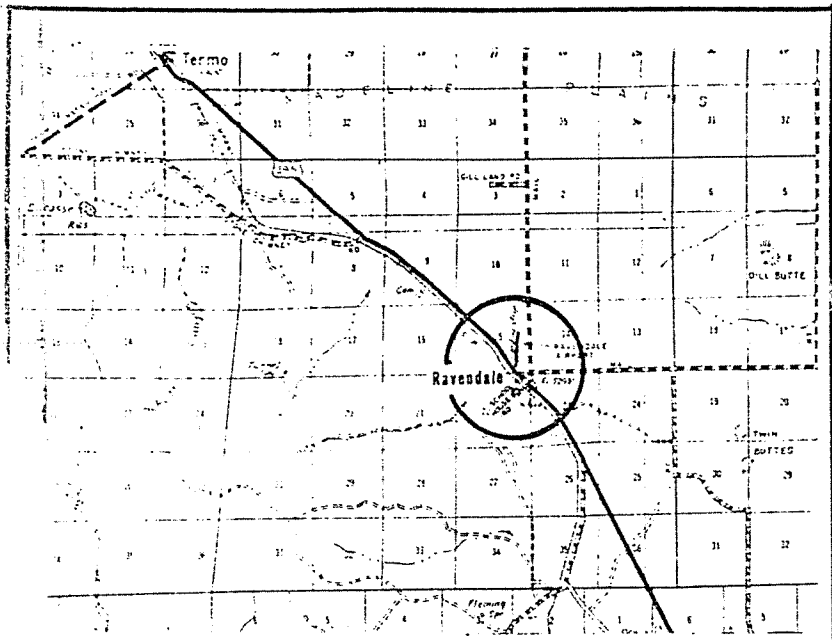
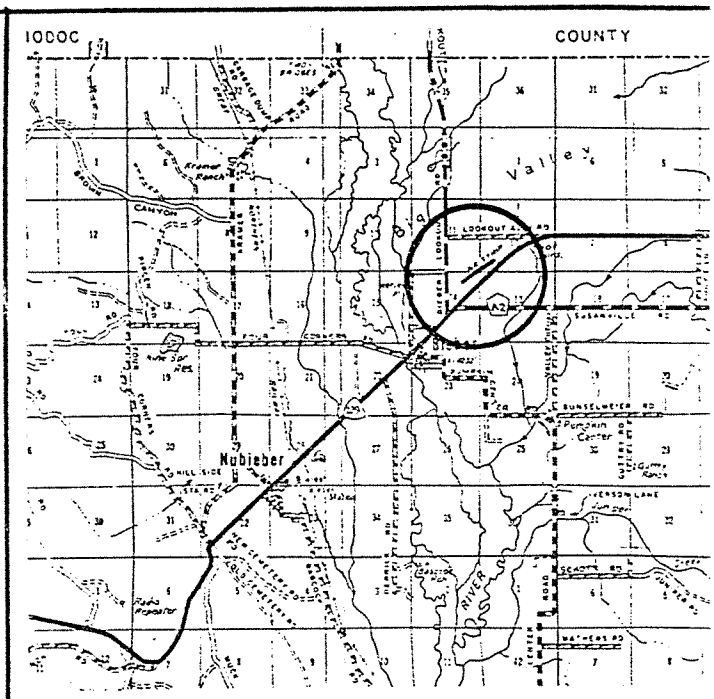
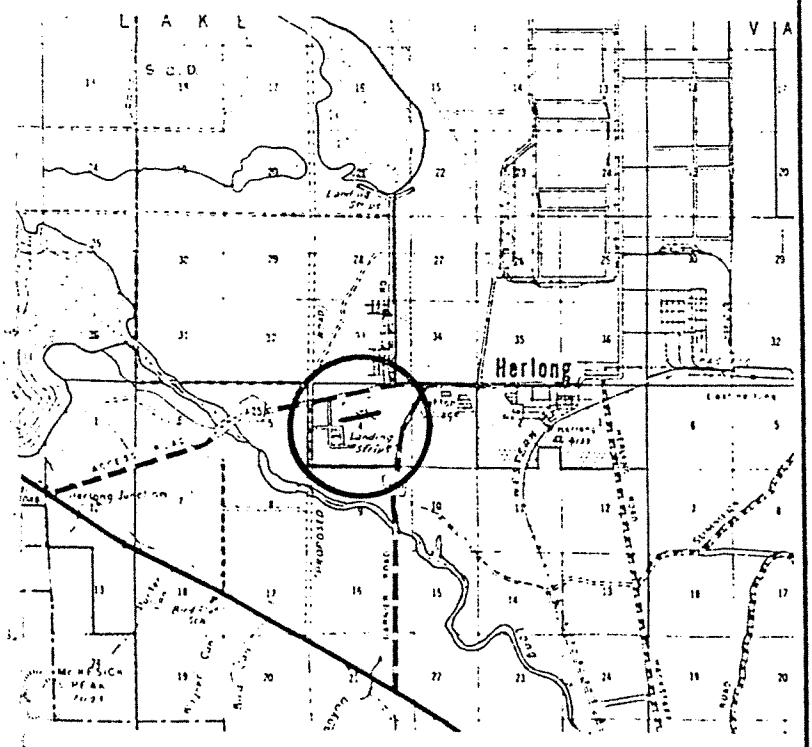
AIRPORT LAND USE PLAN

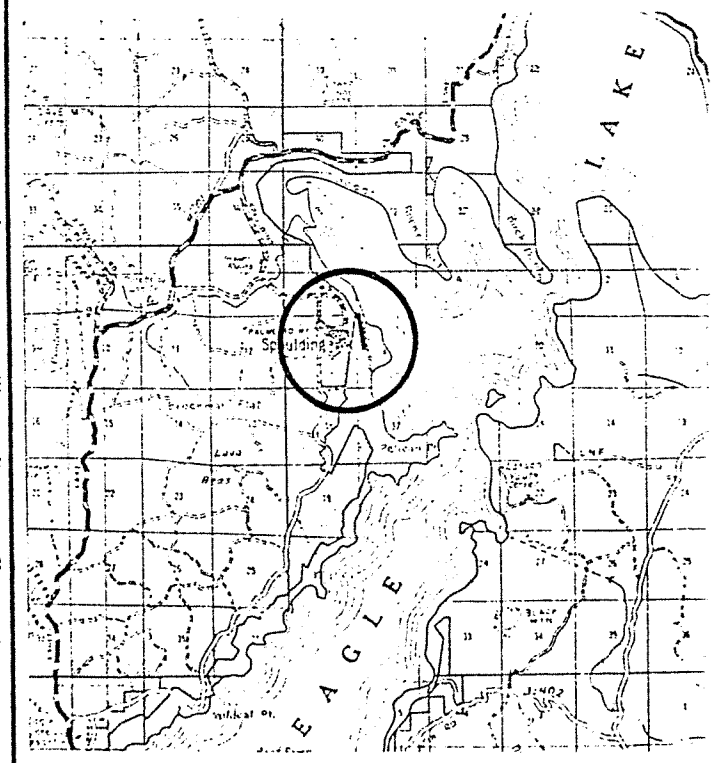
APRIL 1988

HERLONG, SPAULDING, BIEBER, and RAVENDALE AIRPORTS









AIRPORT LAND USE PLAN

FOR AIRPORTS AT

HERLONG, SPAULDING, BIEBER, RAVENDALE

ADOPTED: APRIL 28, 1988

LASSEN COUNTY AIRPORT LAND USE COMMISSION

Commissioners:	Proxies:
Stan Yochem	Ron Shapiro
Owen Bateson	Ray Craig
Clair Stampfli	Gary Shaffer
John Gaither	Ed Trent
Jack Siemer	Gary (Grant) Smith
David Foster	Frank Cady
Helen Williams	Les Evans

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PREFACE

At its July 24, 1986 meeting, the Lassen County Airport Land Use Commission prioritized the development of airport land use plans for airports in Lassen County in the following order:

1. Susanville Municipal Airport
2. Herlong Airport
3. Spaulding Airport
4. Bieber Airport
5. Ravendale Airport

In March 1987 the ALUC adopted the County's first Airport Land Use Plan for the Susanville Municipal Airport.

At the Commission's January 28, 1988 meeting, the ALUC adopted a strategy designed to expedite the airport land use plan process for the remaining four County-owned airports. This strategy combines the four airport land use plans into the one comprehensive document that follows.

This plan is presented in two sections. Section one contains general policies and information which apply equally to all four airports. The second section contains a more detailed description of each airport including the existing facilities, planned future improvements and land use issues unique to that particular airport.

ALUC RESOLUTION NO. 88-01

RESOLUTION OF THE LASSEN COUNTY AIRPORT LAND USE COMMISSION ADOPTING AN AIRPORT LAND USE PLAN FOR THE HERLONG, SPAULDING, BIEBER, AND RAVENDALE AIRPORTS.

BE IT RESOLVED by the Lassen County Airport Land Use Commission (ALUC) as follows:

WHEREAS, the Lassen County ALUC was formed pursuant to Article 3.5 of the California Public Utilities Code and first convened on July 24, 1986; and

WHEREAS, it is the stated purpose of said Article 3.5 to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses; and

WHEREAS, Article 3.5, Section 21675(a) of the California Public Utilities Code states, in part, that the commission [ALUC] shall formulate a comprehensive land use plan that will 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; and

WHEREAS, on April 28, 1988, the ALUC held a public hearing in review and preparation of the draft Airport Land Use Plan for the Lassen County Airports located at Herlong, Spaulding, Bieber and Ravendale.

NOW, THEREFORE, BE IT RESOLVED, THE LASSEN COUNTY AIRPORT LAND USE COMMISSION FINDS, DETERMINES AND RESOLVES AS FOLLOWS:

1. The final draft of the Airport Land Use Plan for the Herlong, Spaulding, Bieber and Ravendale Airports, incorporating the policy revisions approved on April 28, 1988, and with the understanding that said plan will incorporate noise contour maps and more defined graphic delineation of airport safety areas as available, adequately complies with and fulfills the intent and provisions of Article 3.5 of the California Public Utilities Code; and

2. Said Airport Land Use Plan, incorporating the revisions described above, is hereby approved and adopted pursuant to State law and in the interest of protecting public health, safety and general welfare in the areas around said airports to the extent that these areas are not already devoted to incompatible uses.

3. The ALUC recommends and encourages the County of Lassen to expedite delineation of Referral Area A for the subject airports and to rezone said areas into an appropriate Public Safety Zone for implementation of the referral process set forth in this plan.

The foregoing resolution was passed and adopted at a regular meeting of the Airport Land Use Commission of Lassen County, State of California, held on the 28th day of April, 1988, by the following vote:

AYES: _____

NOES: _____

ABSENT: _____

_____
Owen Bateson, Chairman
Lassen County Airport Land
Use Commission

ATTEST: _____
Robert K. Sorvaag,
Executive Secretary

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General Discussion and Policies

1. INTRODUCTION

Article 3.5 of the California Public Utilities Code, which sets forth policies for Airport Land Use Commissions and airport land use planning in general, states that the purpose of the article is:

> To protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

In order to achieve the purposes of Article 3.5, the Legislature mandated that counties having airports served by scheduled airlines or operated for the general public shall establish an Airport Land Use Commission.

