

Table 2A

Compatibility Criteria

Humboldt County Airport Land Use Compatibility Plan

Zone	Location	Impact Elements	Maximum Densities		Required Open Land ³
			Residential (du/ac) ¹	Other Uses (people/ac) ²	
A	Runway Protection Zone or within Building Restriction Line	<ul style="list-style-type: none"> • High risk • High noise levels 	0	10	All Remaining
B1	Approach/Departure Zone and Adjacent to Runway	<ul style="list-style-type: none"> • Substantial risk – aircraft commonly below 400 ft. AGL or within 1,000 ft. of runway • Substantial noise 	0.1	60	30%
B2	Extended Approach/Departure Zone	<ul style="list-style-type: none"> • Significant risk – aircraft commonly below 800 ft. AGL • Significant noise 	0.5	60	30%
C	Common Traffic Pattern	<ul style="list-style-type: none"> • Limited risk – aircraft at or below 1,000 ft. AGL • Frequent noise intrusion 	4	150	15%
D	Other Airport Environs	<ul style="list-style-type: none"> • Negligible risk • Potential for annoyance from overflights 	No Limit	No Limit	No Requirement

Zone	Additional Criteria		Examples	
	Prohibited Uses	Other Development Conditions	Normally Acceptable Uses ⁴	Uses Not Normally Acceptable ⁵
A	<ul style="list-style-type: none"> • All structures except ones with location set by aeronautical function • Assemblages of people • Objects exceeding FAR Part 77 height limits • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Dedication of avigation easement 	<ul style="list-style-type: none"> • Aircraft tiedown apron • Pastures, field crops, vineyards • Automobile parking 	<ul style="list-style-type: none"> • Heavy poles, signs, large trees, etc.
B1 and B2	<ul style="list-style-type: none"> • Schools, day care centers, libraries • Hospitals, nursing homes • Highly noise-sensitive uses • Storage of highly flammable materials • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Locate structures maximum distance from extended runway centerline • Minimum NLR⁷ of 25 dBA in residential and office buildings • Dedication of avigation easement 	<ul style="list-style-type: none"> • Uses in Zone A • Any agricultural use except ones attracting bird flocks • Warehousing, truck terminals • Single-story offices 	<ul style="list-style-type: none"> • Residential subdivisions • Intensive retail uses • Intensive manufacturing or food processing uses • Multiple story offices • Hotels and motels
C	<ul style="list-style-type: none"> • Schools • Hospitals, nursing homes • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Dedication of overflight easement for residential uses 	<ul style="list-style-type: none"> • Uses in Zone B • Parks, playgrounds • Low-intensity retail, offices, etc. • Low-intensity manufacturing, food processing • Two-story motels 	<ul style="list-style-type: none"> • Large shopping malls • Theaters, auditoriums • Large sports stadiums • Hi-rise office buildings
D	<ul style="list-style-type: none"> • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Deed notice required for residential development 	<ul style="list-style-type: none"> • All except ones hazardous to flight 	

Table 2A - continued

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Humboldt County Airport Land Use Compatibility Plan

NOTES

- 1 Residential development should not contain more than the indicated number of dwelling units per gross acre. Clustering of units is encouraged as a means of meeting the Required Open Land requirements.
- 2 The land use should not attract more than the indicated number of people per acre at any time. This figure should include all individuals who may be on the property (e.g., employees, customers/visitors, etc.). These densities are intended as general planning guidelines to aid in determining the acceptability of proposed land uses.
- 3 See Policy 3.2.5.
- 4 These uses typically can be designed to meet the density requirements and other development conditions listed.
- 5 These uses typically do not meet the density and other development conditions listed. They should be allowed only if a major community objective is served by their location in this zone and no feasible alternative location exists.
- 6 See Policy 3.3.5.
- 7 NLR = Noise Level Reduction; i.e., the attenuation of sound level from outside to inside provided by the structure.

BASIS FOR COMPATIBILITY ZONE BOUNDARIES

The following general guidelines are used in establishing the Compatibility Zone boundaries. Modifications to the boundaries may be made to reflect specific local conditions such as existing roads, property lines, and land uses.

- A** The boundary of this zone for each airport is defined by the runway protection zones (formerly called runway clear zones) and the airfield building restriction lines.
- Runway protection zone dimensions and locations are set in accordance with Federal Aviation Administration standards for the proposed future runway location, length, width, and approach type as indicated on an approved Airport Layout Plan. If no such plan exists, the existing runway location, length, width, and approach type are used.
- The building restriction line location indicated on an approved Airport Layout Plan is used where such plans exist. For airports not having an approved Airport Layout Plan, the zone boundary is set at the following distance laterally from the runway centerline:
- | | |
|--|----------|
| Visual runway for small airplanes | 370 feet |
| Visual runway for large airplanes | 500 feet |
| Nonprecision instrument runway for large airplanes | 500 feet |
| Precision instrument runway | 750 feet |
- These distances allow structures up to approximately 35 feet height to remain below the airspace surfaces defined by Federal Aviation Regulations Part 77.
- B1** The outer boundary of the Approach/Departure Zone is defined as the area where aircraft are commonly below 400 feet above ground level (AGL). For visual runways, this location encompasses the base leg of the traffic pattern as commonly flown. For instrument runways, the altitudes established by approach procedures are used. Zone B1 also includes areas within 1,000 feet laterally from the runway centerline.
- B2** The Extended Approach/Departure Zone includes areas where aircraft are commonly below 800 feet AGL on straight-in approach or straight-out departure. It applies to runways with more than 500 operations per year by large aircraft (over 12,500 pounds maximum gross takeoff weight) and/or runway ends with more than 10,000 total annual takeoffs.
- C** The outer boundary of the Common Traffic Pattern Zone is defined as the area where aircraft are commonly below 1,000 feet AGL (i.e., the traffic pattern and pattern entry points). This area is considered to extend 5,000 feet laterally from the runway centerline and from 5,000 to 10,000 feet longitudinally from the end of the runway primary surface. The length depends upon the runway classification (visual versus instrument) and the type and volume of aircraft accommodated. For runways having an established traffic solely on one side, the shape of the zone is modified accordingly.
- D** The outer boundary of the Other Airport Environs Zone conforms with the adopted Planning Area for each airport.