
PLUMAS COUNTY
AIRPORT LAND USE COMMISSION
Minutes - May 21, 2008

The Plumas County Airport Land Use Commission convenes in their regular meeting on May 21, 2008, at 2:02 p.m. in the Planning & Building Services Conference Room; Chair Carl Felts presiding. Members appointed are as follows:

1. Carl Felts, Chair;
2. George Terhune, Vice Chair;
3. Herb Bishop, Commissioner;
4. William Weaver, Commissioner;
5. B.J. Pearson, Commissioner;
6. Alan Holloway Commissioner,
7. Cal Westra, Commissioner.

I. CALL TO ORDER AND ROLL CALL

Present: Carl Felts, George Terhune, Herb Bishop, Alan Holloway, and Cal Westra.

Absent: B.J. Pearson, William Weaver.

II. REVIEW AND APPROVAL OF AGENDA

Chair Felts calls for a motion. Motion is made by Commissioner Westra to approve the agenda. Commissioner Bishop seconds the motion with a unanimous affirmative voice vote recorded.

III. REVIEW AND APPROVAL OF MINUTES

Chair Felts calls for a motion. Motion is made by Commissioner Bishop to approve the minutes from May 16, 2008. Commissioner Westra seconds the motion with a unanimous affirmative voice vote recorded.

IV. INTRODUCTIONS

Introductions are waived.

V. PUBLIC COMMENT PERIOD

Chair Felts opens the Public Comment Period. No comments are made.

VI. BOARD OF SUPERVISOR'S CORNER - Opportunity for County Supervisors to address issues related to the ALUC

No Supervisors present.

VII. STAFF REPORT

Assistant Planning Director (Interim), Jim Graham, shares the following information:

- There is \$17,000.00 in the tentative budget for the Compatibility Plan update
- Chester Business Park – Developers are in the process of hiring *Mead & Hunt* to do a compatibility analysis of their project. Much of the information derived from that report can be used by the ALUC to help define the Compatibility Zones.
- The fee schedule will be ready in June.

VIII. COMMISSION COMMENT PERIOD

A. Chair Report.

Chair Felts states that he has nothing to report.

B. Commissioners' Comment.

No comments made.

C. Subcommittee Reports.

No report is given.

IX. OTHER BUSINESS

A. Old Business.

1. Airport Land Use Compatibility Plan

A lengthy discussion takes place among Commissioners and Staff concerning the following:

- Interpretation of the word "exclusively" as used by the State and the FAA.
- Clarification of Compatibility Zones, Runway Protection Zones (RPZ), and vertical clearance as applied to the three Plumas County airports.

Following deliberation, Chair Felts calls for a motion. Vice Chair Terhune makes a motion to approve the deliberated items for the airport *Safety Compatibility Zones / Runway Protection Zones*. The motion is seconded by Commissioner Bishop and a unanimous voice vote is recorded.

Please note the following re-wording of the draft ALUCPs which reflects the approved items (prepared by Terhune on 5/21/08 subsequent to the meeting):

The ALUC designates the AIA for Rogers Field Airport as follows:

(1) Because Plumas County plans to increase the length of Runway 16/34 to greater than 6,000 feet within the 20-year planning horizon, the layout and dimensions of Safety Compatibility Zones 2 through 6 shall be as shown in Example 3, "Long General Aviation Runway," Figure 9-K, page 9-38, of the California Airport Land Use Planning Handbook, January, 2002 (Handbook), a copy of which page is provided in Appendix A. Safety Compatibility Zone 1 shall be the same as the Runway Protection Zone designated in the Airport Master Plan adopted by the Plumas County Supervisors for Rogers Field Airport.

(2) The AIA is defined as the total of the following:

-- The area within Zone 6;

-- The areas that are subject to height restrictions by the Approach Surfaces and Transition Surfaces specified in FAR Part 77, and the Safety Clearance Surfaces defined by the ALUC below.

(3) For purposes of defining the AIA and the various Zones within it, the southerly end of Runway 16/34 is assumed to extend 800 feet beyond its current length, because that extension is contemplated in the Airport Capital Improvement Program. The current runway with the 800-foot extension added is referred to in the ALUP as the "Reference Runway."

(4) Zone 3 at the southerly end of the runway is established for both the existing runway and the Reference Runway, both of these Zones 3 to be in effect until such time as the runway is extended, after which time only Zone 3 for the runway as actually extended is to remain in effect.

A map of the AIA, Safety Compatibility Zones (Zones 1 through 6), and the Safety Clearance Surfaces is provided in Appendix B. A map of the Part 77 surfaces is provided in Appendix C.