On April 8, 1986, the Lassen County Board of Supervisors directed that an Airport Land Use Commission (ALUC) be formed for the County of Lassen. It was also directed that the County Planning Department serve as staff to the ALUC.

The Lassen County ALUC held its first regular meeting on July 24, 1986, after selection of members in accordance with the Public Utilities Code.

Along with specifying how ALUC's would be formed, Article 3.5 set forth the powers and duties of ALUC's. Among these powers and duties is the duty to prepare and adopt an airport land use plan pursuant to Section 21675 of Article 3.5. Section 21675(a) reads as follows:

> The commission shall formulate a comprehensive land use plan that will 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 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, may specify use of land, and may determine building standards, including soundproofing adjacent to airports, within the planning area. The comprehensive land use plan shall not be amended more than once in any calendar year.

2. GOALS AND OBJECTIVES

Pursuant to Article 3.5 of the California Public Utilities Code, the ALUC has adopted the following goal and objective in preparing the Airport Land Use Plan:

Goal:

To provide for the orderly growth of the Herlong, Spaulding, Bieber and Ravendale airports, and the area surrounding each airport within the identified planning boundaries, and to safeguard the general welfare of the inhabitants in the vicinity of each airport and the public at large.

The principal objective of the Land Use Plan is:

Objective:

To provide the County of Lassen with comprehensive land use policies designed to protect the viability and growth potential of the County's airports, and to facilitate the safe and efficient use of the airports by establishing compatible land uses within the airport land use planning area.

3. PLANNING BOUNDARIES

During a Public Hearing held on April 28, 1988, the ALUC established the planning boundaries for the County's four public use airports to be the area beneath and within the outer perimeter of the Federal Aviation Regulations (FAR) Part 77 Conical Surface defined as follows:

"A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet..." (Airport Land Use Planning Handbook p.109, Metropolitan Transportation Commission and Association of Bay Area Governments, 1983).

The ALUC recognized that this planning area boundary may be subject to amendment as warranted during the Land Use Plan process.

4. LAND USE COMPATIBILITY

A. General Discussion

Areas near airports are exposed to various levels of accident potential depending on the type of aircraft using the airport, the frequency of aircraft overflights and local weather conditions. Historically, the risk of being killed or injured on the ground near an airport is quite small.

While many airports in the state have not experienced a serious aircraft accident resulting in major property damage or loss of life, this fortunate situation does not alter the basic accident probabilities. Perhaps the most difficult ALUC planning responsibility is the determination of land use measures around airports that are appropriate to the level of risk involved and the potential for injury or property damage should an accident occur. ALUC's have established a variety of safety zones around airports and land use controls within these safety zones to minimize the impact of a crash.

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 area, 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. There are few practical methods available for permitting increased population in safety zones without increasing safety risks. Each additional person in a safety zone becomes subject to a certain crash hazard risk by virtue of being located in the safety zone.

It must be remembered that an aircraft crash is a high consequence event. This is why a number of safety studies do not attempt to estimate accident probabilities in specific areas, but rather address the acceptability of different land use, densities and lot coverage restrictions assuming a crash did occur.

The primary method of ensuring land use compatibility in the vicinity of the County's four public airports shall be through the delineation of safety areas and the implementation of land use criteria within those areas.

The safety areas identified in this plan are consistent

for each of the four subject airports and are based on the dimensions of the FAA Part 77 Approach Surfaces and Imaginary Surfaces that extend outward from each airport's existing runway.

The three airport safety areas designated in this plan are:

- o Clear Zone Safety Areas
- o Approach Zone Safety Areas
- o Overflight Safety Area

The Safety areas designated in this airport land use plan are further defined in subsequent sections.

B. General Land Use Findings

4-B-1. Designation of safety zones around the County's four public use airports and restriction of incompatible land uses can reduce the public's exposure to safety hazards.

4-B-2. Certain types of land uses have been recognized as hazards to air navigation. They are:

- o Land uses that attract large concentrations of birds within approach-climbout areas;
- o Land uses that produce smoke;
- o Land uses with flashing lights;
- o Land uses that reflect light;
- o Land uses that generate electronic interference;
- o Land uses utilizing flammable materials.

4-B-3. The four airports addressed in this plan serve an increasingly important economic function in their respective service areas and to the County at large. Their continued operation, unhindered by additional restriction on their flying activities is important to Lassen County.

C. General Policies:

4-C-1. The ALUC hereby adopts the Safety Areas set forth herein, and the Land Use Guidelines contained in Table One herein. Said guidelines shall be applied in the planning, zoning and project review of land uses within the recognized airport safety areas. The functions of the guidelines are to identify uses which are acceptable or unacceptable and to describe certain criteria under which certain uses might be acceptable.

4-C-2. Consideration of the land uses addressed herein, as well as similar land uses that have not been specifically addressed, should be guided by a commitment to the overall purpose of airport land use policies:

> To protect public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports.

It should be noted that while the ALUC acknowledges the existence of incompatible land uses around some of the County's airports, in no way does this plan nor the ALUC consider any such existing use to be compatible with the overall purpose of airport land use policies. (see Section 9).

5. SAFETY AREAS

A. Clear Zone Safety Areas

Clear Zone Safety Areas, as applied to the four subject airports, are composed of the ground surface which lies beneath the FAA Part 77 Imaginary Clear Zone Surface for Visual Utility Runways. The area is fan-shaped and extends outward from the end of the runway (along the extended runway centerline) a distance of 1,000 feet. The width of the safety area at the end of the runway is 250 feet which expands to 450 feet 1,000 feet out. Clear Zone Safety Areas are depicted as Safety Area 1 on the Safety Area Maps herein.

Clear Zones are the most restrictive areas in the vicinity of an airport since they are subject to the greatest danger. Clear zones should be kept essentially clear. Undeveloped land is the best use. No residential use can be allowed. Agriculture which does not attract birds is compatible unless it includes structures. Transportation facilities are not a serious problem as long as height restrictions are heeded. Power lines are a serious danger. Wherever possible, the clear zone should be free of any construction or obstacle and should be minimally used by people.

The federal government requires that airport owners have an "adequate property interest" in the clear zone area in order that the requirements of FAA Part 77 can be met and the area protected from future encroachments. Adequate property interest may be in the form of ownership in fee simple (the most preferred) or lease (provided it is long term) or any other demonstration of legal ability to prevent future obstructions in the runway clear zone.

Policies

5-A-1. Clear Zones should be kept essentially clear. No structures shall be allowed.

5-A-2. All development shall be carefully controlled and shall comply with the Land Use Guidelines setforth in Table One, Part One.

5-A-3. The ALUC recommends that Lassen County, as airport owners, obtain property and/or development rights on lands within Clear Zone Safety Areas.

B. Approach Zone Safety Areas

The Approach Zone Safety Areas addressed in this plan are fan shaped and are composed of the ground surface lying beneath the FAA part 77 Approach Surface for Visual Utility Runways. This safety area extends outward from the end of the Clear Zone (along the extended runway centerline) a distance of 4,000 feet. The initial width is 450 feet which expands to 1,250 feet 4,000 feet out. Approach Zone Safety Areas are depicted as Safety Area 2 on the Safety Area Maps herein.

To assure public safety, uses in the approach safety zone should not attract large groups of people. Residential uses should be prohibited or strictly limited if possible. Where residential development is inevitable or already in place, low density is preferred with multi-family development, retirement homes or other residential institutions being excluded. Commercial uses are generally compatible except that retail establishments such as restaurants or high density retail areas such as shopping centers should be avoided. No hotels or motels should be allowed. Offices and services are generally compatible except hospitals and rest homes. Industrial uses can be compatible, although they must be carefully reviewed for potential operation hazards, electrical interference, high intensity lighting, bird attractions, smoke, glare, or other interferences. Recreational uses can be acceptable on a conditional basis excepting large public assembly and other high intensity uses. Resource production, including agriculture, is generally compatible. In the case of recreational development and aggregate extraction, accessory ponds may attract birds which could pose a safety hazard.

Policies

5-B-1. Land uses within the Approach Zone Safety Areas shall conform to the Land Use Guidelines set forth in Table One, Part Two.

C. Overflight Safety Areas

The Overflight Area is a relatively large area where aircraft maneuver to enter and leave the traffic pattern and usually conforms to the FAA Part 77 Horizontal Surface. The Lassen County ALUC has adopted an Overflight Safety Area which includes and extends beyond the area on the ground which lies beneath the Horizontal

Surface and the FAA Part 77 Conical Surface. The outer boundary of this Safety Area coincides with the identified airport land use planning boundary. Overflight Safety Areas are depicted as Safety Area 3 on the Safety Area Maps contained herein.

Land Use compatibility within the overflight zone for general aviation airports is more difficult to define than clear zones and approach zones. Hazards are lower compared to areas closer to runways; however, there is a measurable accident potential in airport traffic pattern areas. Mid-air collisions are more prevalent in this area. Large assemblages of people should not be located beneath the airport traffic pattern because of the potential for injury if there was a crash. Specific types of land uses that are discouraged or that have been suggested for relocation outside airport traffic patterns are:

- o Schools and hospitals;
- o Spectator sports arenas;
- o Auditoriums;
- o Amphitheaters.

The principal concept for guiding land uses within the Overflight Safety Areas is that most normal uses can be allowed, but high density residential, retail commercial and recreation uses which would attract large groups of people should be considered on an individual basis to ensure compatibility with airport flight patterns. For example, a high density residential subdivision directly under the extended center line of the approach zone would not be acceptable, but such a use in another location within the County's adopted overflight zone could be determined to be compatible with airport land use policies.

Policies

5-C-1. Land uses within the Overflight Safety Area shall be consistent with the Land Use Guidelines set forth in Table One, Part Three.

TABLE ONE, PART ONE

LAND USE COMPATIBILITY GUIDELINES

FOR CLEAR ZONE SAFETY AREAS

The following land use guidelines shall be applied to the Clear Zone Safety Areas depicted on the Airport Safety Area Maps as Safety Area 1.

GENERAL GUIDELINES

Clear zones should be kept essentially clear. Development must be carefully restricted. No structures are allowed. ALUC recommends that airport owners obtain property and/or development rights for clear zone areas.

LAND USE GUIDELINES

Residential	No
Commercial/Retail	No
Industrial/Manufacturing	No
Transportation	
Highways, streets	Yes (1)
Auto Parking Lots	No
Communications, Utilities	Yes (2)(3)
Public and Quasi-Public Services	No
Outdoor Recreation	No
Resource Production, Extraction, and Open Space	
Agriculture	Yes (3)
Forestry Activities and Related Services	No
Mining Activities	No
Open Space uses (e.g. grazing)	Yes

(1) Highways and streets with moving traffic are considered compatible. Intersections which would result in a relatively high density of standing traffic in clear zones are discouraged.

(2) No above-grade transmission lines.

(3) No structures permitted.

TABLE ONE, PART TWO

LAND USE COMPATIBILITY GUIDELINES

FOR APPROACH ZONE SAFETY AREAS

The following land use guidelines shall be applied to the Approach Zone Safety Areas depicted on the Airport Safety Area Maps as Safety Area 2.

