

Chapter **6**

INDIVIDUAL AIRPORT POLICIES AND COMPATIBILITY MAPS

Individual Airport Policies and Compatibility Maps

CHAPTER OVERVIEW

This chapter presents policies and maps that are specific to each of the three airports addressed in this document: Cameron Airpark Airport, Georgetown Airport, and Placerville Airport. The respective section for each airport, combined with the general policies that comprise Chapters 2 through 5, represents the *Compatibility Plan* for that particular airport.

To the extent that any of the policies in Chapters 2 through 5 are not intended to apply to a particular airport, those modifications are indicated here. Any additional policies that apply only to a specific airport are listed as well. These special policies are not to be generalized or considered as precedent applicable to other locations near the same airport or to the environs of other airports addressed by this *Compatibility Plan*. Where no special policies are listed, the policies in Chapters 2 through 5 prevail.

For each airport, a set of five policy maps is provided:

- ▶ *Airport Influence Area Policy Maps* indicate the overall boundary of the area, as well as the two sub-areas—Review Areas 1 and 2—within which certain land use actions are subject to ALUC review
- ▶ *Airport Noise Zones Policy Maps* depict the locations within which criteria addressing noise impacts are applicable.
- ▶ *Safety Zones Policy Maps* show locations where certain types of proposed development may be restricted on the basis of safety compatibility with the airport.
- ▶ *Airspace Protection Zones Policy Maps* define where limits on the heights of structures and other objects are necessary.
- ▶ *Overflight Areas Policy Maps* show where policies providing certain buyer awareness measures are applicable.

These maps provide the geographic context for the compatibility policies set forth in Chapter 4. Information and other factors considered in developing the maps for each airport are described and illustrated in the background data chapters for the respective airports (Chapters 7 through 9).

CAM. CAMERON AIRPARK AIRPORT








CAM.1 Additional Compatibility Policies

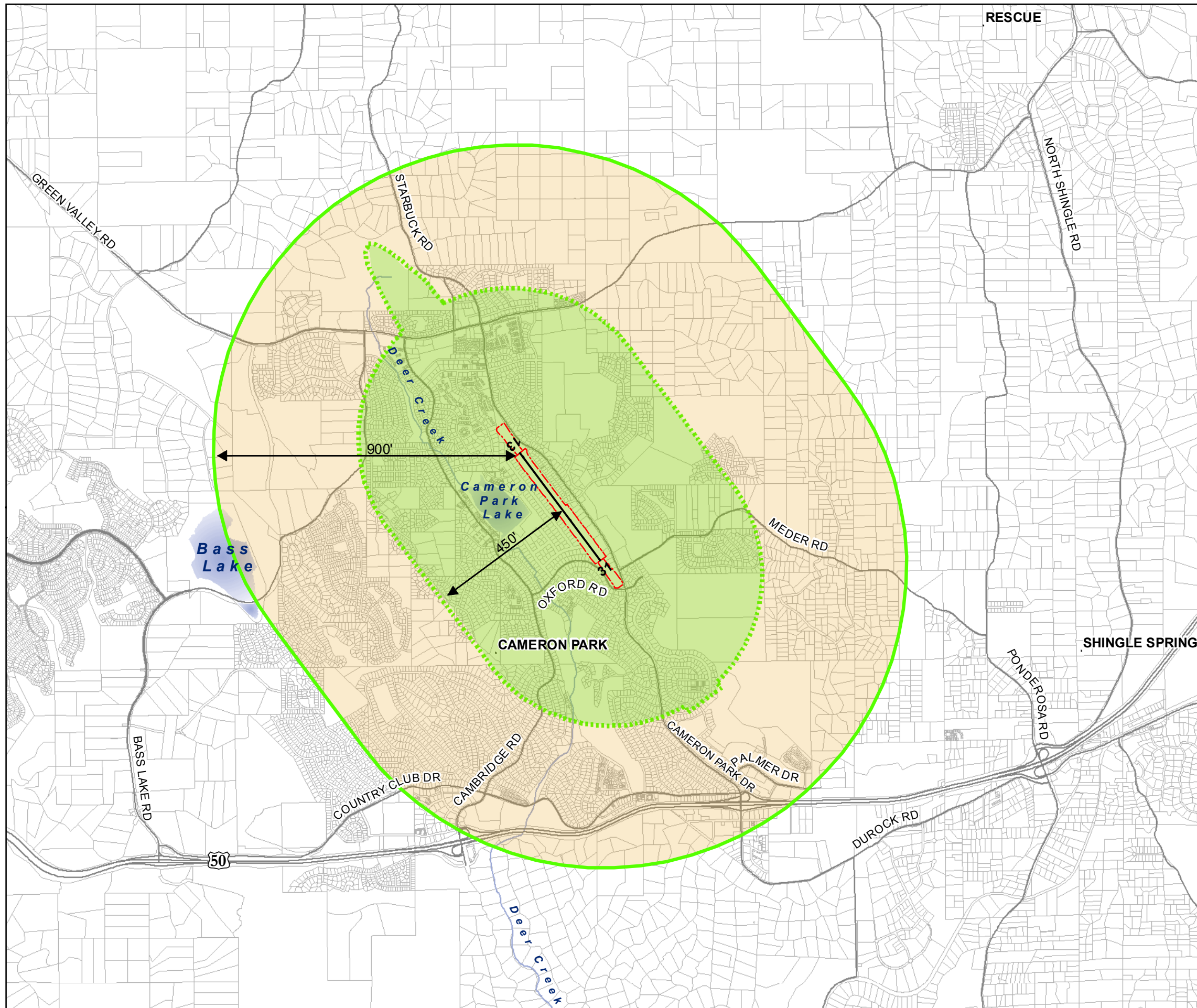
- CAM.1.1 *Noise Compatibility Criteria:* Notwithstanding Policies 2.3.4(a)(1) and 4.2.2(a) and **Table 1**, Noise Compatibility Criteria, new residential lots may be created and new single-family residences may be constructed where the projected airport-related noise exposure at Cameron Airpark Airport is between CNEL 60 dB and CNEL 70 dB, provided that the density is no greater than that of existing residential development within 300 feet of the project site. Appropriate sound attenuation shall be installed as required by Policy 4.2.3 to ensure that interior noise levels will not exceed CNEL 45 dB.
- CAM.1.2 *Single-Family Residential Construction:* Notwithstanding Policy 2.3.4(a)(1), construction or replacement of a single-family home shall be allowed within Safety Zone 1 of Cameron Airpark Airport on a legal lot of record. No subdivision of parcels to allow additional residences shall be permitted.
- CAM.1.3 *Safety Compatibility Criteria:* Notwithstanding Policy 4.3.2(a) and **Table 2**, Safety Compatibility Criteria, new residential lots may be created and new single-family residences may be constructed in Safety Zones 2, 3, 4, and 5 at Cameron Airpark Airport provided that the density is no greater than that of existing residential development in the respective safety zone and that the dwelling is no closer to the runway centerline than existing dwellings.

