
Background Data: Georgetown Airport and Environs

INTRODUCTION

Georgetown Airport is a public-use general aviation airport that serves the rural area of northern El Dorado County, California. The airport is located approximately 1.5 miles northwest of the community of Georgetown in an unincorporated area of the county.

Airport Master Plan and Airport Layout Plan Status

El Dorado County completed a Master Plan for the Georgetown Airport in February 2007. The Airport Layout Plan (ALP) presented in the Master Plan was approved by the FAA on April 27, 2007. The information contained on the approved ALP and in the 2007 Master Plan serve as the basis for this *Georgetown Airport Land Use Compatibility Plan*. As part of this compatibility planning process, the ALP was approved by the California Division of Aeronautics on February 3, 2012, to serve as the basis for this plan.

Airfield Configuration

Georgetown Airport consists of a single runway, 2,790 feet long and oriented north/south. Runway approaches are visual only, no instrument approach procedures are established. No changes to this configuration are indicated on the approved ALP.

Aviation Forecasts

The 2007 Master Plan presented two aviation activity forecasts for the period from 2005 to 2025; one forecast presented operations based on a constrained growth scenario and the other presented operations based on unconstrained growth at the airport. The primary constraint to airport growth is the availability of suitable land for hangar development. This constraint is anticipated to limit airport activity throughout the forecast period.

A review of current airport activity indicates that little has changed since adoption of the Master Plan. Current activity is estimated at approximately 15,000 annual operations. The constraints on growth described in the Master Plan also remain. On this basis, the long-range activity forecasts in the Master Plan continue to be valid for compatibility planning purposes and can be assumed to represent a time horizon of at least 20 years (2032 or later). A long-range activity level of 38,600 annual operations is used for the purposes of this *Compatibility Plan*.

Surrounding Land Uses

Existing land uses near the airport primarily consist of woodlands with widely scattered rural residences. The unincorporated community of Georgetown lies inside 2 miles to the southeast.

Very little change to the existing usage patterns are anticipated by the County General Plan. A largely undeveloped area west of the airport is slated for further subdivision into residential parcels at a density as low as 1 dwelling unit per acre. A mile to the north, an area historically used in natural resource production is designated for agricultural and recreational use in the future. Additional development in and around Georgetown itself is also possible.






BACKGROUND INFORMATION

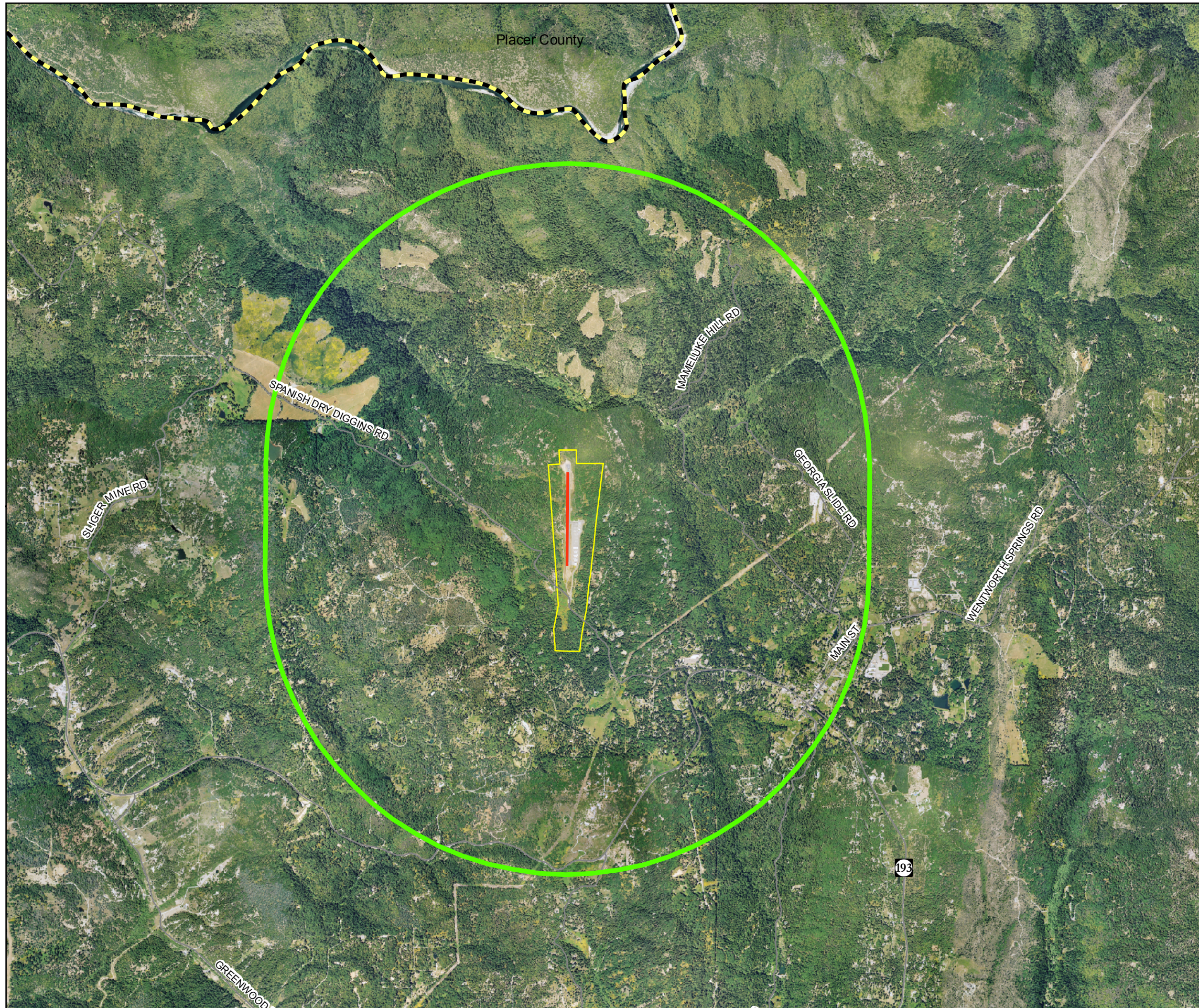
The following exhibits present the data upon which *Compatibility Plan* policy maps are based:

- ▶ Exhibit GEO-1: Airport Location: Presents the location of the airport in the context of existing environment (aerial photograph)
- ▶ Exhibit GEO-2: Airport Features: Presents data pertaining to existing and proposed infrastructure (runways, taxiways, etc.), traffic patterns, and approach data.
- ▶ Exhibit GEO-3: Airport Layout Plan (ALP): Presents existing airport facilities and proposed facilities as conditionally approved by FAA.
- ▶ Exhibit GEO-4: Airport Activity: Presents aviation forecasts for the planning period.
- ▶ Exhibit GEO-5: Noise and Overflight Map: Presents the geographic area over which aircraft operating at Georgetown Airport routinely fly, as well as the noise contours based on the planning period forecasts.
- ▶ Exhibit GEO-6: Safety Factors: Presents the approximate locations of safety zones using the guidance and templates presented by the California Division of Aeronautics in its manual, *California Airport Land Use Planning Handbook*.
- ▶ Exhibit GEO-7: Part 77 Airspace Surfaces: Depicts the Federal Aviation Regulations Part 77 airspace surfaces which should be kept free of obstructions.
- ▶ Exhibit GEO-8: Airport Environs: Presents site data, existing and planned land uses, affected jurisdictions, and compatible land use measures.
- ▶ Exhibit GEO-9: Existing Land Uses: Presents existing land uses based on El Dorado County Global Information System (GIS) data and aerial photography.
- ▶ Exhibit GEO-10: Land Use Designations: Presents planned future land uses based on the adopted El Dorado County General Plan.

Georgetown Airport Land Use Compatibility Plan Airport Location (June 2012)

Map Feature Key

-  Airport Boundary
-  Runway
-  Roads
-  Airport Influence Area
-  County Boundary



Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County

1 inch = 3,000 feet 



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Exhibit GEO-2

Georgetown Airport: Airport Features Summary

GENERAL INFORMATION

- ➔ *Airport Ownership:* El Dorado County
- ➔ *Year Opened as Public-Use Airport:* May 1962
- ➔ *Property Size*
 - 152 acres (fee simple)
- ➔ *Airport Classification:* General Aviation
- ➔ *Airport Elevation:* 2,623 feet MSL

AIRPORT PLANNING DOCUMENTS

- ➔ *Airport Master Plan:* February 2007
- ➔ *Airport Layout Plan Drawing*
 - Approved by FAA April 27, 2007

RUNWAY/TAXIWAY DESIGN

- ➔ *Airport Reference Code:* B-I
- ➔ *Critical Aircraft:* Cessna 421
- ➔ *Dimensions:*
 - Runway 16-34 2,790 feet long, 60 ft. wide
- ➔ *Pavement Strength (main landing gear configuration)*
 - 12,500 lbs. (single wheel)
 - 20,000 lbs. (dual wheel)
- ➔ *Average Gradient:*
 - Runway 16-34: 0.09%
- ➔ *Runway Lighting*
 - Medium-Intensity Runway Lights (MIRL)
- ➔ *Primary Taxiways:*
 - Partial parallel on east side

BUILDING AREA

- ➔ *Hangars and Apron Area*
 - Southeast side of airfield
- ➔ *FBOs*
 - East side of airfield
- ➔ *Other Facilities*
- ➔ *Services*
 - Fuel: 100LL
 - Other: Major airframe service and minor powerplant service

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- ➔ *Airplane Traffic Patterns*
 - Runways 16: Left traffic
 - Runways 34: Left traffic
- ➔ *Typical Pattern altitude*
 - 800 ft. above airport elevation (3,423 ft. MSL)
- ➔ *Instrument Approach Procedures*
 - None
- ➔ *Visual Approach Aids*
 - Runway 16: 2-light (2-box) Precision Approach Path Indicator (PAPI) on left (3.00 degree glide path)
 - Runway 34: None
- ➔ *Operational Restrictions / Noise Abatement Procedures*
 - None

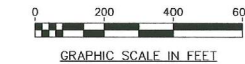
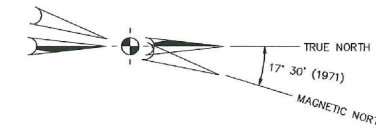
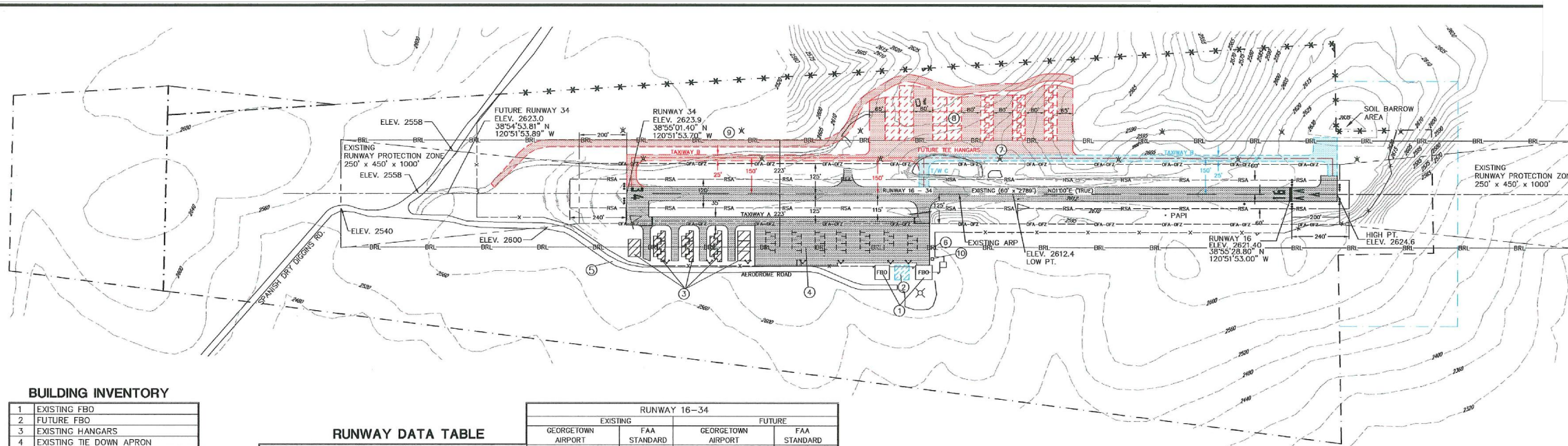
APPROACH PROTECTION