LAND USE GUIDELINES

Subdivisions	Yes (1)(3)
Residential	
Single Family	Yes (1)(2)(3)
Multiple Family	No
Mobile Home Parks	No
Hotels, Motels	No
Commercial/Retail	
General Retail, Merchandise	Yes (2)(3)
Wholesale Trade	Yes (3)
Building materials, Retail	Yes (3)
Restaurants, Bar	No
Small-scale repair	Yes (3)
Professional offices	Yes (2)(3)
Industrial/Manufacturing	
Chemical, Petroleum, Rubber and Plastics	No
Miscellaneous Manufacturing	Yes (3)
Warehousing, Storage of non-flammables	Yes (3)
Transportation	Yes
Communications, Utilities	Yes (3)
Public and Quasi-Public Services	
Cemeteries	Yes (3)
Other Public and Quasi-Public Services and Facilities (e.g. schools, hospitals)	No
Outdoor Recreation Facilities	
Playgrounds, Neighborhood Parks	No
Spectator Sports, arenas	No
Auditoriums, Amphitheaters	No

TABLE ONE, PART TWO
APPROACH ZONE SAFETY AREAS
(CONTINUED FROM PREVIOUS PAGE)

Motocross	Yes (3)
Riding Stables	No
Resource Production, Extraction and Open Space	Yes (3)

(1) Density of residential use shall not exceed one dwelling unit per 2.5 acres.
(2) Not within 2000 feet from the Clear Zone.
(3) Projects must be reviewed on individual basis. Threshold for review of "large concentrations" is on the order of 10 people per acre for non-residential uses. Industrial projects must be reviewed to preclude smoke, electronic interference, lights and/or glare which may constitute operation hazards to aircraft. A finding, supported by facts in the record, must be made for any project approval stating: Approval of the Project is consistent with the need to protect public health, safety, and welfare by ensuring the orderly expansion of the airport and the adoption of land use measures that minimize the public's exposure to substantial noise and safety hazards within areas around public airports.

TABLE ONE, PART THREE
LAND USE COMPATIBILITY GUIDELINES
FOR OVERFLIGHT ZONE SAFETY AREAS

The following land use guidelines shall be applied to the Overflight Safety Area depicted on the Airport Safety Area Maps as Safety Area 3.

LAND USE GUIDELINES

Residential	
Single Family	Yes
Multiple Family	Yes (1)
Mobile Home Parks	Yes (1)
Hotels, Motels	Yes (1)
Commercial/Retail	
Industrial/Manufacturing	
Warehousing, Storage of non-flammables	Yes
All others	Yes (1)
Transportation	Yes
Communications, Utilities	Yes
Public and Quasi-Public Services	
Cemeteries	Yes
Schools, Hospitals	Yes (1)
Other Public and Quasi-Public Services and Facilities	Yes (1)
Outdoor Recreation Facilities	Yes (1)
Resource Production, Extraction and Open Space	Yes
Subdivisions	Yes (1)

(1) Projects must be reviewed on individual basis. A finding, supported by facts in the record, must be made for any project approval stating: Approval of the project is consistent with the need to protect public health, safety, and welfare by ensuring the orderly expansion of the airport and the adoption of land use measures that minimize the public's exposure to substantial noise and safety hazards within areas around public airports.

6. NOISE COMPATIBILITY

A. General Discussion

One of the most important elements of all ALUC plans is the selection of land use compatibility standards for noise planning. Major factors influencing general aviation airport noise contours include the number of operations, types of aircraft using or projected to use the airport, and the capability of the airport to handle nighttime operations (i.e., whether or not the runways are lighted).

State airport noise standards have been established in the California Administration Code, Title 21, Sections 5000 et. seq. The standard for residential areas is now 65 CNEL. For some general aviation airports, the 65 CNEL impact boundary may be totally contained within the airport property.

Title 21, Section 5014 of the California Administrative Code indicates that for the purpose of determining whether an airport is in compliance with State law, the following land uses are deemed compatible within the noise impact boundary:

- o agricultural
- o all airport property
- o all industrial property
- o all commercial property
- o zoned open space
- o high rise apartments where an interior noise level of 45 CNEL can be maintained in all habitable rooms
- o dwelling units existing as of December 1, 1972 which have been noise insulated to provide an acceptable indoor environment
- o property subject to an avigation easement for noise

These standards, written for the specific purpose of administering the airport noise regulation law, should not be confused with prudent land use planning standards.

The history of noise complaints around general aviation airports suggests that some land use measures are required under the traffic pattern and within the 55 CNEL contour. Preferred measures are those that restrict residential use within the traffic pattern. Land use restrictions may include prohibiting residential development underneath the traffic pattern or limiting development to low density uses. Other measures that have been recommended where aircraft are

below 500 feet and in the general overflight area include requirements for noise easements and notification of prospective property owners.

B. Findings

6-8-1. Noise contours for General Aviation airports are based on average busy day existing and planned activity levels and the assumption that future General Aviation aircraft will not be noisier than existing aircraft.

6-B-2. There is adequate data to indicate that noise can be a disturbing influence on people, particularly those exposed to higher sound levels.

C. Policies

6-C-1. The following land uses should not be permitted within the boundary of the 60 CNEL contour of the County's public use airports: all residential uses; schools; hospitals; convalescent homes; other in-patient health car facilities; public or quasi-public uses which would entail meetings; churches; other uses similar to those identified above which involve group activities sensitive to noise interference.

6-C-2. Noise contour maps shall be prepared for each of the County's four public use airports addressed in this plan and shall be incorporated into this plan.

6-C-3. The ALUC encourages Lassen County to effectively enforce the California Administrative Code relating to Airport Noise Regulations.

6-C-4. The ALUC encourages Lassen County to consider and adopt additional noise policies, as necessary, in its General Plan Noise Element, consistent with the goals and policies of this Airport Land Use Plan.

7. HEIGHT RESTRICTIONS

A. General Discussion

All ALUC plans should contain recommendations for limiting the height of structures near airports. These recommendations have a twofold purpose. The first, stemming from the ALUC's statutory duty to protect the public's safety and welfare, is to ensure that pilots operating aircraft near airports have a safe environment in which to fly. Limiting the height of structures near airports will also protect the safety of persons occupying these structures on the ground. The second purpose for ALUC height recommendations is to ensure that neither the operating capability of the airport during VFR and IFR[1] weather nor the usable runway length is adversely affected by obstructions in the surrounding airspace. By carefully controlling the height of structures near airports, the public's investment in these airports can be protected.

Federal Aviation Regulations Part 77 has been adopted by all ALUCs to define height limits around airports. In addition, several cities and counties in the state have incorporated the obstruction standards in Part 77 directly into their local zoning ordinances. Part 77 of the Federal Aviation Regulations--Objects Affecting Navigable Airspace--contains three major elements of importance to ALUCs:

- o Notice Requirements (Subpart B)
- o Obstruction Standards(Subpart C)
- o Aeronautical Studies (Subpart D)

The principal purpose behind Part 77 is to provide standards for determining "obstructions" in the navigable airspace. These standards are applied to existing and proposed man-made objects, objects of natural growth, and terrain. An obstruction is determined to be a "hazard" to air navigation if a subsequent Aeronautical Study performed by the FAA indicates that there would be a substantial adverse effect on aircraft operations.

It is important to note that Part 77 obstruction standards, used by all ALUCs as height limits, are used by the FAA in quite a different manner. The FAA uses these standards to identify elevations above which air safety <u>may</u> be a problem subject to further review on a case-by-case basis. If a determination is made, after such an aeronautical study, that a hazard to air

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[1]Visual Flight Rules and Instrumental Flight Rules

navigation exits, the FAA will notify the local authority. At that point it is up to local government to enforce the FAA recommendations and relieve the safety problem. While it is important to understand that the obstruction standards 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 adoption of Part 77 "obstruction standards" as recommended height limits is appropriate.

Depictions of imaginary surfaces in ALUC plans should show the permissible height of objects and structures at different locations within the approach, horizontal, conical, and transitional surfaces. Elevations for these imaginary surfaces should be given in feet above mean sea level (MSL) since penetrations of the imaginary surfaces are determined by adding the height of the proposed structure above the ground to the elevation of the project site above mean sea level. The official elevation reference for the airports affected by this plan are indicated in subsequent sections which address each airport individually.

Projects that include buildings and structures which exceed the ALUC recommended height limits need to be reviewed on a case-by-case basis to determine the specific effects on airport operations and air safety. The FAA is the principal agency having the required expertise to make judgments on these matters after all comments have been considered. If the ALUC height recommendations are penetrated, ALUCs should concentrate on providing valid aeronautical concerns to the FAA. These concerns can then be evaluated.

Part 77 sets forth requirements that the FAA Administrator be notified of certain proposed construction or "alterations" in the airport vicinity. These notices are filed on FAA Form 7460-1 and provide information that allows the FAA to determine the impact of a structure on airspace operations and FAA navigational aids. Projects that do not exceed the obstruction standards are simply acknowledged, while those that do are subject to a more detailed aeronautical study.

Several ALUCs in California receive Notices of Proposed Construction or Alteration at the same time they are submitted to the FAA. This allows ALUCs to have early notification of proposed structures whose height may pose a problem for airport operations.

In certain instances a tall structure may also require a permit from the State Division of Aeronautics. A permit is required under existing law if a structure is more than 500 feet above the ground or if it is within one (1) mile of an airport and is determined to be a hazard by the FAA (Sections 21656 and 21659 of the Public Utilities Code).

The marking and lighting of obstructions is another means of ensuring compatibility between tall structures and aircraft operations. The purpose for marking and lighting obstructions is to identify tall structures in the path of aircraft so that pilots may see and avoid these structures. The FAA usually recommends marking and lighting if a structure is over 200 feet tall; however, the FAA cannot require the sponsor to actually install the necessary equipment. ALUC plans should indicate the need for marking and lighting of any structure over 200 feet tall or where otherwise recommended by the FAA. Marking and lighting should also be recommended for any development within the airport traffic pattern that is significantly higher than existing structures. Marking and lighting would normally be conducted in accordance with FAA Advisory Circular 70/7460-1F, "Obstruction Marking and Lighting."

B. Findings

7-B-1. Height guidelines for determining if an object is an obstruction to air navigation are set forth in Federal Aviation Regulations (FAR) Part 77, "Objects Affecting Navigable Airspace". Objects that would penetrate the imaginary horizontal and sloping surfaces contained in this regulation are deemed to be an obstruction to air navigation.

7-B-2. Penetration of these imaginary surfaces by permanent structures would interfere with the operation of the County's airports, would endanger pilots of aircraft using the airports, and would pose a hazard to persons occupying those structures.

C. Policies

7-C-1. Restrict the development of new incompatible land uses within airport height restriction areas as defined by Federal Aviation Regulations, Part 77 surfaces and this airport land use plan.

7-C-2. Any structure within or outside of the airport planning boundary which is determined to be a "hazard" by the FAA shall be recognized as not in conformance with this Airport Land Use Plan.

7-C-3. The ALUC shall review specific projects within the airport area of influence which may pose an intrusion into navigable air space by exceeding recommended height limits.

7-C-4. The ALUC shall request that the FAA notify Lassen County ALUC staff of proposed projects that exceed obstruction standards in FAR, Part 77, and that will require an Aeronautical Study. ALUC staff will respond to FAA requests for comments on an Aeronautical Study with specific aeronautical objections when appropriate.