Cameron Airpark Airport Land Use Compatibility Plan Airport Influence Area Policy Map

(June 2012)

Map Feature Key

-  Parcels
-  Airport Boundary
-  Major Roads
-  Airport Runway
-  Airport Influence Area
-  Review Area 1
-  Review Area 2



Notes

1. The Airport Influence Area is defined by the outer edge of the Airspace Conical Zone.
2. Review Area 1 consists of locations within the CNEL 55 dB contour, Safety Zones 1 - 6, and the Airspace Approach and Transitional Zones.
3. Review Area 2 encompasses the remainder of the Airport Influence Area.
4. See Section 2.4 for policies regarding types of action subject to ALUC review in each area.

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

1 inch = 3,000 feet  Miles 



Figure CAM - 1

Cameron Airpark Airport Land Use Compatibility Plan Airport Noise Zones Policy Map

(June 2012)

Map Feature Key

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

Noise Zone Key

- CNEL * 55-60
- CNEL * 60-65
- CNEL * 65-70
- CNEL * 70+

*Community Noise Equivalent Level (CNEL)

Notes

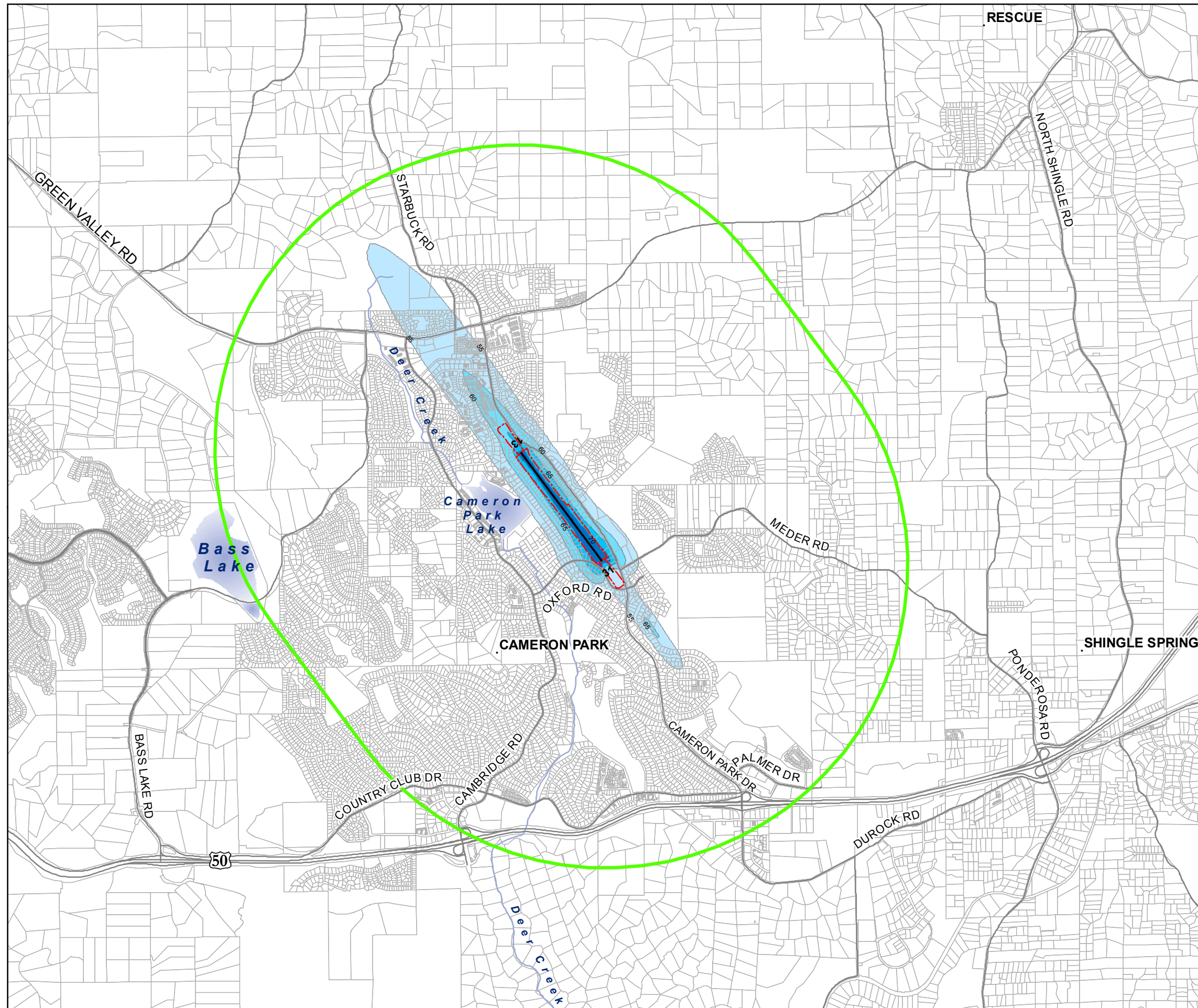
1. Noise contour source: Mead & Hunt, Inc. 2011. Noise contours reflect future scenario of 70,000 annual operations with terrain modeling enabled.
2. See Section 4.2 for policies applicable within each zone.

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

1 inch = 3,000 feet Miles



Figure CAM - 2









Cameron Airpark Airport Land Use Compatibility Plan Airport Safety Zones Policy Map

(June 2012)