- ➔ *Runway Protection Zones (RPZ)*
 - Runway 16 RPZ (North): Approximately 60 percent off airport
 - Runway 34 RPZ (South): Entirely on airport
- ➔ *Approach Obstacles:*
 - Runway 16: 45-foot trees, 465 feet from runway, 140 feet right of centerline, 5:1 slope to clear
 - Runway 34: 30-foot trees, 365 feet from runway, 140 feet left of centerline, 5:1 slope to clear

PLANNED FACILITY IMPROVEMENTS

- ➔ *Airfield*
 - Two-phased construction of parallel taxiway on west side of airport
- ➔ *Buildings*
 - Construction of box and T-hangars on west side of airport

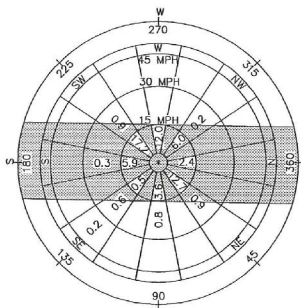
Georgetown Airport Land Use Compatibility Plan Airport Layout Plan (June 2012)



BUILDING INVENTORY

1	EXISTING FBO
2	FUTURE FBO
3	EXISTING HANGARS
4	EXISTING TIE DOWN APRON
5	EXISTING ACCESS ROAD
6	EXISTING FUEL TANK
7	EXISTING PICNIC AREA
8	FUTURE HANGARS
9	FUTURE ACCESS ROAD
10	FUTURE OIL RECOVERY FACILITY

NOTES:
1. ANY PROPOSED HANGAR DEVELOPMENT AND PARALLEL TAXIWAY PROJECTS IDENTIFIED HEREIN ARE FOR LONG TERM PLANNING PURPOSES ONLY. THE PROPOSED PROJECT(S) SHALL NOT BE UNDERTAKEN WITHOUT PRIOR NEPA ENVIRONMENTAL PROCESSING AND WRITTEN FAA APPROVAL. PRECONDITION WILL INCLUDE FAA FORECAST APPROVAL AND FAA APPROVAL OF THE AIRFIELD STANDARD DESIGN.



WIND ROSE
35.8% CALM WINDS (0 - 3 MPH)
97.6% AVERAGE AT 15 MPH
99.9% COVERAGE AT 30 MPH
SOURCE OF WIND DATA - 1984 ALP

RUNWAY DATA TABLE

APPROACH CATEGORY AND DESIGN GROUP	EXISTING		FUTURE	
	GEORGETOWN AIRPORT	FAA STANDARD	GEORGETOWN AIRPORT	FAA STANDARD
DESIGN AIRCRAFT	CESSNA 421	-	CESSNA 421	-
WINGSPAN OF CRITICAL DESIGN AIRCRAFT (FT)	41.7	-	41.7	-
UNDERCARRIAGE WIDTH OF CRITICAL AIRCRAFT (FT)	14.67	-	14.67	-
APPROACH SPEED OF CRITICAL AIRCRAFT (KNOTS)	96	-	96	-
MAXIMUM CERTIFIED TAKEOFF WEIGHT OF CRITICAL DESIGN AIRCRAFT (LBS)	7,450	-	7,450	-
RUNWAY WIDTH (FT)	60	60	60	60
RUNWAY LENGTH (FT)	2789	-	2789	-
LINE OF SIGHT REQUIREMENT MET	FULL	-	FULL	-
PERCENTAGE EFFECTIVE GRADIENT (%)	0.090	2% MAX	0.090	2% MAX
PERCENTAGE MAXIMUM GRADIENT (%)	1.688	2% MAX	1.688	2% MAX
ELEVATION RUNWAY HIGH POINT (NAVD 88)	2624.6	-	2624.6	-
ELEVATION RUNWAY LOW POINT (NAVD 88)	2612.4	-	2612.4	-
RUNWAY PAVEMENT SURFACE	ASPHALT	-	ASPHALT	-
RUNWAY MARKING	VISUAL	-	VISUAL	-
RUNWAY LIGHTING	MIRL	-	MIRL	-
PAVEMENT DESIGN STRENGTH (LBS)	12,500 S, 20,000 D	-	12,500 S, 20,000 D	-
RUNWAY SAFETY AREA WIDTH (FT)	120	120	120	120
RUNWAY SAFETY AREA - DISTANCE BEYOND RUNWAY END (FT)	240	240	240	240
RUNWAY OBJECT FREE AREA WIDTH (FT)	250	250	250	250
RUNWAY OBJECT FREE AREA - DISTANCE BEYOND RUNWAY END (FT)	240	240	240	240
RUNWAY OBSTACLE FREE ZONE WIDTH (FT)	250	250	250	250
RUNWAY OBSTACLE FREE ZONE - DISTANCE BEYOND RUNWAY END (FT)	200	200	200	200
HOLD BAR DISTANCE TO RUNWAY CENTERLINE (FT)	125	125	125	125
RUNWAY CENTERLINE TO TAXIWAY CENTERLINE DISTANCE (FT)	115	150 (T/W A), 150 (T/W B)	150	150
RUNWAY CENTERLINE TO FIXED OR MOVEABLE OBJECT (FT)	145	125	155	125
TAXIWAY WIDTH (FT)	35	25	25	25
TAXIWAY SURFACE TYPE	ASPHALT	-	ASPHALT	-
TAXIWAY SAFETY AREA WIDTH (FT)	49	49	49	49
TAXIWAY OBJECT FREE AREA WIDTH (FT)	89	89	89	89
TAXIWAY CENTERLINE TO FIXED OR MOVEABLE OBJECT (FT)	40	44.5	50	44.5