7-C-5. The ALUC recommends that the County of Lassen adopt requirements for marking and lighting of structures over 200 feet tall and where otherwise recommended by FAA Advisory Circular AC 70/7460-1F, "Obstruction Marking and Lighting".

7-C-6. Lassen County Code Chapter 18.132, regarding "Airport Approaches," should be reviewed and amended as appropriate for the Herlong, Spaulding, Bieber and Ravendale Airports to ensure the purposes of the regulations included therein and consistency with the airport land use plan.

7-C-7. It is the responsibility of the local jurisdiction to notify project proponents of the notification requirements of FAR Part 77 and California Public Utilities Code Sections 21658 and 21659. Until these requirements are fulfilled, any project that would penetrate the adopted height restriction surfaces is deemed to be an incompatible land use.

8. REFERRAL AREAS

A. General Discussion

Referral areas are designated portions of the airport land use planning area which are recognized as being exposed to potentially significant noise and safety hazards. Most development projects within these areas warrant case-by-case review by the ALUC or its designated staff to ensure compliance with the goals and policies of the Airport Land Use Plan. The referral areas for the four subject airports correspond to the clear and approach zone safety areas and the overflight zone safety area as defined in section five of this plan.

The reasons for establishing such referral areas are: 1) to show graphically the geographic extent of the areas subject to special noise and safety concerns; 2) to designate the types of projects within each referral area subject to review; and 3) to document the review process for implementing the airport land use plan. The term "referral" as used herein shall mean the referral by the County of Lassen (e.g. Planning Commission, Board of Supervisors) of proposed development projects and applications to the ALUC or its designated staff for review concerning the project's consistency with the airport land use plan.

B. Policies

8-B-1. Referral Area A

The ALUC hereby adopts Referral Area A, as depicted by the "Referral Area Maps" contained herein. Referral Area A includes all designated Clear Zone and Approach Zone Safety Areas, as well as that portion of the Overflight Safety Area which lies beneath the FAA Part 77 Transitional Surface.

All development proposals, including building permits, use permits, rezones, and subdivisions shall be reviewed for compliance with this airport land use plan. The criteria for said review shall consist of the Land Use Compatibility Guidelines, as well as general provisions and policies contained herein, designed to promote public safety and to discourage incompatible land uses.

8-B-2. Referral Area B

The ALUC hereby adopts Referral Area B, as depicted on the Referral Area Maps contained herein. Referral Area B includes the remainder of the airport land use planning area outside Referral Area A.

Use permit, rezoning and subdivision proposals shall be reviewed for compliance with this plan. Individual building permits are not required to be referred to the ALUC or its staff, provided that the use of the proposed structures are onsistent with the land use compatibility guidelines of this plan.

8-B-3. Referral Review Process

The Executive Secretary of the ALUC will develop an administrative review process to be reviewed and adopted by the commission by Resolution. The administrative review process will establish procedures and review criteria for the timely and effective review by the ALUC or its designated staff of proposed development within the identified referral areas. The process shall coordinate ALUC referral procedures with the project application procedures of the Lassen County Board of Supervisors, Planning Commission and Environmental Review Officer. Whenever possible, referral shall be made to the ALUC before or during review of proposed projects under the provisions of the California Environmental Quality Act. Recommendations by the ALUC in response to a referral shall consider the following questions:

a) Is the project consistent with the airport land use plan?

b) Does the project have the potential of creating or increasing a significant environmental impact, including but not limited to, impacts on the public safety of inhabitants within the vicinity of the airport, and/or impacts on the safe and efficient use of the airport?

8-B-4. The ALUC recommends and encourages Lassen County to expedite delineation of Referral Area A for the subject airports and to rezone said areas into an appropriate Public Safety Zone for implementation of the referral process set forth in this plan.

C. Implementation Policies

8-C-1. Scope of Review

Review of proposed projects by the ALUC and/or its designated staff on behalf of the ALUC shall be limited to consideration of the following questions:

a) Is the project consistent with the airport land use plan?

b) Does the project have the potential of creating or increasing a significant environmental impact, including but not limited to, impact on the public safety of inhabitants within the vicinity of the airport, and/or impacts on the safe and efficient use of the airport?

In the event that a proposed project is found not to be consistent with the applicable ALUP, or that the project does have the potential of creating or increasing a significant environmental impact, the ALUC shall make specific findings and forward said findings to the lead agency.

The ALUC may also make specific recommendations to the lead agency and/or the decision making body regarding the possible modification of proposed projects to ensure or maximize consistency with the ALUP's goals, objectives and policies.

8-C-2. Notice of ALUP Compliance

When the conclusion is made by staff or the ALUC that a project is consistent with an ALUP, a notice shall be prepared certifying the review. The notice will include:

a) A brief description of the project;
b) The project location in relation to the airport and designated safety areas (a graphic indicating the project's location will be attached to the notice);
c) Any comments particular to a finding that the proposed project is consistent with the ALUP;
d) A statement finding that the project is consistent with the applicable ALUP.

The notice shall be filed and distributed in the following manner:

a) One copy retained in the project's file with the Planning Department;
b) One copy retained in an ALUC file of projects reviewed under the ALUP referral process;
c) Copies to ALUC commissioners to be distributed no later than the next scheduled commission meeting (i.e. as correspondence in packets for the next scheduled meeting or presented at the next scheduled meeting).

8-C-3. Consideration by Local Agency

In the event that the ALUC finds that a proposed project is inconsistent with an applicable ALUP, the finding shall be reported to the Local Agency with discretionary

authority for approval of the project. The Local Agency shall consider the findings and recommendations of the ALUC. The Local Agency may overrule the ALUC by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the following purpose:

> To protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

Additionally, prior to an action related to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building restriction, the local agency may, after a public hearing, overrule the commission by a two-thirds vote of the Board of Supervisors if it makes specific findings that the proposed action is consistent with the purpose stated above, pursuant to Section 21676(b) of the Public Utilities Code.

D. Current Referral Process

The Referral Review Process in effect at the time of adoption of this plan was adopted by the Commission on October 22, 1987 (Resolution # 87-03). The process itself was adopted as an administrative procedure; its modification does not require an amendment of the ALUP so long as it remains consistent with the policies of the plan. The review process establishes the following procedures:

The Planning Department, in the course of reviewing development applications, shall review each application to determine its relationship to the Referral Areas designated in the Airport Land Use Plan (ALUP).

The Planning Director and his designated staff are authorized by the ALUC to review projects subject to referral on behalf of the ALUC. Staff may satisfy ALUP referral requirements if preliminary review indicates that the project is consistent with the applicable ALUP's goals, objectives and policies, especially Land Use Compatibility Guidelines and noise and height restriction policies.

When preliminary review by ALUC staff indicates that a proposed land use may not be consistent with the policies and intent of the applicable ALUP, or if the Planning Director determines that individual

circumstances warrant review by the ALUC, staff shall refer the application for review by the ALUC at the next scheduled meeting of the commission.

For projects that are subject to review under the California Environmental Quality Act, the referral process set forth herein shall be conducted, as much as possible, in conjunction with the County's Environmental Review process. Safety issues shall be regarded as potential environmental impacts.

ALUC review and response to a referral shall be made within 60 days from the date of referral of the proposed action. If the Commission fails to make the determination within that period, the proposed action may be deemed by the County to be consistent with the Commission's plan.

9. EXISTING INCOMPATIBLE USES, BUILDINGS, STRUCTURES

Policies

9-A-1. Upon adoption of this plan, existing incompatible land uses, buildings or structures (defined as any land use, building or structure that for reasons of location, height, nature of the use, etc. does not comply with the policies and land use guidelines set forth herein) may continue in accordance with the County's zoning code, provided that any proposed expansion of an incompatible land use, building or structure, or any proposed change of use shall be subject to ALUC review. The proposed expansion or change in use may be found to be acceptable only if the ALUC makes the following findings:

a) The proposed expansion or change of use will not significantly increase the public's exposure to substantial noise and safety hazards within areas around public airports; and

b) The proposed expansion or change of use will not further infringe upon the orderly growth of the affected airport, nor upon the safe use and operation of the airport.

Failure to make either or both of the above findings shall constitute grounds for a determination by the ALUC of inconsistency with the Airport Land Use Plan.

9-A-2. For any incompatible building or structure that is damaged in excess of 75 percent of the assessed value of the building or structure (as determined by the assessed value of the building or structure by the County Assessor for the year in which the damage occurred), any subsequent rebuilding and/or use of the damaged building or structure shall conform to the policies and guidelines of this plan.

10. MASTER PLANS

A. Discussion

The County of Lassen does not have formal long-range master plans for the airport, addressed in this airport land use plan. For the purposes of this plan, the "master plans" are understood by the ALUC to be the existing layout of each airport with plans for minor improvements which are addressed in Part Two.

As addressed in Part Two, various issues indicate that Lassen County needs to examine its long-range plans for airport operation and development. Formal master plans should set the County's policies for airport development and management and aid the ALUC in its duties to protect

public health, safety and welfare.

B. Policies

10-B-1. The ALUC recommends that Lassen County prepare and adopt a formal master plan covering each of the County-owned airports addressed in this airport land use plan. The master plan should include:

a) Analysis of the future growth needs of each airport, using a minimum 20-year timeframe;

b) An analysis of existing incompatible development in the vicinity of each airport and the constraints of that development on the future operation and development of the airports;

c) Long-range plans for improvements and modifications if any, of each airport to include potential expansion, realignment, closure and/or relocation. The master plan should provide for the maximum projected growth needs of each airport.

P A R T T W O

Airport Descriptions, Land Use Issues and Policies

11. HERLONG AIRPORT

A. Description

Location

The Herlong Airport is located on 15 acres of County-owned land within the Honey Lake Basin, south of Honey Lake. The airport is approximately two miles west of the community of Herlong and the Sierra Army Depot and three miles east of U.S. Highway 395. Access is from Sage Valley Road via the Herlong Access Road (County Road A-25) and a paved County roadway (County Road 351) approximately 30 feet wide.

Topography on and around the airport site is relatively flat. The elevation at the western end of the runway is 4,040 feet (MSL) with a gradual rise to 4,050 feet (MSL) at the eastern end, resulting in a grade of about 0.3%. The designated elevation of the airstrip is 4,050 feet (MSL). Approximately five miles southeast of the airport is Turtle Mountain, the northernmost extension of the Fort Sage Range, rising to an elevation of 4,818 feet. The Diamond Mountains, just over three miles west of the airport, form the western border of the Honey Lake Basin, and reach an average elevation of about 6,400 feet.

Existing Facilities

The airport is owned and operated by Lassen County and consists of a single runway intended solely for operation of aircraft using visual approach procedures. There is no tower, beacon, lights or instrument approach equipment. The runway is 40 feet wide and 3,260 feet long and was paved with a 1 inch asphalt concrete overlay in 1979. Suggested improvements from the Division of Aeronautics following an inspection of the Herlong facility in April, 1987, consisted of the following:

- Seal coat the runway to rejuvenate the surface;
- Re-stripe and enlarge the numbers on the runway; and
- Install a perimeter fence to prevent vehicles from entering and crossing the runway.

Access to the runway proper is via a 200 foot long, 50 foot wide paved apron. There are three gravel aircraft tiedowns on the east side of the paved apron, and two enclosed hangers at the apron's southern terminus. There were three aircraft present on January 7, 1988, two of which occupied gravel tiedowns and one was

enclosed. A wind sock is located west of the paved apron.