The ALUC designates the AIA for Gansner Airport as follows:

(1) The layout and dimensions of the various components of the AIA are in general as shown in Example 4, "General Aviation Runway with Single-Sided Traffic Pattern," Figure 9-K, page 9-39, of the California Airport Land Use Planning Handbook, January, 2002 (Handbook), a copy of which is provided in Appendix A, with the following modifications:

(a) The single-sided traffic pattern for both runway 06 and runway 24 is on the northerly side of the extended runway centerline. That part of the Traffic Pattern Zone (Zone 6) on the southerly side of the centerline is therefore excluded from the AIA, because there is no intended traffic pattern on that side of the runway.

(b) Safety Compatibility Zone 1 shall be the same as the Runway Protection Zone designated for Gansner Field in the Mead and Hunt Draft Airport Landuse Plans (ALP) for Gansner Field and Beckwourth-Nervino Airports referred to above.

(2) The AIA is defined as the total of the following:

-- The area within Zone 6 on the northerly side of the extended runway centerline;

-- The areas within Zones 1 through 5 for both ends of the runway, with Zone 3 for each runway on the northerly side but not the southerly side.

-- The areas that are subject to height restrictions by the Approach Surfaces and Transition Surfaces specified in FAR Part 77, and the Safety Clearance Surfaces defined by the ALUC below.

(3) For purposes of defining the AIA and the various Zones within it, the north-easterly end of Runway 06/24 is assumed to extend 700 feet beyond its current length, because that extension is contemplated in the Airport Capital Improvement Program. The current runway with the 700-foot extension added is referred to in the ALUP as the "Reference Runway."

(4) Zone 3 on the northerly side of the runway at its northeasterly end is established for both the existing runway and the Reference Runway, both of these Zones 3 to be in effect until such time as the runway is extended, after which time only Zone 3 for the runway as actually extended is to remain in effect.

A map of the AIA, the Safety Compatibility Zones (Zones 1 through 6), and the Safety Clearance Surfaces is provided in Appendix B. A map of the Part 77 surfaces is provided in Appendix C.

The ALUC designates the AIA for Nervino Airport as follows:

(1) The layout and dimensions of the various components of the AIA are in general as shown in Example 2, "Medium General Aviation Runway," Figure 9-K, page 9-38, of the California Airport Land Use Planning Handbook, January, 2002 (Handbook), a copy of which page is provided in Appendix A, with the following modification:

(a) Safety Compatibility Zone 1 shall be the same as the Runway Protection Zone designated for Beckwourth-Nervino Airport in the Mead and Hunt Draft Airport Landuse Plans (ALP) for Gansner Field and Beckwourth-Nervino Airports referred to above.

(2) The AIA is defined as the total of the following:

-- The area within Zone 6;

-- The areas that are subject to height restrictions by the Approach Surfaces and Transition Surfaces specified in FAR Part 77, and the Safety Clearance Surfaces defined by the ALUC below.

(3) For purposes of defining the AIA and the various Zones within it, the easterly end of Runway 07/25 is assumed to extend 1,350 feet beyond its current length, because that extension is contemplated in the Airport Capital Improvement Program. The current runway with the 1,350-foot extension added is referred to in the ALUP as the "Reference Runway."

(4) Zone 3 at the easterly end of the runway is established for both the existing runway and the Reference Runway, both of these Zones 3 to be in effect until such time as the runway is extended, after which time only Zone 3 for the runway as actually extended is to remain in effect.

A map of the AIA, the Safety Compatibility Zones (Zones 1 through 6), and the Safety Clearance Surfaces is provided in Appendix B. A map of the Part 77 surfaces is provided in Appendix C.

Terhune suggests that the re-worded drafts and the maps go to the Cal Trans Division of Aeronautics prior to the next ALUC meeting with the hope that they will be approved by them prior to the workshops planned in July.

2. Workshops.

No new information to report.

3. Chester Visitor's Center.

Following a brief discussion, Chair Felts calls for a motion. Vice Chair Terhune makes a motion to approve the following statement:

"The use proposed for the Chester Visitor Center is compatible with the Airport Land Use Commission criteria provided that the building footprint is not in Zone 1, but in Zone 2, and that the use isn't for more than 40 members of the public at any time."

Commissioner Westra seconds the motion and a unanimous voice vote is recorded.

- B. New Business.

None.

X. FUTURE AGENDA ITEMS

- A. Unfinished business.

XI. ADJOURN

There being no further business, Chair Felts calls for a motion to adjourn. Commissioner Westra makes a motion to adjourn the meeting of May 21, 2008. Commissioner Bishop seconds the motion with a unanimous affirmative voice vote recorded. The meeting adjourns at 3:23 p.m.

The next regularly scheduled meeting is set for June 18, 2008, at 2:00 p.m. in the Planning & Building Services Conference Room.



Carl Felts, Chairman
Plumas County
Airport Land Use Commission



Nancy Fluke, Recording Secretary