Map Feature Key

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

Safety Zone Key

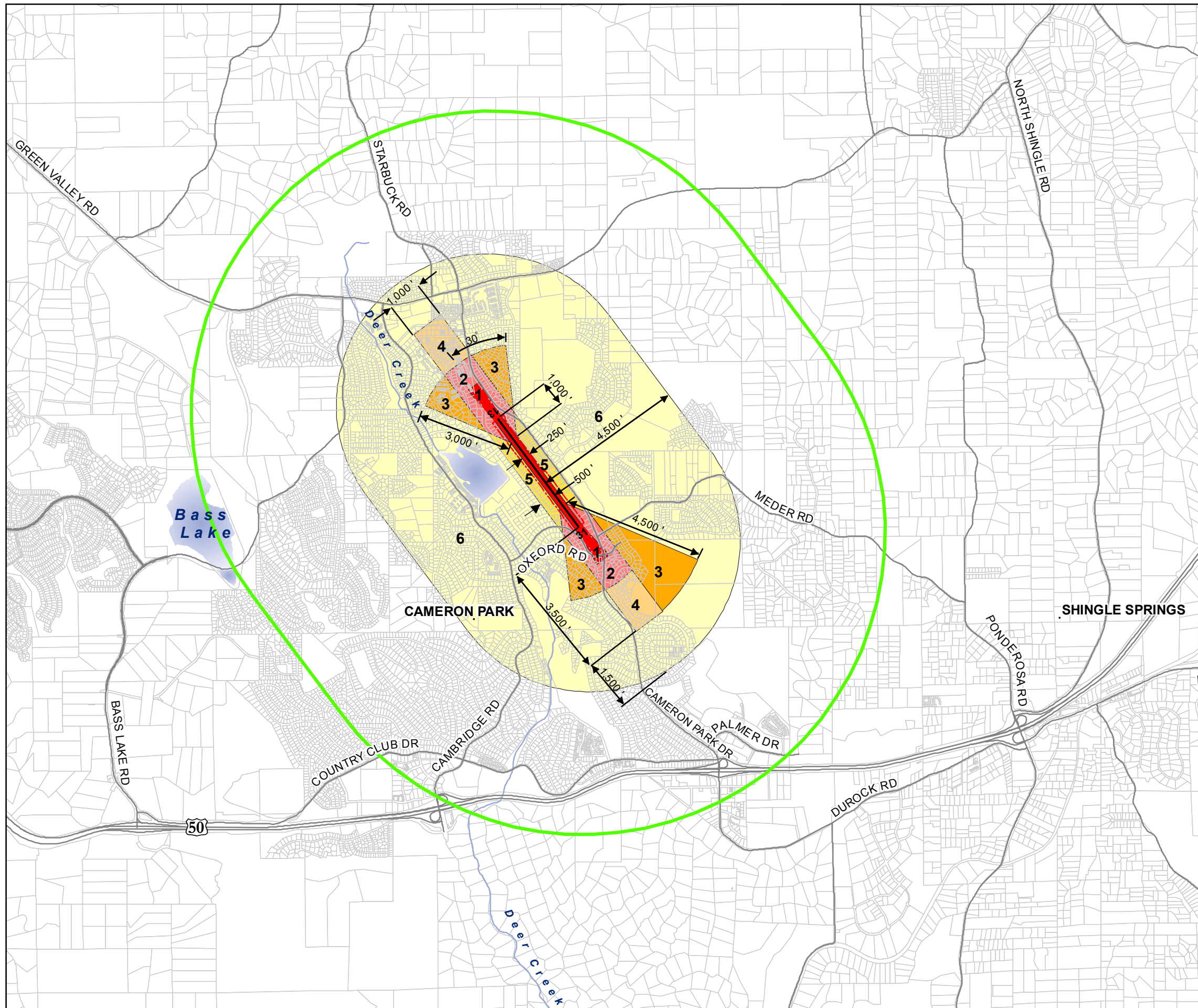
-  1 Runway Protection Zone
-  2 Inner Approach/Departure Zone
-  3 Inner Turning Zone
-  4 Outer Approach/Departure Zone
-  5 Sideline Zone
-  6 Traffic Pattern Zone

Notes

1. See Section 4.3 for policies applicable to each zone.

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

1 inch = 3,000 feet  Miles 



Cameron Airpark Airport Land Use Compatibility Plan Airspace Protection Zones Policy Map

(June 2012)

Map Feature Key

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

Airspace Protection Zone Key

- Primary
- Approach
- Transitional
- Horizontal
- Conical
- Critical Airspace Protection Zone
- High Terrain Areas
- Topographic Contours

Notes

1. Airport elevation is 1,286 feet above mean sea level. Vertical datum is NAVD 88.
2. Airspace Surfaces are defined by Federal Aviation Regulations Part 77, Safe, Efficient Use, And Preservation of the Navigable Airspace.
3. High Terrain Areas consist of locations where ground level is within 35 feet of Part 77 Surface.
4. See Section 4.4 for policies applicable within each zone.

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

1 inch = 3,000 feet

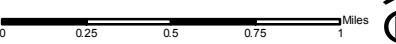
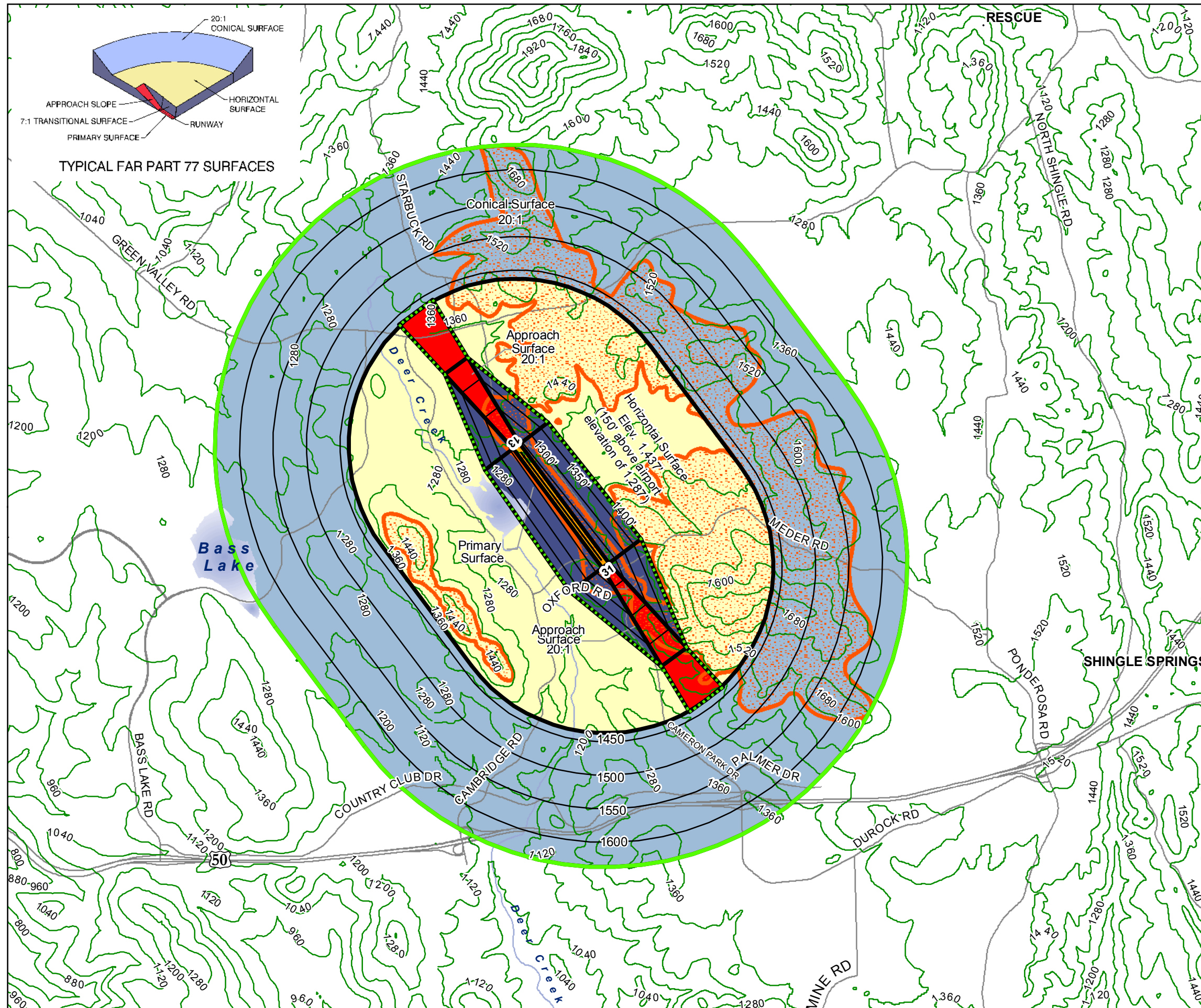