RUNWAY END DATA

	EXISTING		FUTURE	
	16	34	16	34
RUNWAY THRESHOLD COORDINATES (NAD 83)	38°55'28.800" N 120°51'53.000" W	38°55'01.400" N 120°51'53.700" W	38°55'28.800" N 120°51'53.000" W	38°55'01.400" N 120°51'53.700" W
APPROACH VISIBILITY MINIMUMS	VISUAL	VISUAL	VISUAL	VISUAL
FAA PART 77 CATEGORY RUNWAY	VISUAL	VISUAL	VISUAL	VISUAL
ELEVATION RUNWAY END OF PAVEMENT (NAVD 88)	2624.6	2623.9	2624.6	2623.9
ELEVATION RUNWAY THRESHOLD (NAVD 88)	2621.4	2623.9	2621.4	2623.9
ELEVATION RUNWAY TOUCHDOWN ZONE (NAVD 88)	2621.4	2623.9	2621.4	2623.9
APPROACH SURFACE SLOPE	20:1	34:1	20:1	20:1
RUNWAY BLAST PAD LENGTH (FT)	190	0	190	0
RUNWAY BLAST PAD WIDTH (FT)	60	0	60	0
NAVIGATIONAL AIDS	NONE	NONE	NONE	NONE
VISUAL AIDS	PAPI	NONE	PAPI	NONE
OFZ PENETRATIONS	NONE	NONE	NONE	NONE
THRESHOLD SITING SURFACE OBJECT PENETRATIONS	YES	YES	NONE	NONE

AIRPORT DATA TABLE

	EXISTING	FUTURE
AIRPORT ELEVATION (NAVD 88)	2624	2624
AIRPORT REFERENCE POINT (ARP)	38°58'15.1"N 120°51'53.35"W	38°58'15.1"N 120°51'53.35"W
COORDINATES (NAD 83)	38°58'15.1"N 120°51'53.35"W	38°58'15.1"N 120°51'53.35"W
NAVIGATIONAL AIDS	BEACON	BEACON
MEAN MAX. TEMP. (HOTTEST MONTH)	85° F (JULY)	85° F (JULY)
AIRPORT REFERENCE CODE (ARC)	B-1	B-1
DESIGN AIRCRAFT	CESSNA 421	CESSNA 421

LEGEND

	EXISTING	FUTURE (0-5 YEARS)	FUTURE (10-20 YEARS)
GROUND CONTOUR	---	---	---
AIRPORT PROPERTY LINE - W/ FENCE	- * - * - * -	---	---
AIRPORT PROPERTY LINE - W/O FENCE	- - - - -	---	---
FENCE	- x - x - x -	---	---
RUNWAY SAFETY AREA (RSA)	- RSA -	---	---
RUNWAY OBJECT FREE AREA (OFA)	- OFA -	---	---
RUNWAY OBJECT FREE ZONE (OFZ)	- OFZ -	---	---
BUILDING RESTRICTION LINE (BRL)	- BRL -	---	---
AIRFIELD PAVEMENT AIRCRAFT MOVEMENT AREA	[Pattern]	[Pattern]	[Pattern]
FACILITIES	[Pattern]	[Pattern]	[Pattern]
ROAD (PAVED)	==	---	---
DIRT/GRAVEL ROAD	---	---	---
RUNWAY LIGHT	o *	o	o
SUPPLEMENTAL WINDCONE	^	^	^
OBSTRUCTION LIGHT	x	x	x
SECTION CORNER	36 2 1		

FAA DISCLAIMER

THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL WIND OR POLICY OF THE FAA. ACCEPTANCE OF THIS PLAN BY THE UNITED STATES IN ANY WAY CONSTITUTES A COMMITMENT ON THE PART OF THE UNITED STATES THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

APPROVED _____ DATE _____
AIRPORT MANAGER

Reinard W. Brandley
CONSULTING AIRPORT ENGINEER
C.E. 6044
6125 King Road, Suite 201 • Loomis, California 95650 • (916) 852-4725