Planned Improvements

As of this writing there is no formal long term Master Plan for Herlong airport. Short term, minor improvements are planned for the next two years. These include:

- o Paving the area south of the existing paved apron and installing tiedowns for up to eight aircraft.
- o Pave an area adjacent to the tiedowns to accommodate private hangers on a lease basis.
- o Fence the perimeter of the property on either side of the runway.
- o Seal coat the runway surface.
- o Repaint the runway centerline and numbers.

B. Airport Vicinity Land Use

Land uses immediately surrounding the airport on the west and south are primarily residential lots ranging in size from 1 to 10 acres with about 80% under 2 acres. Lands directly north consist of 98 acres of undeveloped land. Between this 98 acre parcel and the Herlong Access Road are several improved homesites generally 1 acre in size. Further north, across the Herlong Access Road are substantially larger parcels (15 to 300 + acres) which are designated as "Grazing and Sage Brush Environment" in the County's 1968 General Plan. The Sierra Army Depot, occupying approximately 37,000 acres, is located generally northeast of the airstrip. Much of the land adjacent to the depot on the north, east, and west are within a P-S (Public Safety) zoning district. Lands east of the airport are larger parcels (10 to 50 acres) which are mostly undeveloped within one mile of the airstrip. Further east is the West Patton Village Subdivision (consisting of approximately 128 Urban density residential lots. This subdivision is essentially 100% built out.

C. Land Use Issues

There are at least five residential lots which lie partly or completely within the designated Clear Zone Safety Area at the west end of the runway. These parcels range from 1.9 acres to 3.1 acres and are part of the Herlong-Honey Lake Subdivision approved in 1961. None of those 5 parcels are improved with structures at this time. Any structural improvements on these lots

presents a clear inconsistency with this plan and FAA guidelines. An additional 11 parcels lie partly or totally within the Approach Zone Safety Area at the west end. Two of these lots are improved with residential structures, the remaining 9 parcels are undeveloped. There are power lines crossing the extended runway centerline at both the east and west ends of the runway. These power lines do not conflict with the height restrictions set forth herein.

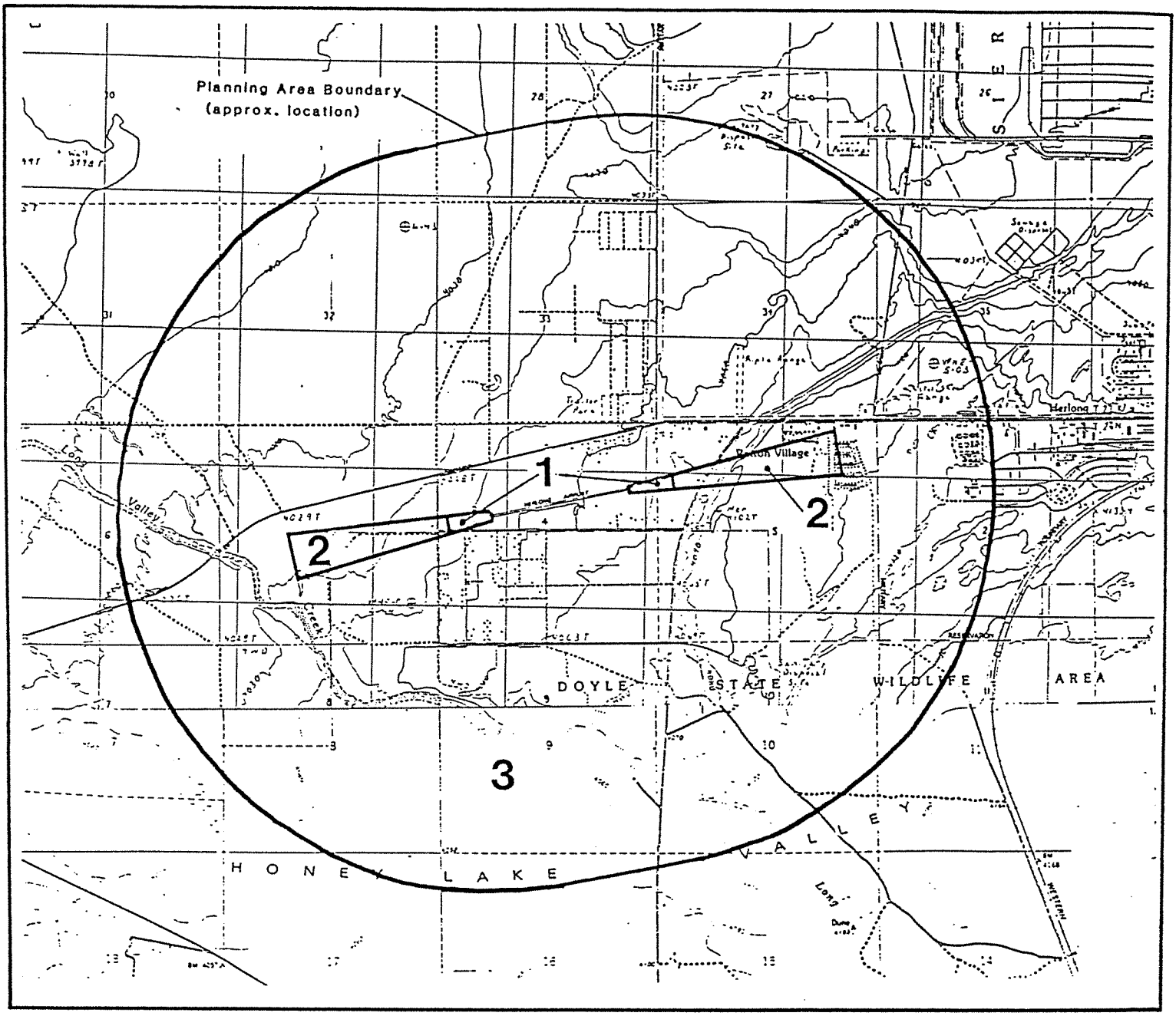
The predominant zoning on lands in the airport vicinity is A-1 (General Agriculture). Such zoning allows for parcel sizes generally down to one acre, contingent upon other County development standards. More than one dwelling is allowed per parcel and commercial uses are also allowed. Such zoning offers no specific protection for either the airport nor the surrounding lands.

D. Policies

In addition to the general policies outlined in Part One, the following policies shall apply to the Herlong Airport:

11-D-1. The ALUC, in its efforts to effectively minimize the public's exposure to excessive noise and safety hazards and to protect the public health, safety and welfare by ensuring the orderly expansion and operation of the Herlong Airport strongly recommends that Lassen County, as owners of the airport, acquire ownership of and/or development rights on all properties within the designated Clear Zone Safety Areas as defined and shown in this plan.

11-D-2. The ALUC recommends that the County initiate a timely update of the existing General Plan, with appropriate designations and zoning, consistent with this Airport Land Use Plan, on lands adjacent to and within the Herlong Airport Planning Area.



HERLONG AIRPORT

Designated Safety Areas

1- Clear Zone

2- Approach Zone

3- Overflight Zone

NOT TO SCALE

12. SPAULDING AIRPORT

A. Description

Location

The Spaulding Airport is located on the West side of Eagle Lake on 78 acres of County-owned land immediately east of the community of Spaulding. Access to the airstrip is from the Strand, a 60 foot wide paved County roadway (County Road 247).

Topography on the airport site is essentially flat with an elevation difference on the airstrip itself (from the north end to the south end) of approximately 1 foot. The designated elevation of the airport is 5,110 feet above mean sea level.

The mountains surrounding the Eagle Lake Basin achieve elevations of 6,000 to 7,000 feet within 4.5 miles of the airstrip to the west and north. Eagle Lake lies directly east of the airstrip. The landscape is relatively level to the south for a distance of approximately 5 miles yielding to the rather abrupt rise of Roop Mountain (7,600 feet) approximately 6.5 miles south.

Existing Facilities

The Spaulding airport is owned and operated by Lassen County and is intended solely for operation of aircraft using visual approach procedures. The airport consists of a single runway 60 feet wide and 4,850 feet long. The surface is paved with asphalt concrete and is in good condition.

There are no lights, beacon, instrument approach equipment, or fueling facilities. The airport is unattended.

The airport is relatively heavily used in the summer months during Eagle Lake's prime recreation season. Aviation operations peak in the summer season to approximately 200 per month.

Planned Improvements

The following improvements are anticipated for the Spaulding Airport:

- Oil/seal coat the runway surface
- Repaint the runway centerline and numbers
- Add 8 new tiedowns

- o Fence the runway on either side for safety
- o Install a low intensity lighting system
- o Develop a hanger area

No extension of the runway surface is anticipated.

B. Airport Vicinity Land Use

The Spaulding Airport is immediately adjacent to and east of the Spaulding Tract at Eagle Lake. The Spaulding Tract is a substantial residential and commercial development consisting of approximately 1400 potential building sites ranging in size from 12,000 to 18,000 square feet. Current build out of the Spaulding Tract is estimated to be approximately 50%.

The airport itself is located on and is surrounded on the north, south and east by County owned land. These lands are zoned Open Space (O-S). The Lake is controlled by the State Lands Commission and is also zoned O-S. By virtue of this open space zoning, which has been in effect since 1984, the FAA Part 77 Approach Surfaces are currently unobstructed. The Spaulding Public Boat Launch is currently located northwest of the airstrip and is not within the Approach Safety Zone. It is anticipated that the future boat launch and docking facility site, if it is relocated, would not be within the Approach or Clear Zone Safety Areas defined in this plan.