Figure CAM - 4



Cameron Airpark Airport Land Use Compatibility Plan





Overflight Zones Policy Map

(June 2012)

Map Feature Key

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

Overflight Areas Key

-  High Noise/Risk Zone
(avigation easement dedication required)
-  Routine Overflight Zone
(recorded overflight notification required)
-  Airport Influence Area
(real estate transaction disclosure applicable to entire area)
-  High Terrain Areas

Notes

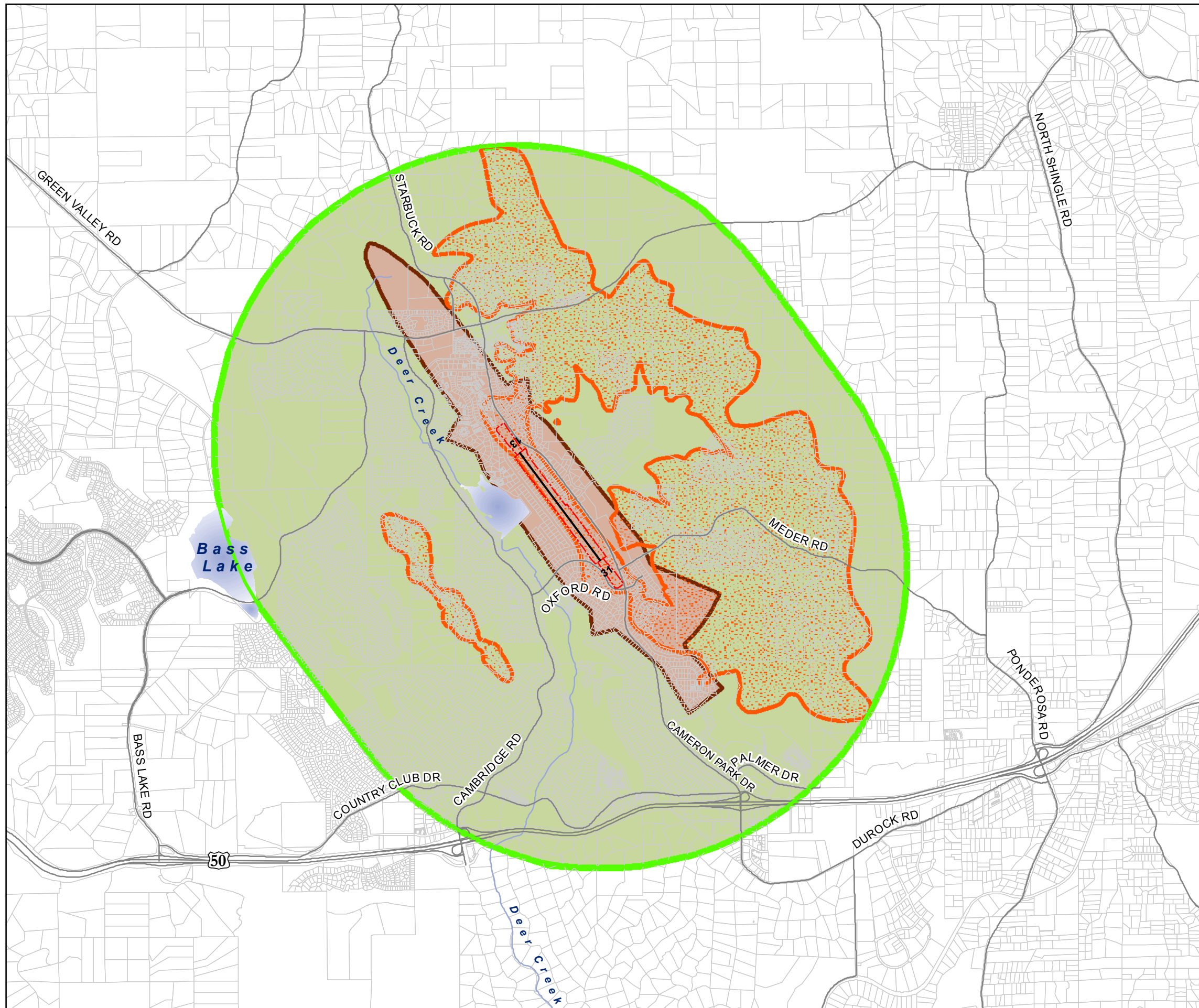
1. See Section 4.5 and Policy 4.6.1 for policies applicable within each zone.
2. The High Noise/Risk Zone encompasses all areas within the CNEL 55 dB contour, Safety Zones 1-5, and the Critical Airspace Protection Zone (including High Terrain areas).
3. Generic safety zones source: California Airport Land Use Planning Handbook (October 2011).
4. Generic safety zones modified to recognize: High terrain south of the airport.

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

1 inch = 3,000 feet  Miles 



Figure Cam - 5



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GEO. GEORGETOWN AIRPORT

GEO.1 Additional Compatibility Policies








GEO.1.1 None.

Georgetown Airport Land Use Compatibility Plan

Airport Influence Area Policy Map

(June 2012)

Map Feature Key

-  Parcels
-  Airport Boundary
-  Major Roads
-  Airport Runway
-  Airport Influence Area
-  Review Area 1
-  Review Area 2