COUNTY OF EL DORADO
STATE OF CALIFORNIA
GEORGETOWN AIRPORT
GEORGETOWN, CALIFORNIA
AIRPORT LAYOUT PLAN

NO.	REVISIONS	BY	APR	DATE

DATE FEB. 28, 2007
SHEET NUMBER
2 OF 6 SHEETS

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Exhibit GEO-4

Georgetown Airport: Activity Data Summary

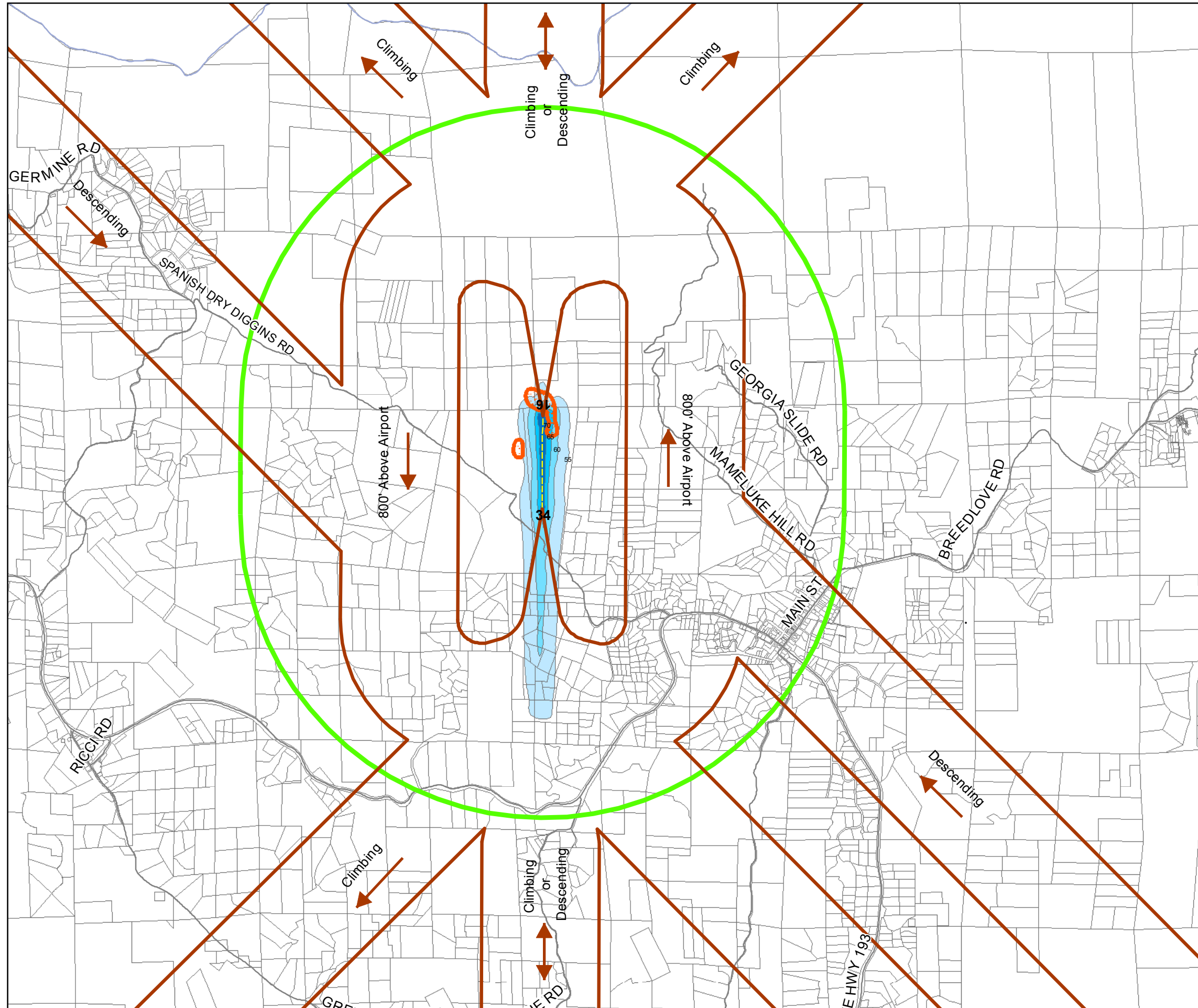
AIRPORT ACTIVITY			RUNWAY USE DISTRIBUTION ^a		
	Current ^a	Future ^{b, c}		Current	Future
<i>Based Aircraft</i>	36	50	Takeoffs – Existing and Future <i>All Aircraft</i>		
			Runway 16	90%	90%
			Runway 34	10%	10%
AIRCRAFT OPERATIONS			Landings – Existing and Future <i>All Aircraft</i>		
	Current ^b 2011	Future ^{b, c}		Current	Future
<i>Total Operations</i>			Runway 16	90%	90%
Annual	15,000	38,600	Runway 34	10%	10%
Average Day	41	105			
<i>Distribution by Aircraft Type</i> ^a			TIME OF DAY ^b		
Single-Engine Piston	93%	no change		Current	Future
Multi-Engine Piston	3%		Day (7:00 a.m. – 7:00 p.m.)	85%	85%
Helicopter	2%		Evening (7:00 p.m. – 10:00 p.m.)	10%	10%
CDF	<1%		Night (10:00 p.m. – 7:00 a.m.)	5%	5%

Notes

- ^a Source: El Dorado County staff
- ^b Source: Reinard W. Brandley, *Georgetown Airport Master Plan Update Study - Constrained Forecast* (February 2007)
- ^c Source: 2007 Master Plan forecast used as the basis for this twenty year planning period extending to 2032 or later

Georgetown Airport Land Use Compatibility Plan Noise and Overflight Factors

(June 2012)



Map Feature Key

- Parcels
- Airport Boundary
- Major Roads
- Airport Runway
- Airport Influence Area

Noise and Overflight Key

- General Traffic Pattern Envelope
 - High Terrain Areas
 - CNEL * 55-60
 - CNEL * 60-65
 - CNEL * 65-70
 - CNEL * 70+
- *Community Noise Equivalent Level (CNEL)

Notes

1. Noise contour source: Mead & Hunt, Inc. 2011. Noise contours reflect future scenario of 38,000 annual operations with terrain modelling enabled.
2. Approximately 80% of aircraft overflights estimated to occur within these limits.
3. High Terrain Area consists of locations where ground level is within 35 feet of Part 77 surface.

Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County

1 inch = 3,000 feet Miles








Georgetown Airport Land Use Compatibility Plan Safety Factors

(June 2012)

Map Feature Key

-  Parcels
-  Airport Boundary
-  Major Roads
-  Airport Runway
-  Airport Influence Area

Safety Factors Key

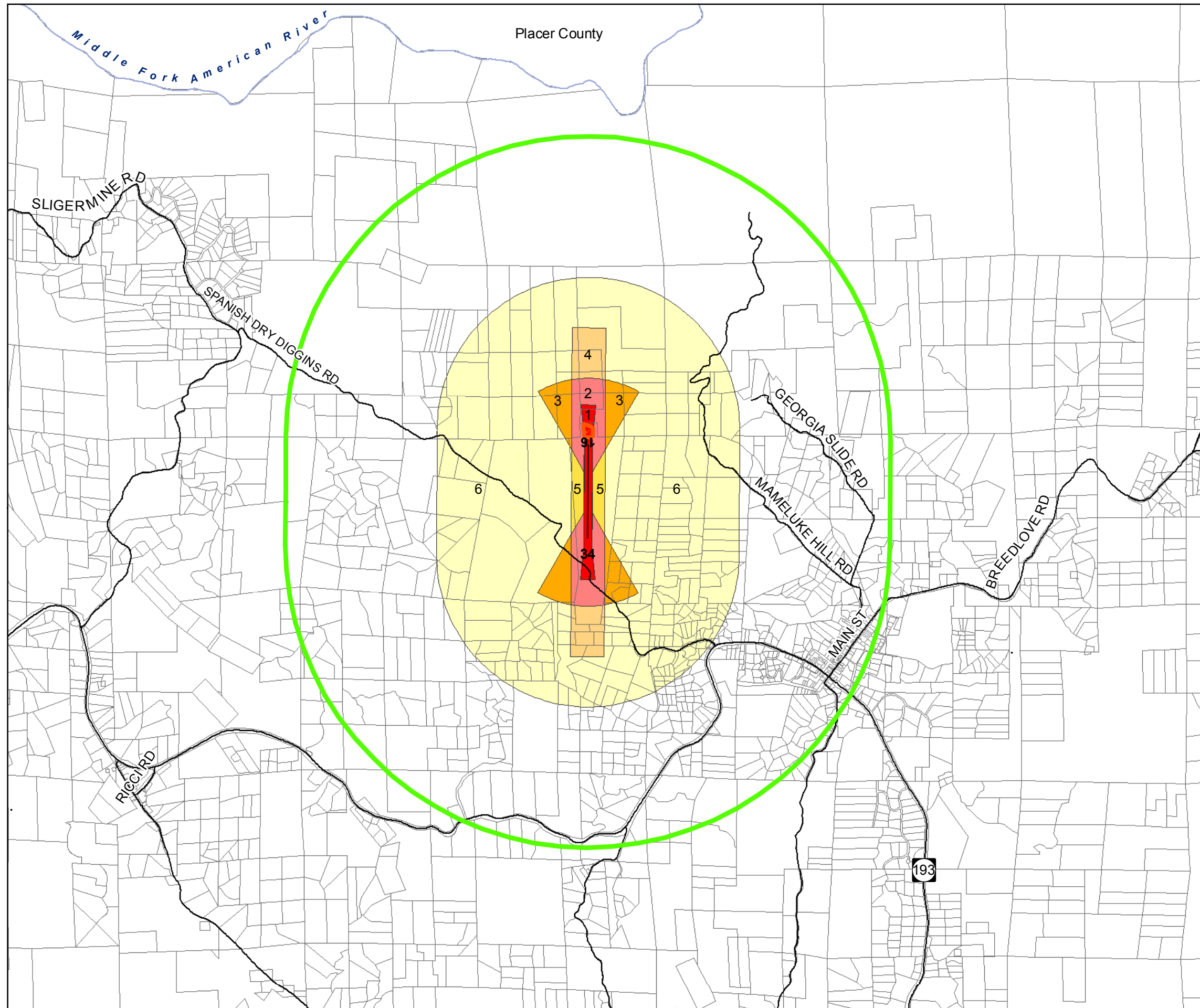
-  High Terrain Areas
- Generic Safety Zones**
-  1 Runway Protection Zone
-  2 Inner Approach/Departure Zone
-  3 Inner Turning Zone
-  4 Outer Approach/Departure Zone
-  5 Sideline Zone
-  6 Traffic Pattern Zone