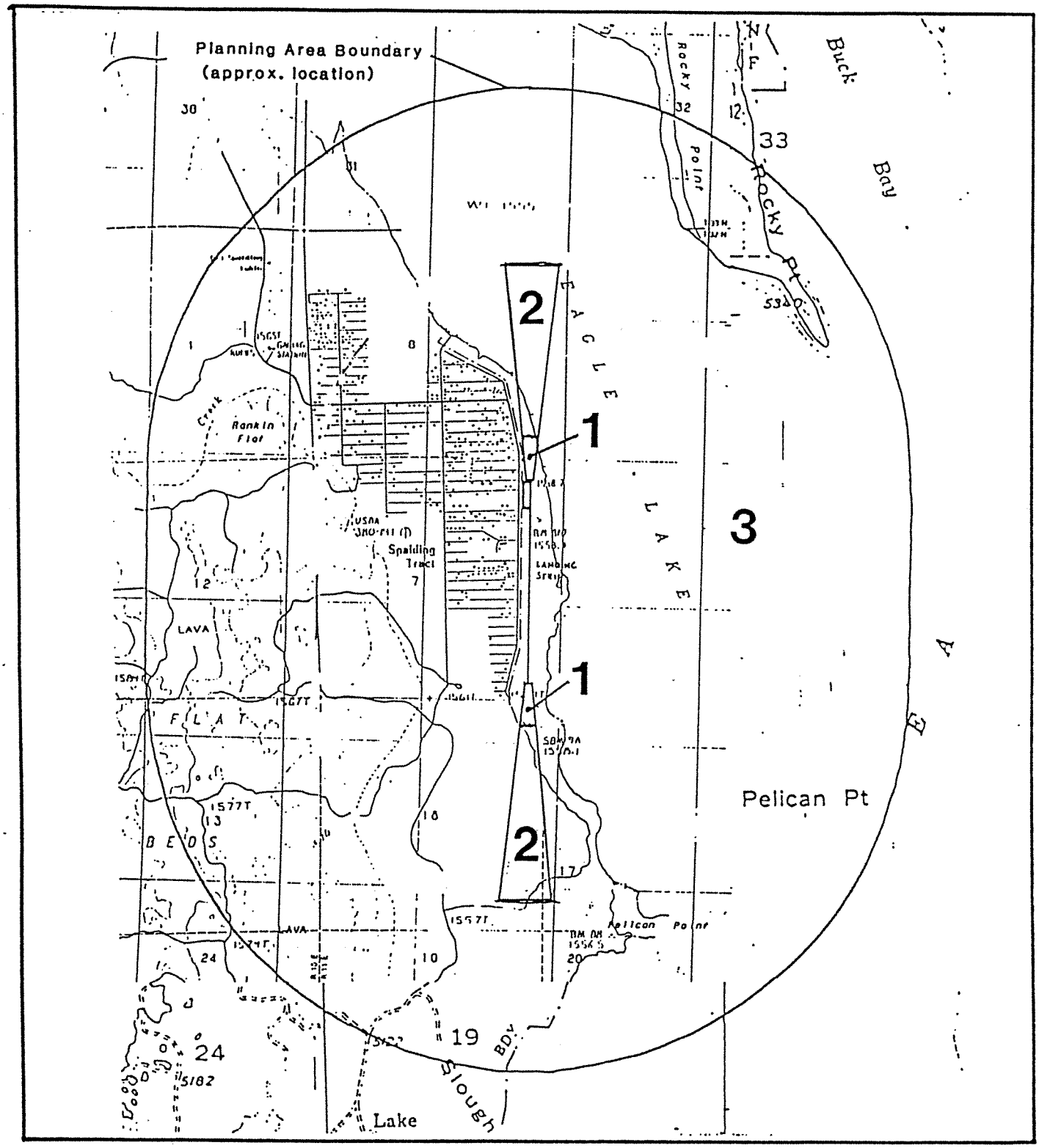
C. Land Use Issues

Most existing land uses within the airport planning area are consistent with this plan. Planned land uses as designated in the Eagle Lake Area Plan are also mostly consistent. Future build out of residential properties along that portion of The Strand adjacent to the airstrip may encroach upon the 60 CNEL contour. Since this plan finds residential development within the 60 CNEL contour to be inconsistent, a potential inconsistency may exist. Another potential inconsistency exists with unauthorized boat docking activities along the County-owned shoreline east of the airstrip. Strict enforcement of the Open Space Zoning would preclude any such use within the Clear Zone Safety Areas thus eliminating potential conflict.

D. Policies

In addition to the general policies outlined in Part One, the following policy shall apply to the Spaulding Airport.

12-D-1. The County should maintain ownership and/or development rights on lands currently owned by the County which lie within the designated Clear Zone and Approach Zone Safety Areas.



SPAULDING AIRPORT

Designated Safety Areas

1- Clear Zone

2- Approach Zone

3- Overflight Zone

NOT TO SCALE

13. BIEBER AIRPORT (SOUTHARD FIELD)

A. Description

Location

The Bieber Airport (aka Southard Field) is situated on 60 acres of County-owned land. The site is located in Big Valley on the northwest side of State Highway 299 approximately 1.5 miles northeast of the Town of Bieber. The elevation of the airstrip ranges from 4,129 feet (MSL) at the southwest end to 4,158 feet (MSL) at the northeast end (effective grade is 0.6%). The designated elevation of the airport is 4,158 feet (MSL). The terrain is relatively flat in all directions within a radius of about 4 miles. The most significant mountains are the Big Valley Mountains approximately 5 miles to the west which reach elevations of about 5,400 feet.

Existing Facilities

The airport consists of one visual approach runway 2980 feet long and 35 feet wide. The surface is paved with asphalt concrete. There are low intensity lights which illuminate the runway from dusk till dawn. There is a clear/green beacon on the southwest side of the access road off of Highway 299. The airport offers paved tie downs for up to 8 aircraft, and there are two enclosed hangers with capacity for three planes. In 1986 the State Division of Aeronautics noted large lateral cracks and weeds through the full length of the runway and rated the condition of the apron as poor. There is an unmarked 400 foot displaced threshold at the northeast end of the runway. The airport is unattended.

The airstrip is enclosed by a 4 foot fence. A segmented circle and wind indicator is located on the north side of the runway across from the paved taxiway.

Planned Improvements

Planned improvements to the Bieber Airport include the following:

- o Patch and seal coat runway surface.
- o Repaint the threshold, center line and numbers.
- o Mark the hazardous approach (displaced threshold) at the northeast end.
- o Extend and widen the runway surface.

B. Airport Vicinity Land Use

Parcel sizes in the airport vicinity are generally large

(20-100 acres) and are in agricultural use. There are small residential and commercial parcels within and immediately around the Town of Bieber approximately 1.5 miles to the southwest.

Development to the north and east is relatively sparse and consists mainly of single family farm and ranch houses on large parcels. The Big Valley lumber mill complex is located approximately 2000 feet southwest of the airstrip.

C. Land Use Issues

Most of the existing land uses (largely agricultural) in the vicinity of the Bieber Airport are consistent with this plan.

The current County General Plan designates the airport site as well as surrounding lands as "Crop Land and Prime Grazing Land". However, the predominant zoning in Big Valley is A-1 General Agriculture. As previously noted, the A-1 zoning allows for relatively small parcel sizes (1 acre) as well as a wide range of residential and commercial uses.

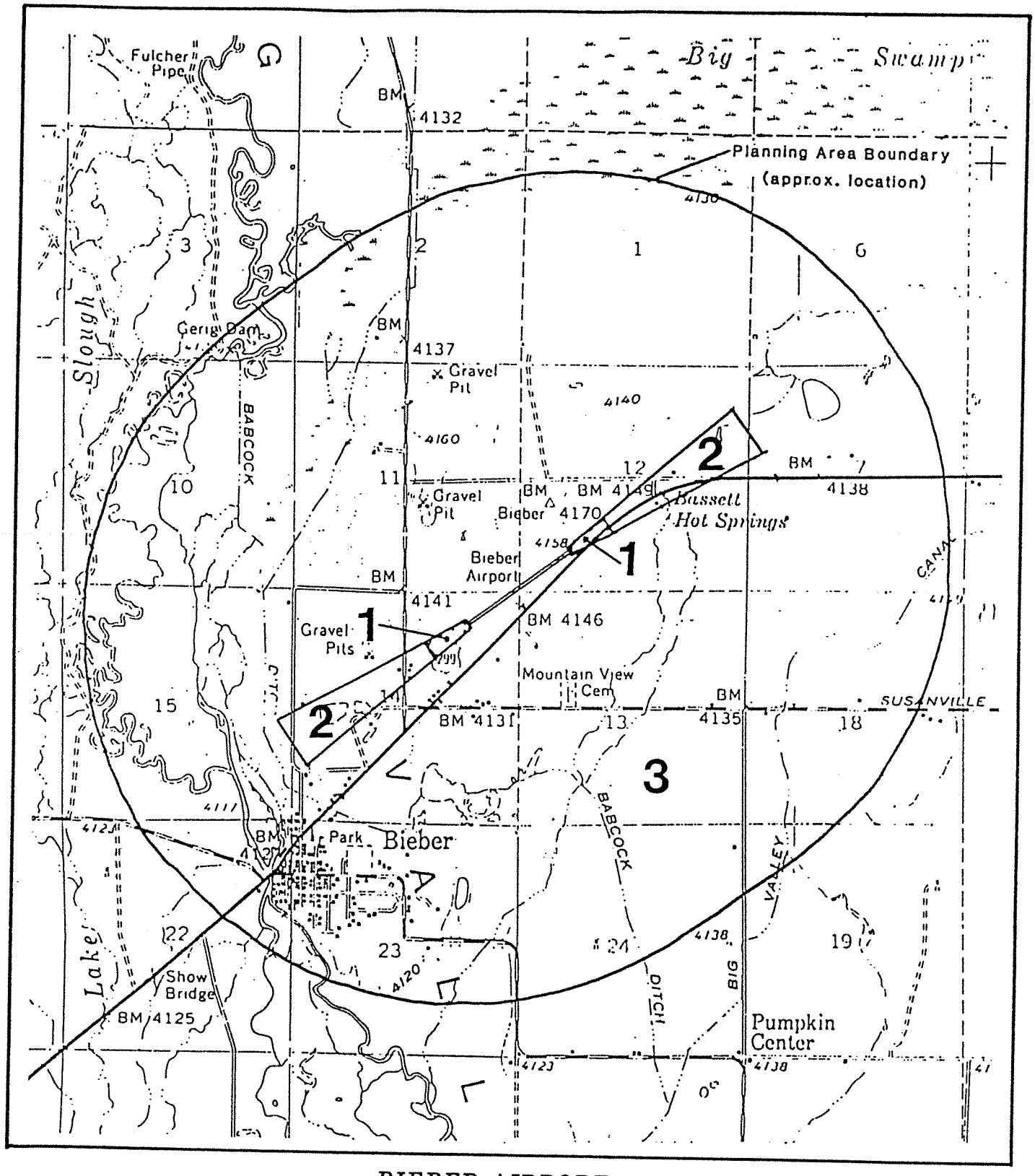
While development around the airport has been limited, the potential exists under the current zoning for substantial encroachment and inconsistent uses. State Highway 299 lies within the Approach Zone and Overflight Zone Safety Areas at the northeast end of the runway. While transportation routes per se are not inconsistent land uses within those safety areas, utility corridors for power and telephone lines, which often parallel such major routes could be inconsistent with the height restrictions contained herein.

D. Policies

In addition to general policies outlined in Part One, the following policies shall apply to the Bieber Airport.

13-D-1. The County should maintain ownership and/or development rights on land currently owned by the County which lie within the designated Clear Zone and Approach Zone Safety areas.

13-D-2. The ALUC recommends that the County initiate a timely General Plan update for the Big Valley area with appropriate designations and zoning consistent with this Airport Land Use Plan in the vicinity of the Bieber Airport which would minimize future conflicts between the Airport and adjacent land uses.



BIEBER AIRPORT

Designated Safety Areas

1- Clear Zone

2- Approach Zone

3- Overflight Zone

NOT TO SCALE

14. RAVENDALE AIRPORT

A. Location

The Ravendale Airport is situated on approximately 17 acres of County-owned land. The site is located on the southeastern fringe of the Madeline Plains directly north of and across U.S. Highway 395 from the community of Ravendale.

The designated elevation of the airstrip is 5,280 feet above (MSL). Topography to the north and east is mostly flat for a distance of about 4 miles. Dill Butte is located about 3 miles east-northeast of the airstrip and rises to 5,741 feet (MSL), Twin Buttes rises to 6,000 feet (MSL) about 2.5 miles east-southeast. The landscape to the west is considerably more mountainous, with elevations of 5,400 feet (MSL) within one mile of the airstrip and elevations of 6,700 feet (MSL) within 2.5 miles. To the south, the land rises gradually to elevations of 5,600 feet (MSL) within 3.5 miles.