Notes

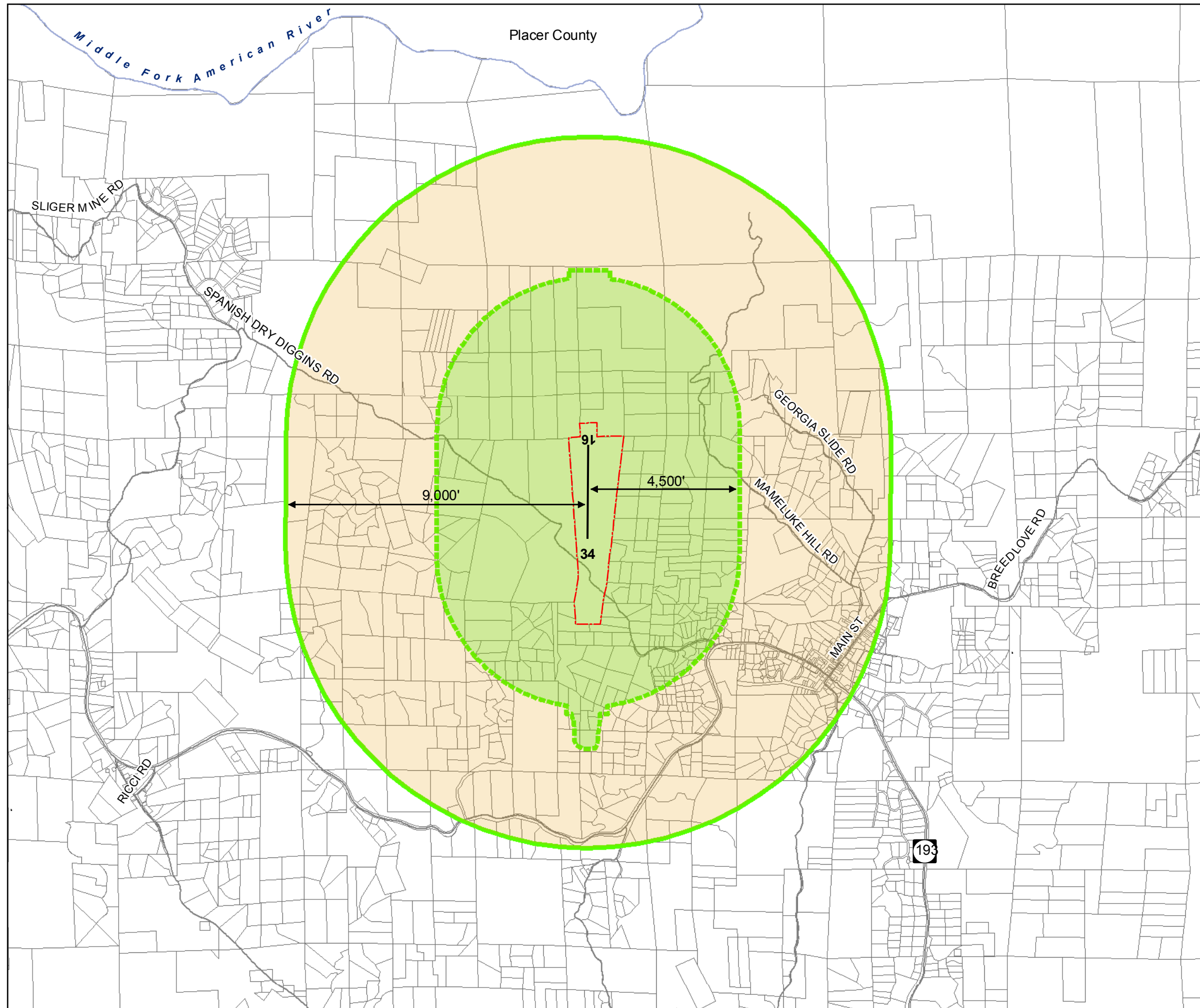
1. The Airport Influence Area is defined by the outer edge of the Airspace Conical Zone.
2. Review Area 1 consists of locations within the CNEL 55 dB contour, Safety Zones 1 - 6, and the Airspace Approach and Transitional Zones.
3. Review Area 2 encompasses the remainder of the Airport Influence Area.
4. See Section 2.4 for policies regarding types of action subject to ALUC review in each area.

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 








Figure GEO - 1







Georgetown Airport Land Use Compatibility Plan Airport Noise Zones Policy Map

(June 2012)

Map Feature Key

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

Noise Zone Key

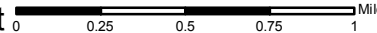

-  CNEL * 55-60
-  CNEL * 60-65
-  CNEL * 65-70
-  CNEL * 70+

*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 modeling enabled.
2. See Section 4.2 for policies applicable within each zone.

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 Airport Safety Zones Policy Map

(June 2012)

Map Feature Key

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

Safety Zone Key

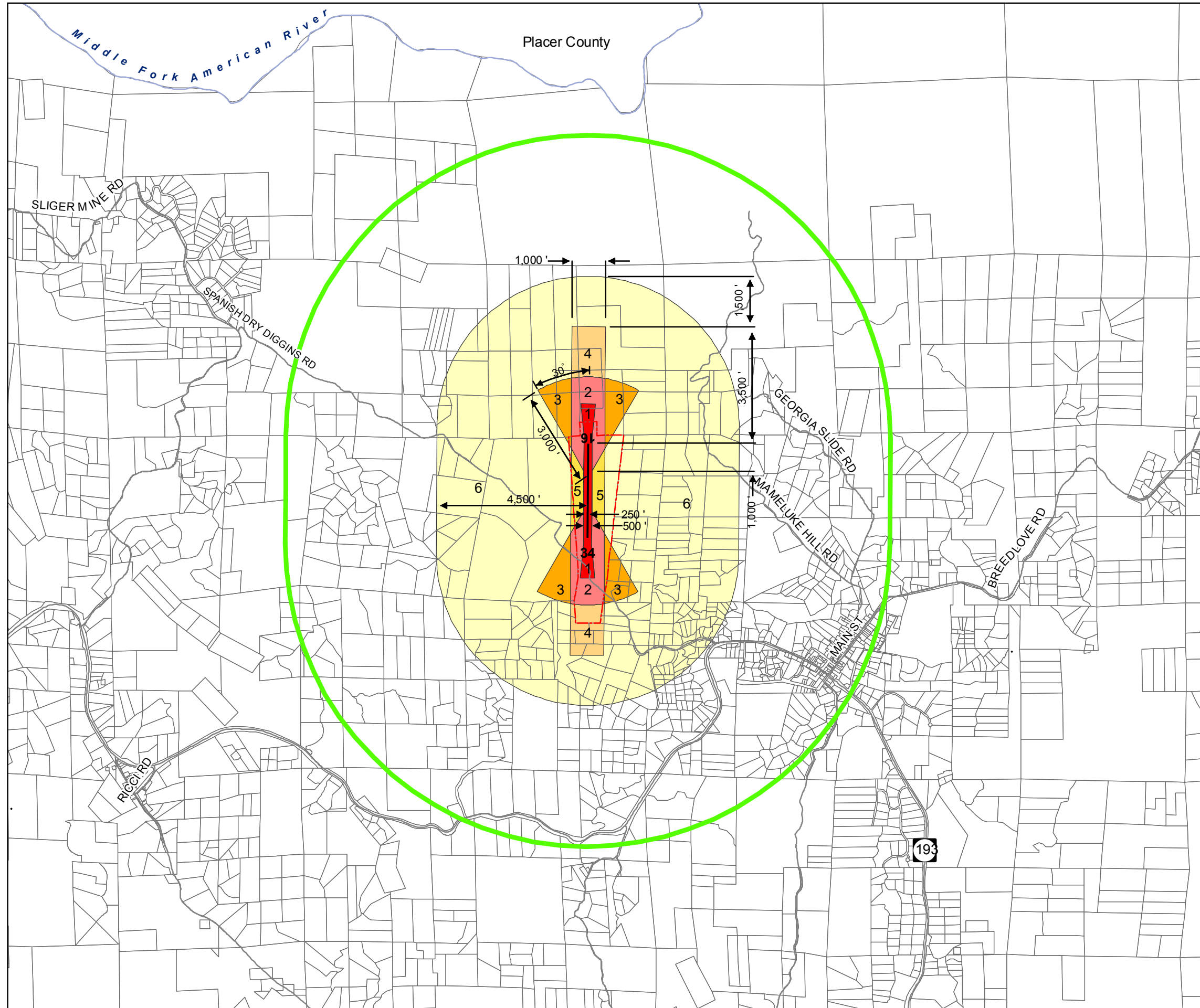
-  1 Runway Protection Zone
-  2 Inner Approach/Departure Zone
-  3 Inner Turning Zone
-  4 Outer Approach/Departure Zone
-  5 Sideline Zone
-  6 Traffic Pattern Zone