Notes

1. Generic safety zones source: California Airport Land Use Planning Handbook (October 2011).
2. Part 77 source: Federal Aviation Regulations Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace.
3. Source of Part 77 penetration: 35' added to ground elevation in wooded areas.
4. High Terrain Area consists of locations where ground level is within 35 feet of Part 77 surface.

Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County






1 inch = 3,000 feet  0 0.25 0.5 0.75 1 Miles 






Georgetown Airport Land Use Compatibility Plan Part 77 Airspace Surfaces

(June 2012)

Map Feature Key

-  Parcels
-  Airport Boundary
-  Major Roads
-  Airport Runway
-  Airport Influence Area



Safety Factors Key

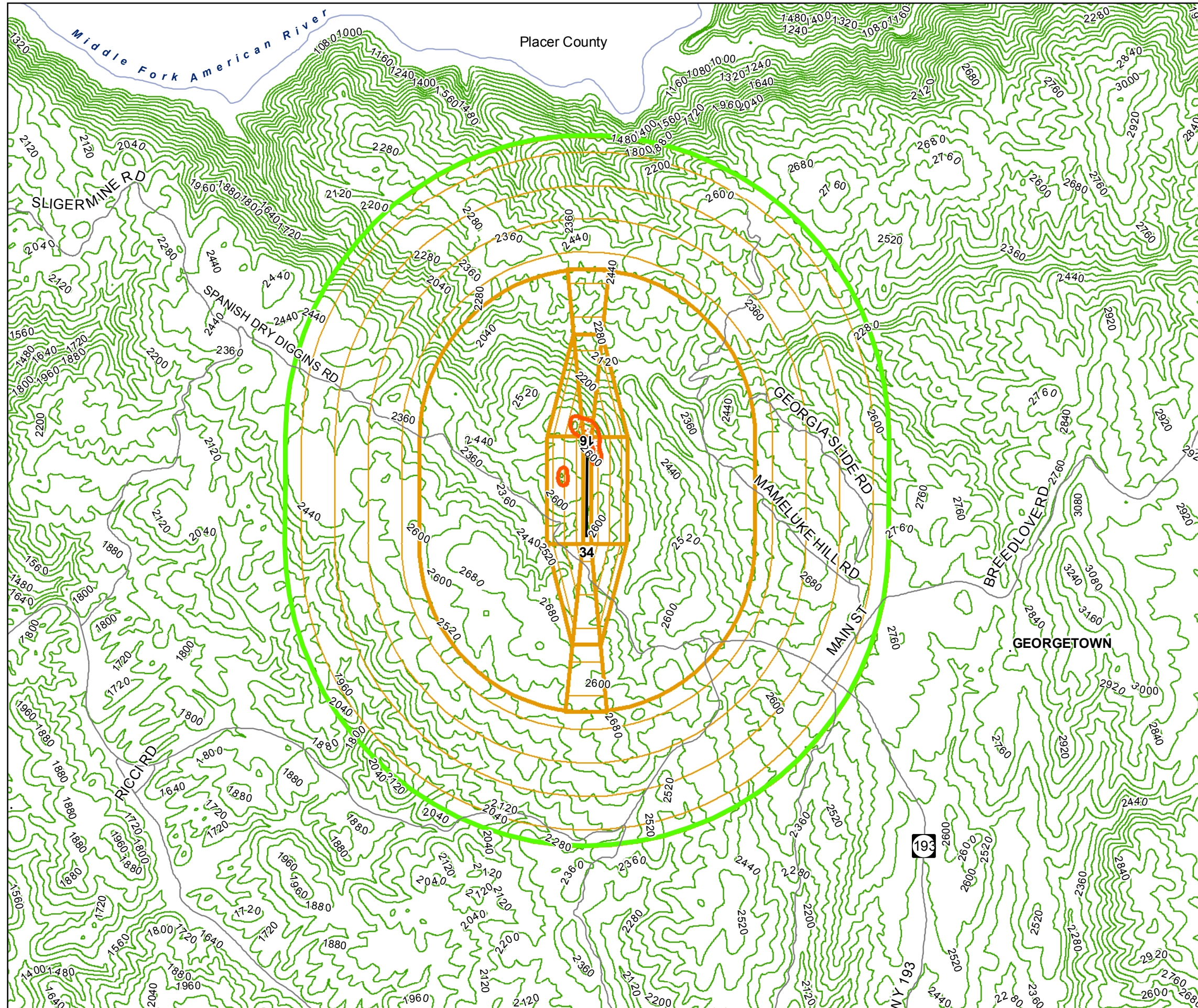
-  Part 77 Surfaces
-  High Terrain Areas
-  Topographic Contours

Notes

1. Part 77 source: Federal Aviation Regulations Part 77, Safe, efficient Use, And Preservation of the Navigable Airspace.
2. High Terrain Areas consist of locations where ground level is within 35 feet of Part 77 Surface.

Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County

1 inch = 3,000 feet  Miles 



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Exhibit GEO-8

Georgetown Airport: Environs Information

AIRPORT SITE→ *Location*

- Northwestern El Dorado County
- Located in unincorporated County lands
- 1.5 miles north of State Route 193
- 11 miles east of Auburn
- 14 miles north of Placerville

→ *Nearby Terrain*

- Airport is situated on a hilltop on west slope of Sierra Nevada foothills

AIRPORT ENVIRONS LAND USE JURISDICTIONS→ *County of El Dorado*

- Airport is located in unincorporated area of El Dorado County
- Airport is located in unincorporated community of Georgetown

→ *Other Jurisdictions (distance from nearest point of runway to city/county limits)*

- El Dorado/Placer County line is 2 miles north

EXISTING AIRPORT AREA LAND USES→ *El Dorado County*

- Limited development in all directions from airport
- Georgetown approximately 1.5 miles southeast

→ *Runway Approaches*

- West (Runway 16): Rural residential and undeveloped parcels
- East (Runway 34): Rural residential and undeveloped parcels

STATUS OF COMMUNITY PLANS→ *County of El Dorado*

- General Plan adopted July 2004; amended December 2009

PLANNED AIRPORT AREA LAND USES→ *County of El Dorado (Land Use Designations)*

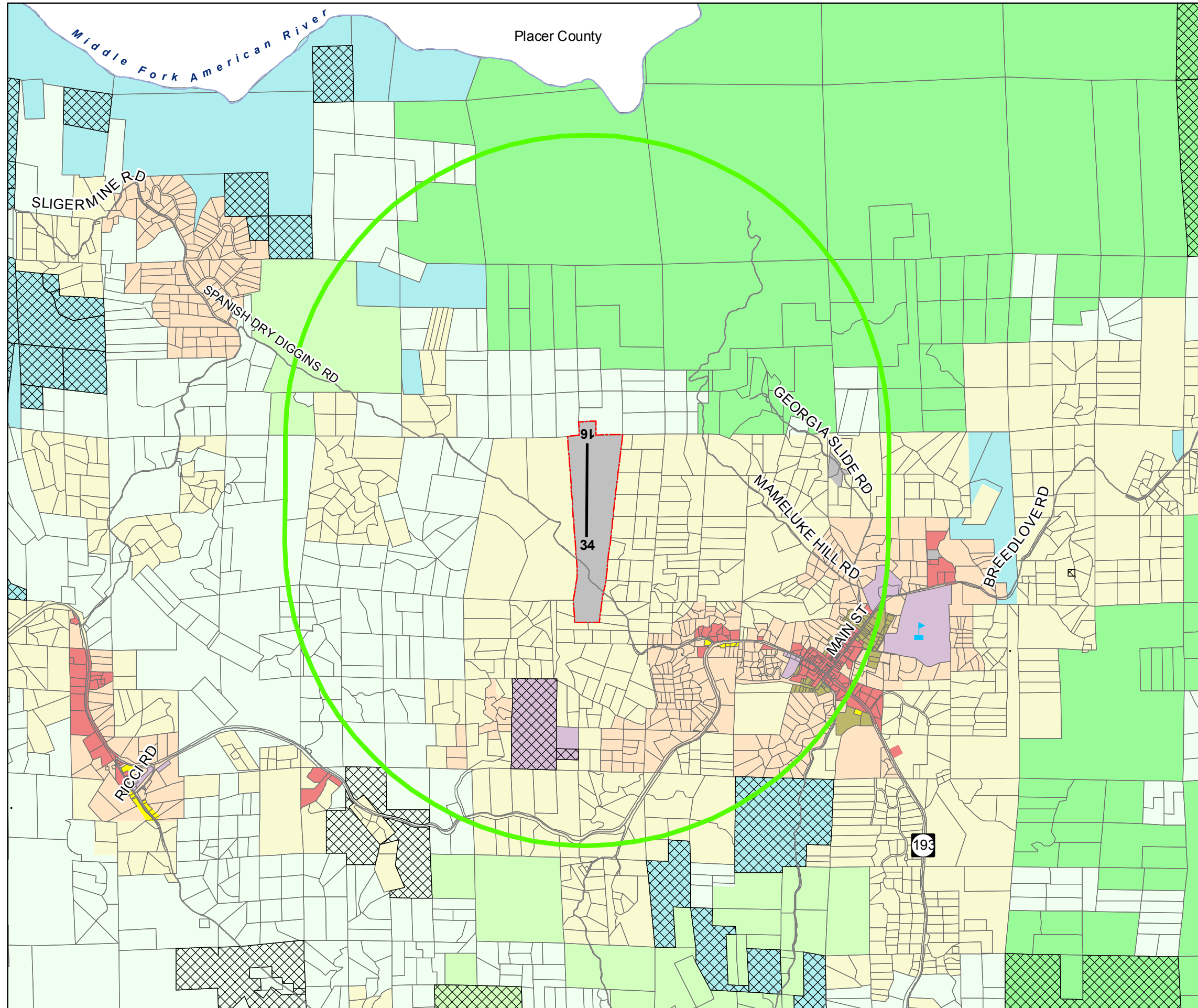
- Large area north of airport changes from existing Natural Resources to future Agriculture

ESTABLISHED AIRPORT COMPATIBILITY MEASURES**El Dorado County General Plan**→ *Airport Noise Guidelines (2009)*

- All projects, including single-family residential, within the 55 dB/CNEL contour of a County airport shall be evaluated against the noise guidelines and policies in the applicable Compatible Land Use Plan (CLUP). (*Policy 6.5.2.1*)
- The County shall develop and apply a combining zone district for areas located within the 55 dB/CNEL contour of airports. (*Policy 6.5.2.2*)