Existing Facilities

The Ravendale Airport consists of one visual approach runway 2,900 feet long and 25 feet wide. The surface is paved with asphalt concrete which is in good condition due to recent resurfacing. The wind indicator is located northeast of the parking/turnaround area at the south end of the strip. There are no formal tiedown areas or hangers. A displaced threshold at the south end is unmarked.

Planning Improvements

Planned improvements to the Ravendale Airport include the following:

- o Repaint the displaced threshold at the south end.
- o Repaint the hazardous zone approach.
- o Repaint the runway centerline and numbers.
- o Repair perimeter fencing.
- o Install signs.

B. Airport Vicinity Land Use

Surrounding land uses to the north, east, and west are mostly agricultural operations on large undeveloped parcels (40 to 300 + acres). There are six 20 acre parcels immediately east of the airstrip. A portion of the Ravendale Town Center is located south of the airstrip on the southwest side of U.S. Highway 395 and contains several parcels ranging in size for .3 acres to

.75 acres. Southeast of the airstrip, across Co. Rd. 502 is the Ravendale Motel and a handful of residences. There have been plans submitted to the county to re-establish a bar, restaurant and gas station on the southwest side of Highway 395, and a proposal to construct an R.V. Park adjacent to the airstrip.

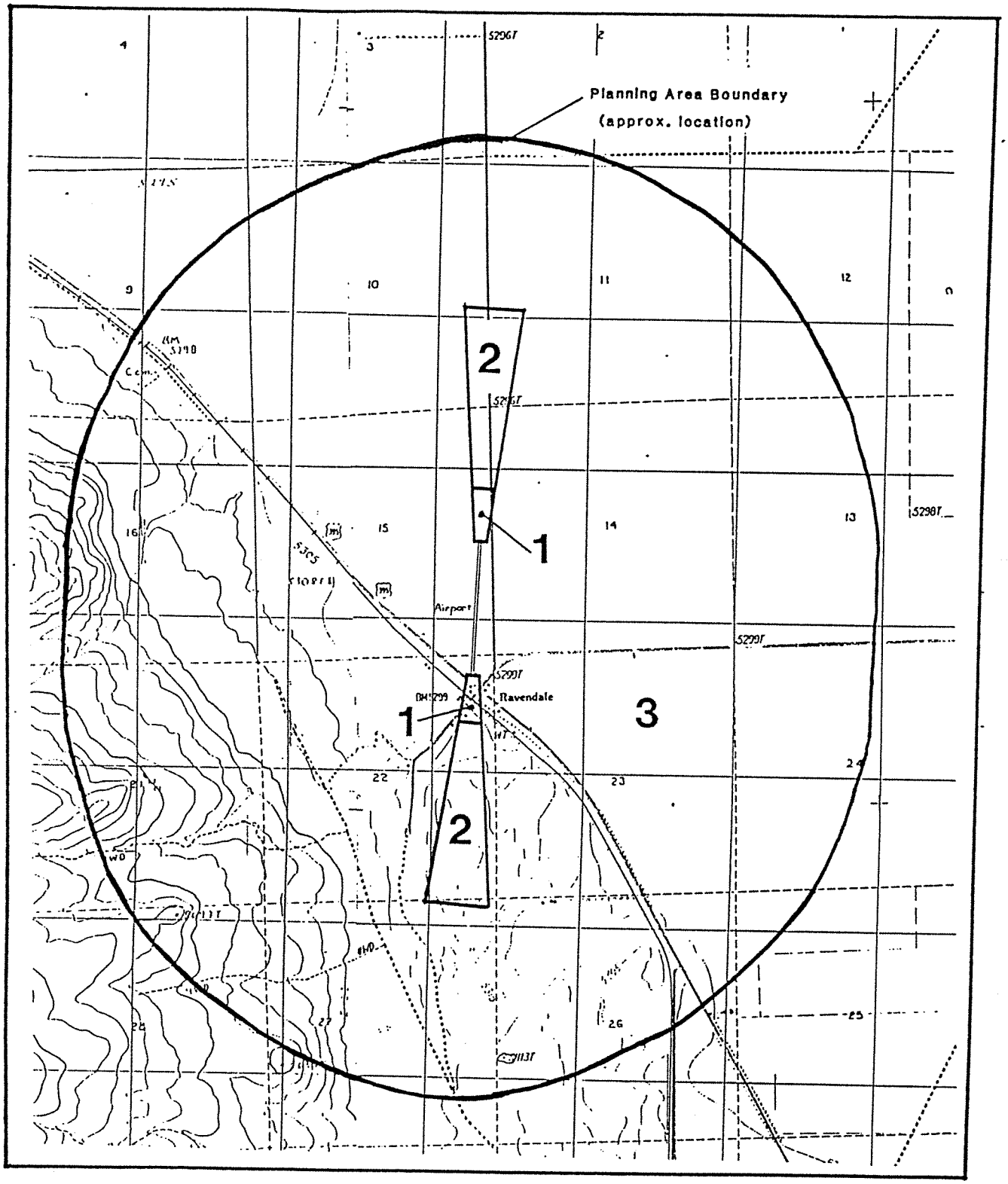
C. Land Use Issues

Most surrounding land uses to the north, east and west are in conformance with this plan. However, there is an existing problem of inconsistency with land uses to the south within the Town of Ravendale. A significant amount of development exists within the Clear Zone and Approach Zone Safety Areas. While Airport Land Use Commission Law limits the authority of the Commission to regulate existing incompatible land uses, it should be noted that much of the existing development in Ravendale is inactive and/or unoccupied. New construction and/or new activities proposed for existing buildings could compound the inconsistency.

D. Policy

In addition to the general policies outlined in Part One, the following policy shall apply to the Ravendale Airport.

14-D-1. The ALUC recognizes that a substantial amount of existing development in and adjacent to the Ravendale Town Center lies within the Clear Zone and Approach Zone Safety Areas of the Ravendale Airport depicted in this plan. The future growth of Ravendale would most likely compound rather than reduce conflicts with the airport. As such the ALUC strongly recommends that the County close the Ravendale Airstrip at its present location to protect the safety of people in the Ravendale area as well as pilots using the airstrip. The ALUC recommends that the Ravendale Airport be relocated to a more suitable site.



RAVENDALE AIRPORT

Designated Safety Areas

1- Clear Zone

2- Approach Zone

3- Overflight Zone

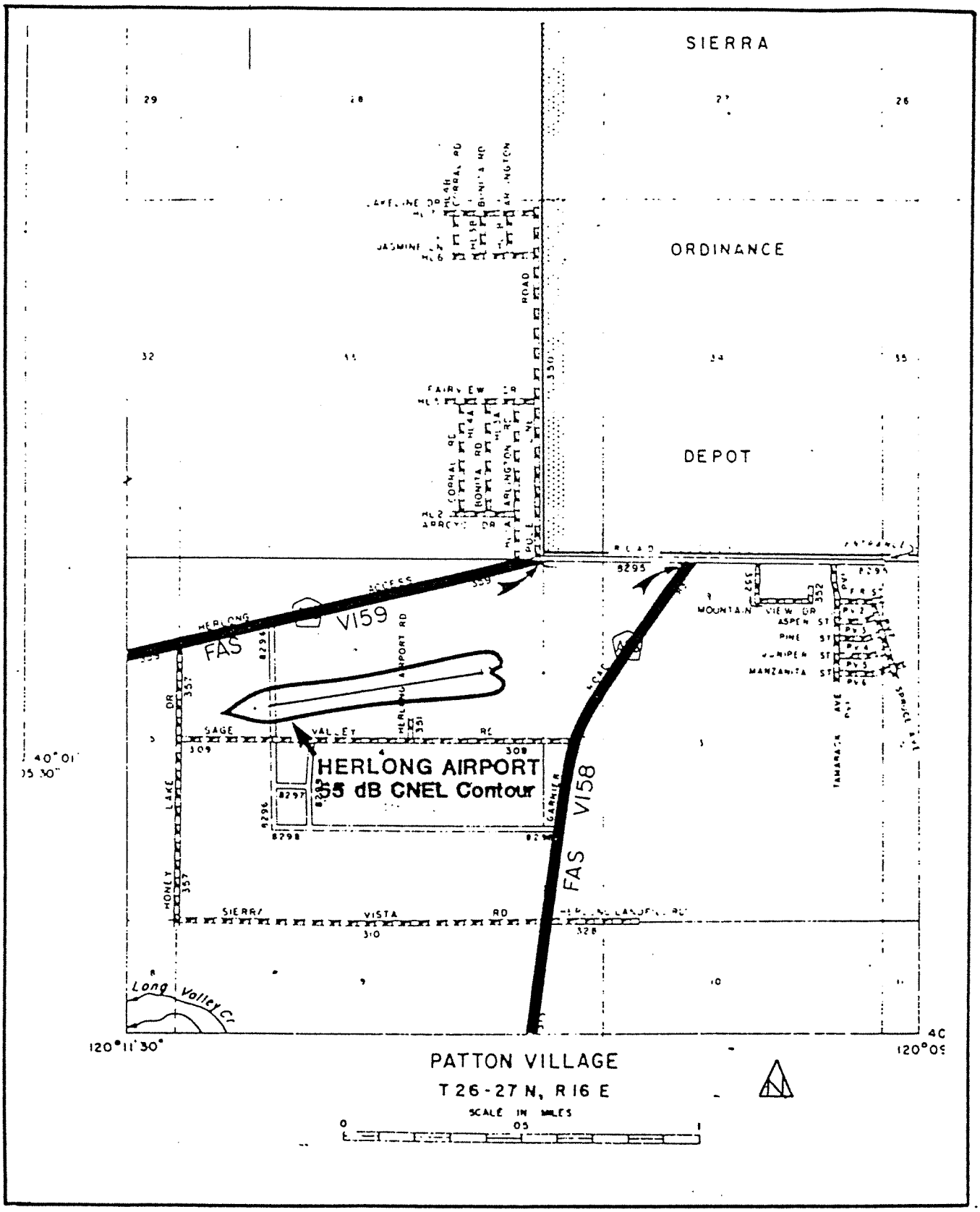
NOT TO SCALE

APPENDIX A: NOISE CONTOUR MAPS

Policy 6-C-2 of Section 6, "Noise Compatibility," states:

> Noise contour maps shall be prepared for each of the County's four public use airports addressed in this plan and shall be incorporated into this plan.