Notes

1. See Section 4.3 for policies applicable to each zone.

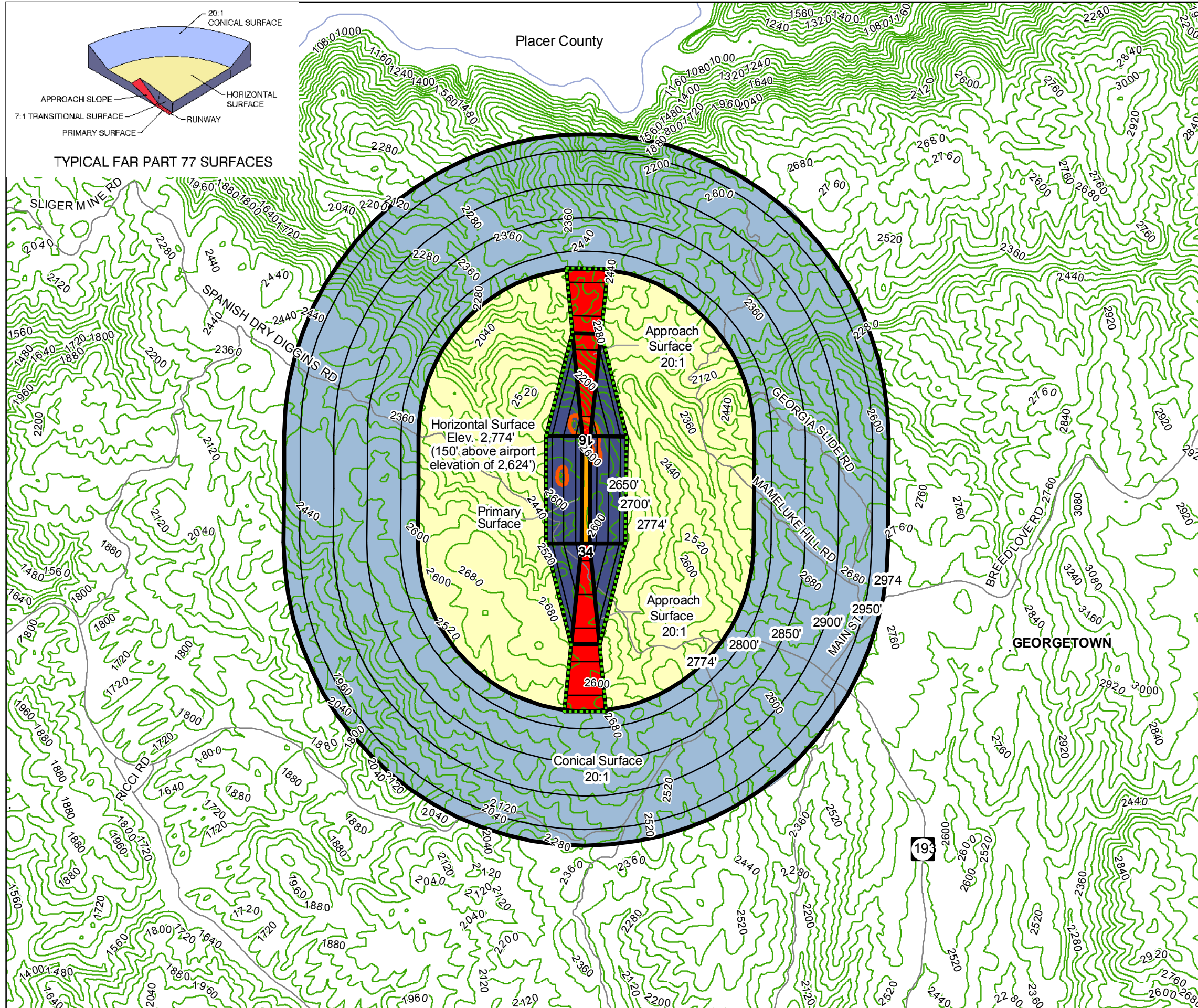
Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County

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



Georgetown Airport Land Use Compatibility Plan Airspace Protection Zones Policy Map

(June 2012)



Map Feature Key

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

Airspace Protection Zone Key

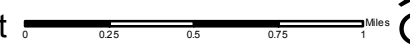
- Primary
- Approach
- Transitional
- Horizontal
- Conical
- Critical Airspace Protection Zone
- High Terrain Areas
- Topographic Contours

Notes:

1. Airport elevation is 2,623 feet above mean sea level. Vertical datum is NAVD 88.
2. Airspace Surfaces are defined by Federal Aviation Regulations Part 77, Safe, Efficient Use, And Preservation of the Navigable Airspace.
3. High Terrain Areas consist of locations where ground level is within 35 feet of Part 77 Surface.
4. See Section 4.4 for policies applicable within each zone.