→ *Aviation-Related Hazards (2009)*

- All development within the Airport Safety Zones shall comply with ALUC height, noise, and safety policies and maps as set forth in each CLUP. Where there is a difference between the County development standards and the development standards of the CLUP, the standards that will most reduce airport-related safety hazards shall apply. (*Policy 6.8.1.1*)
- The County shall develop an airport combining zone district within the El Dorado County Zoning Ordinance, for each of the Safety Zones 1, 2, and 3 as defined by the CLUP for each of the County's public airports. The ordinance shall specify maximum density and minimum parcel size. (*Policy 6.8.1.2*)



Georgetown Airport Land Use Compatibility Plan Existing Land Use

(June 2012)

Map Feature Key

- Parcels
- Airport Boundary
- Schools
- Federal, State, and Tribal Lands
- Major Roads
- Airport Runway
- Airport Influence Area

Land Use Key

- Agricultural
- Business and Professional
- Commercial
- Residential - Low Density (1 Unit/5 Acres)
- Residential - Medium Density (1 Unit/Acre)
- Residential - High Density (1-5 Units/Acre)
- Residential - Multi-Family (5-24 Units/Acre)
- Residential - Rural (1 Unit/10 Acres)
- Natural Resources
- Open Space
- Public Facilities
- Research & Development
- Industrial
- Tourist Recreational
- Vacant

Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County

1 inch = 3,000 feet Miles



Georgetown Airport Land Use Compatibility Plan Land Use Designation

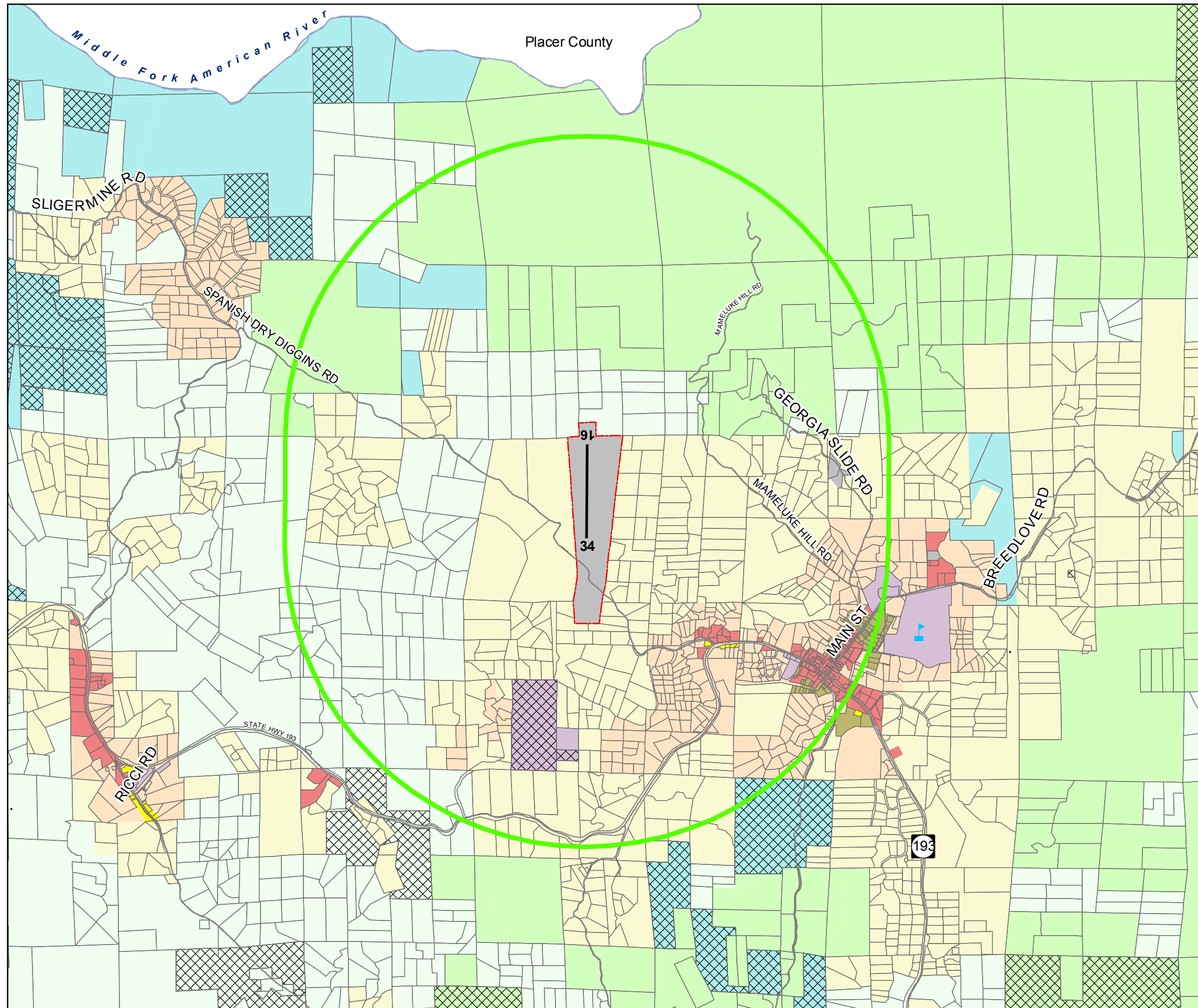
(June 2012)

Map Feature Key

-  Parcels
-  Airport Boundary
-  Schools
-  Federal, State, and Tribal Lands
-  Major Roads
-  Airport Runway
-  Airport Influence Area

Land Use Key

-  Agricultural
-  Business and Professional
-  Commercial
-  Residential - Low Density (1 Unit/5 Acres)
-  Residential - Medium Density (1 Unit/Acre)
-  Residential - High Density (1-5 Units/Acre)
-  Residential - Multi-Family (5-24 Units/Acre)
-  Residential - Rural (1 Unit/10 Acres)
-  Natural Resources
-  Open Space
-  Public Facilities
-  Research & Development
-  Industrial
-  Tourist Recreational



Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County General Plan
adopted July 2004; amended December 2009

1 inch = 3,000 feet  Miles 