The Lassen County Board of Supervisors adopted the 1989 Noise Element Revisions on December 12, 1989. This appendix includes copies of the noise contour maps from the revised Noise Element which pertain to the Herlong, Spaulding, Bieber and Ravendale airports.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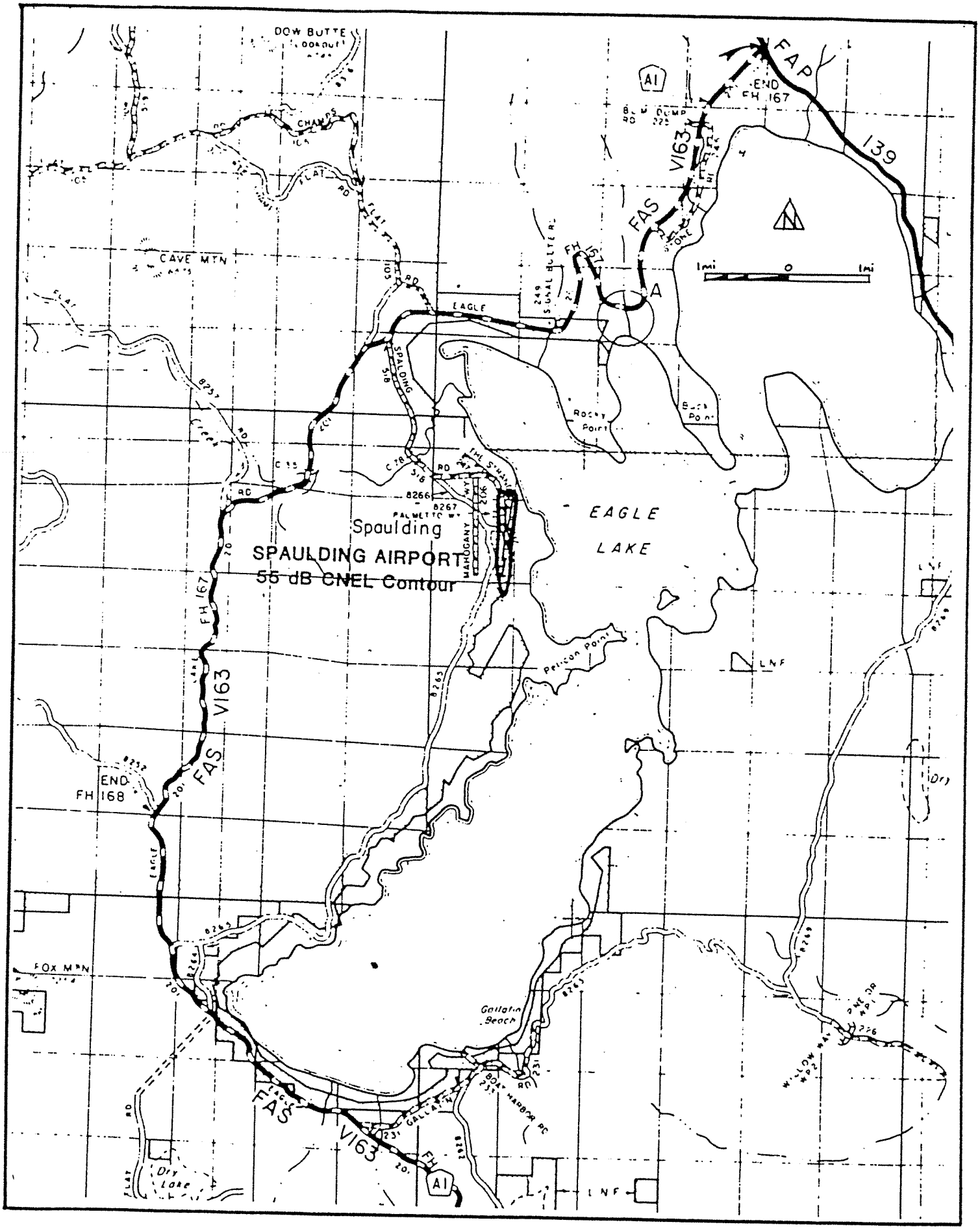
Spaulding
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CAVE MTN
CHAMPS
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EAGLE
SPALDING
ROCKY POINT
PELICAN POINT
MAHOGANY
PALMETTO
FH 167
FAS V163
FAP 139
END FH 167
END FH 168
A1
FOX MTN
Gallatin Beach
BOAT HARBOR RC
Dry Lake
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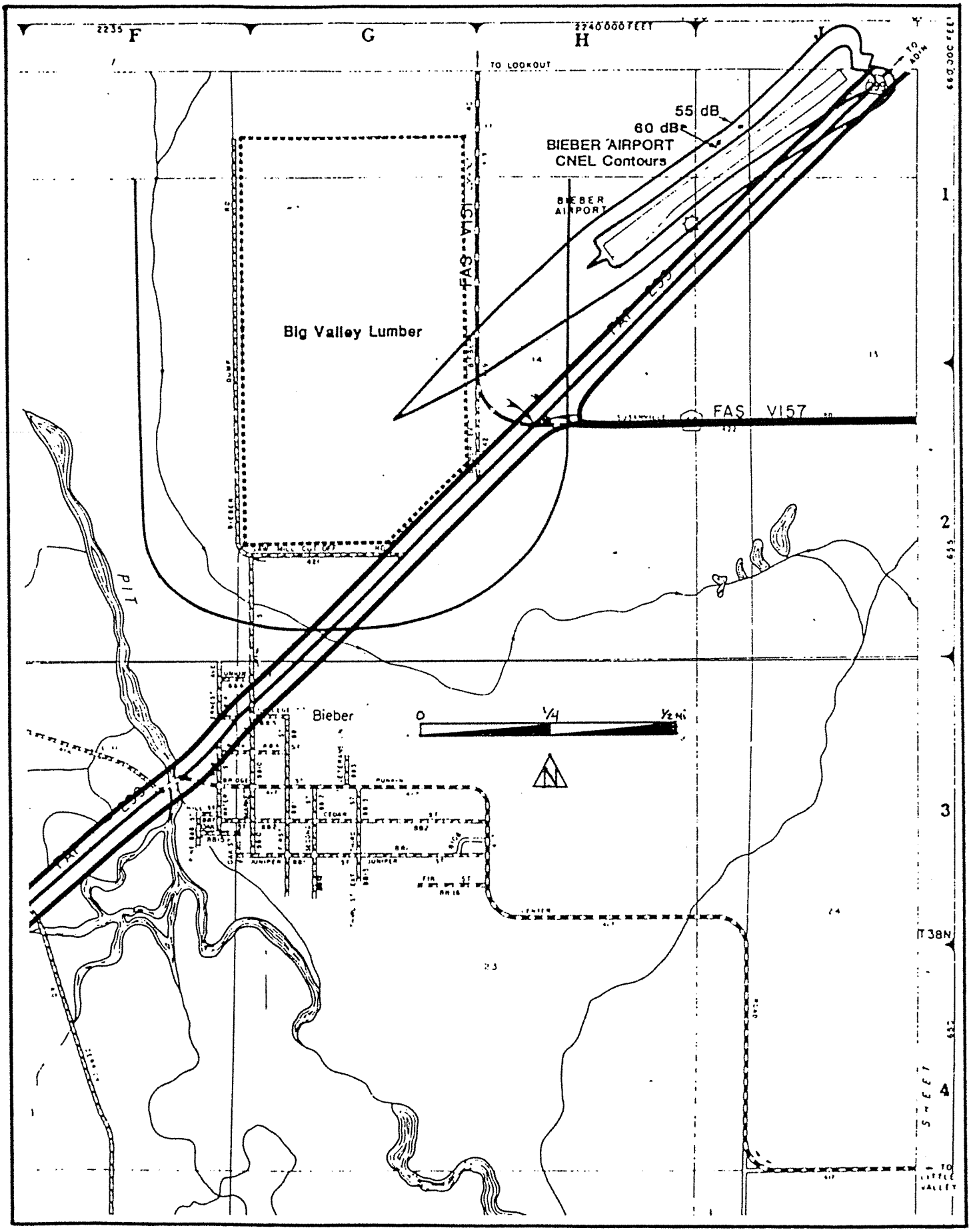
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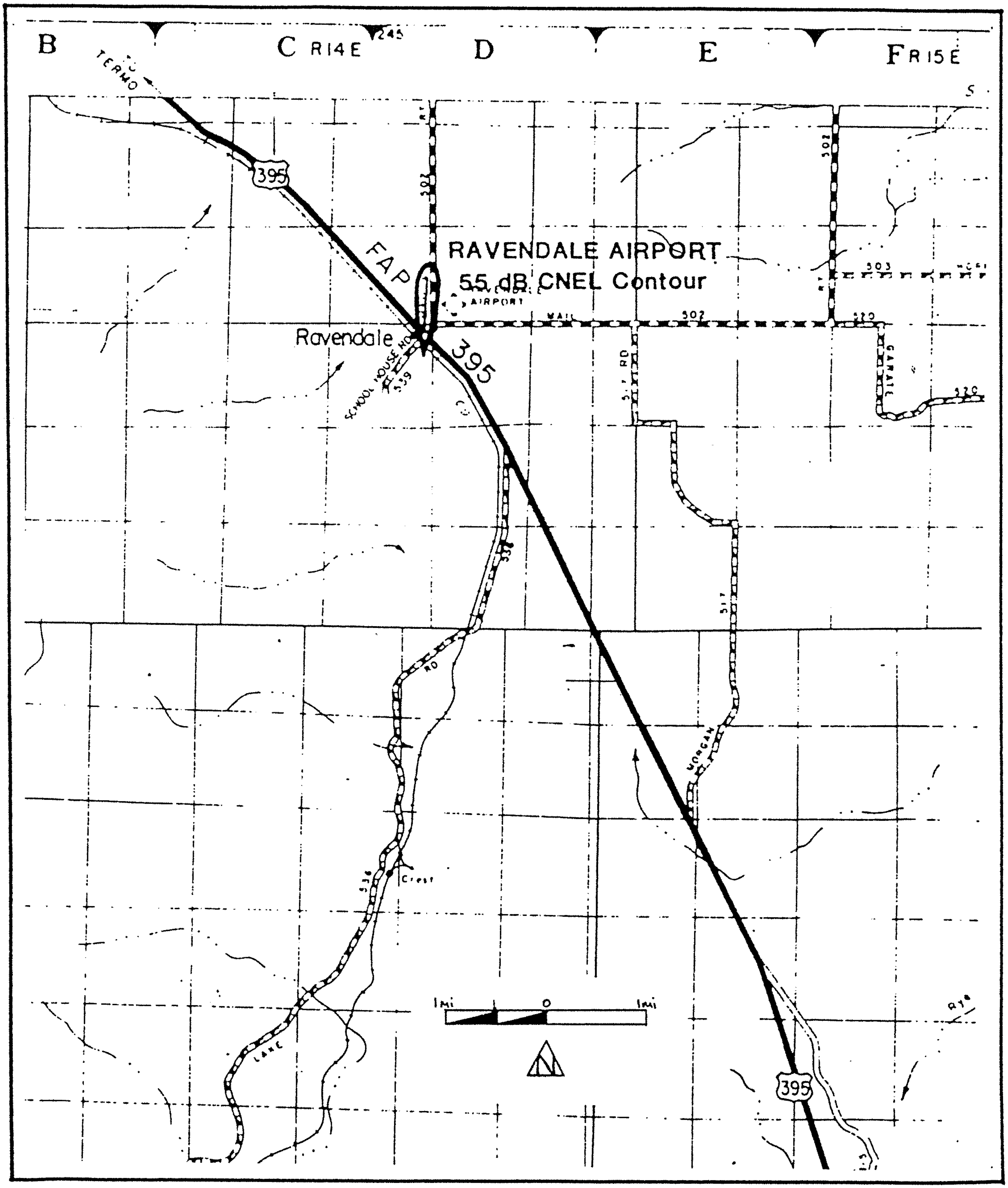

B
C R14E
D
E
F R15E
TO TERMO
395
FAP
RAVENDALE AIRPORT
55 dB CNEL Contour
AIRPORT
Ravendale
395
SCHOOL HOUSE RD
539
502
MAIL
303
520
GARAIT
536
RD
MORGAN
Crest
LAKE
1 MI
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395