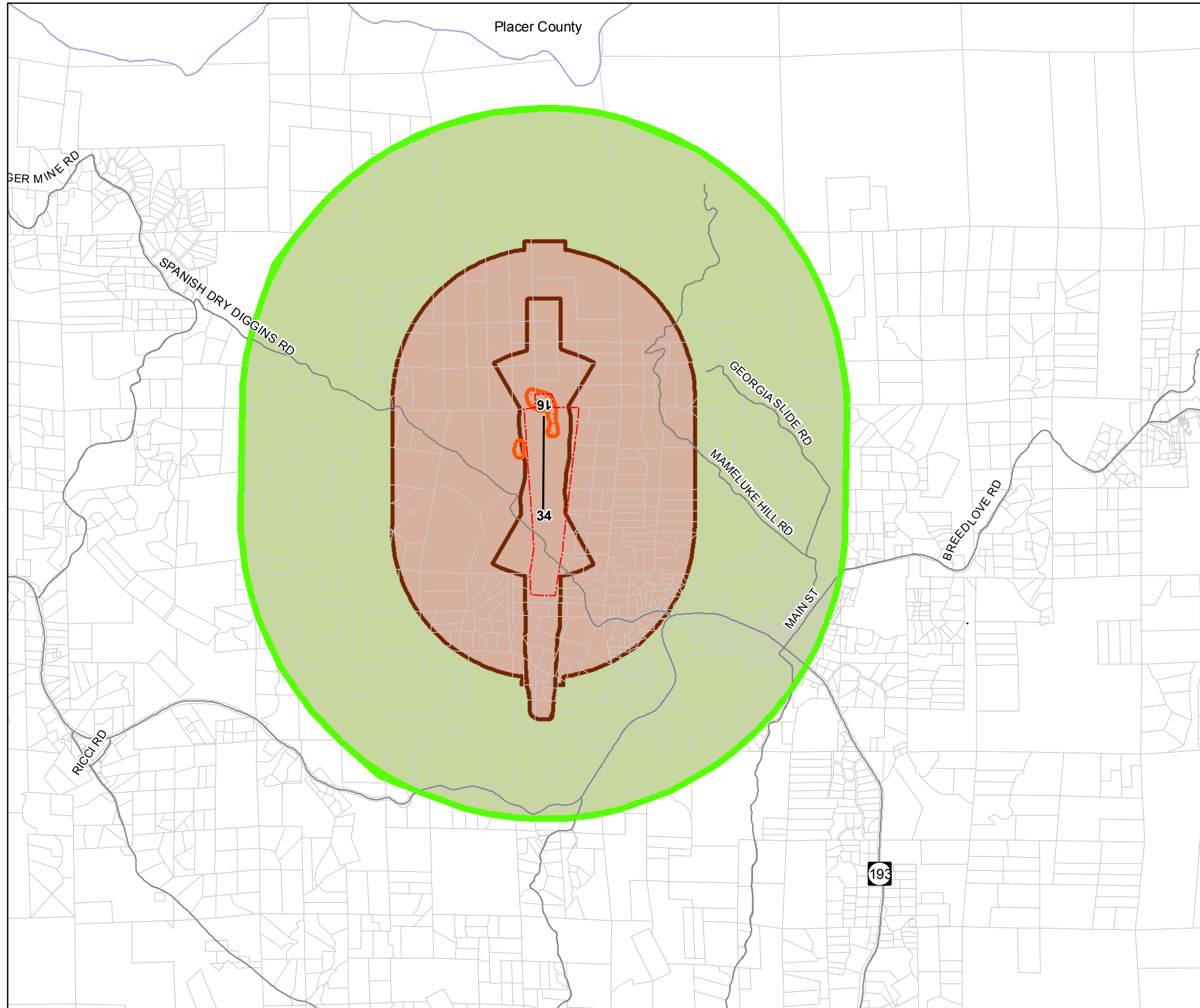
Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County

1 inch = 3,000 feet



Georgetown Airport Land Use Compatibility Plan Overflight Zones Policy Map

(June 2012)



Map Feature Key

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

Overflight Areas Key

- High Noise/Risk Zone
(avigation easement dedication required)
- Routine Overflight Zone
(recorded overflight notification required)
- Airport Influence Area
(real estate transaction disclosure applicable to entire area)
- High Terrain Areas

Notes:

1. See Section 4.5 and Policy 4.6.1 for policies applicable within each zone.
2. The High Noise/Risk Zone encompasses all areas within the CNEL 55dB contour, Safety Zones 1-5, and the Critical Airspace Protection Zone (including High Terrain Areas).

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

1 inch = 3,000 feet Miles



Figure GEO - 5

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PLA. PLACERVILLE AIRPORT

PLA.1 Additional Compatibility Policies









PLA.1.1 *El Dorado Adventist School*: This policy applies to the existing El Dorado Adventist School located at 1900 Broadway, Placerville. The school property is located within the influence area of Placerville Airport. Specifically, the site is within Safety Zone 6 less than 0.5 mile north of the runway.

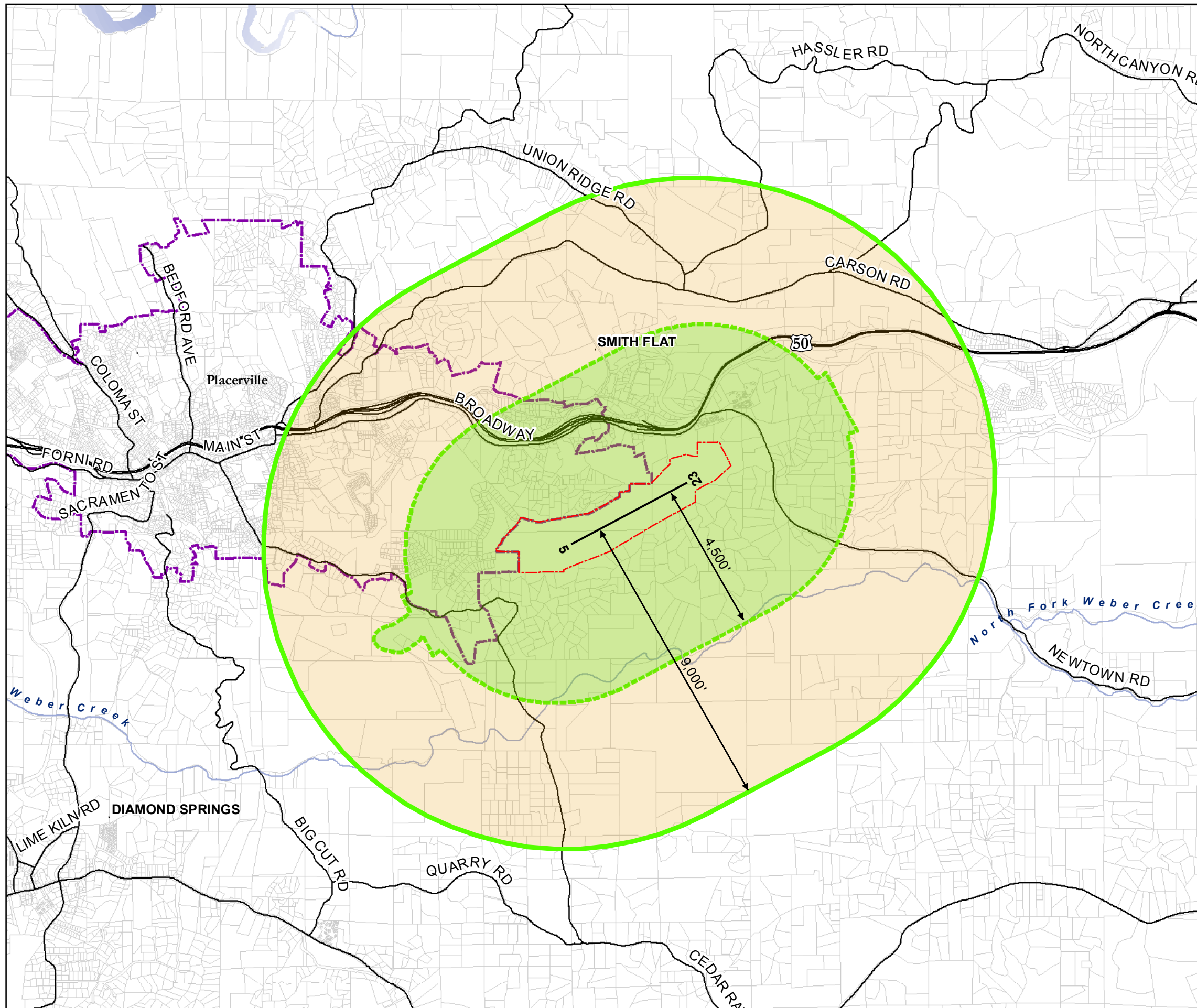
- (a) Policy 4.6.4(c) and the safety compatibility criteria in **Table 2** notwithstanding, expansion of the El Dorado Adventist School or any similar successor school on the site is allowed provided that the expansion meets the following conditions.
 - (1) Property acquisition for purposes of constructing additional school facilities is not permitted beyond the existing 19± acres, unless the acquisition and new facilities are beyond 0.5 mile from the Placerville Airport runway.
 - (2) Student enrollment (the number of students on site during a typical day) shall not exceed 500.
 - (3) The total size of school buildings shall not exceed 60,000 square feet.
 - (4) All new buildings shall have grade-level exits and be no more than two stories above ground at any point.
 - (5) Fire sprinklers shall be required in all new buildings or building expansion and should be installed in existing buildings in conjunction with any remodeling.
 - (6) No indoor or outdoor sports or assembly facility shall have an occupancy of greater than 1,000 people (students, staff, and visitors).
- (b) This special policy shall apply only to the location indicated and not to any other location within the influence area of Placerville Airport or other airports governed by the applicable countywide policies in this ALUCP. This policy exception takes into consideration that the school already exists on the site. Further, it is based upon the following aeronautical factors that minimize the associated risks.
 - (1) Safety Zone 6 is the Traffic Pattern Zone. While aircraft sometimes overfly areas north of the runway when approaching the airport, the standard traffic pattern is solely on the south side.
 - (2) The elevation of the school site is more than 300 feet below that of the runway.

Placerville Airport Land Use Compatibility Plan Airport Influence Area Policy Map

(June 2012)

Map Feature Key

-  Parcels
-  Airport Boundary
-  Placerville City Limit
-  Major Roads
-  Airport Runway
-  Airport Influence Area
-  Review Area 1
-  Review Area 2



Notes

1. The Airport Influence Area is defined by the outer edge of the Airspace Conical Zone.
2. Review Area 1 consists of locations within the CNEL 55 dB contour, Safety Zones 1 - 6, and the Airspace Approach and Transitional Zones.
3. Review Area 2 encompasses the remainder of the Airport Influence Area.
4. See Section 2.4 for policies regarding types of action subject to ALUC review in each area.

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

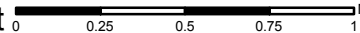

1 inch = 3,000 feet  Miles 









Figure PLA - 1





Placerville Airport Land Use Compatibility Plan Airport Noise Zones Policy Map

(June 2012)

Map Feature Key

-  Parcels
-  Airport Boundary
-  Placerville City Limit
-  Major Roads
-  Airport Runway
-  Airport Influence Area

Noise Zone Key

-  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 95,000 annual operations with terrain modeling enabled.
2. See Section 4.2 for policies applicable within each zone.

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

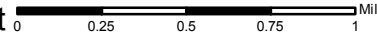
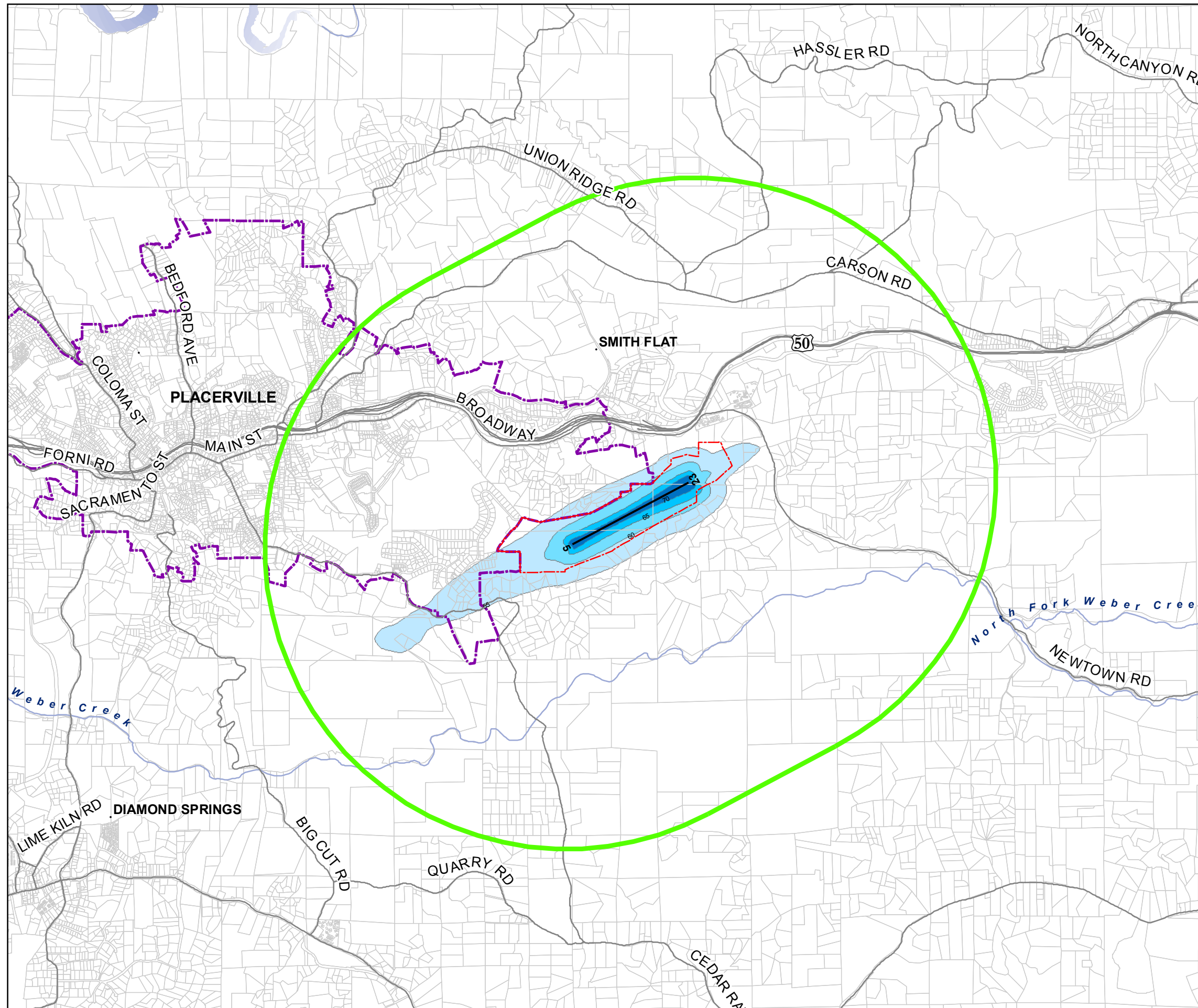
1 inch = 3,000 feet  Miles 









Figure PLA - 2









Placerville Airport Land Use Compatibility Plan Airport Safety Zones Policy Map

(June 2012)

Map Feature Key

-  Parcels
-  Airport Boundary
-  Placerville City Limit
-  Major Roads
-  Airport Runway
-  Airport Influence Area

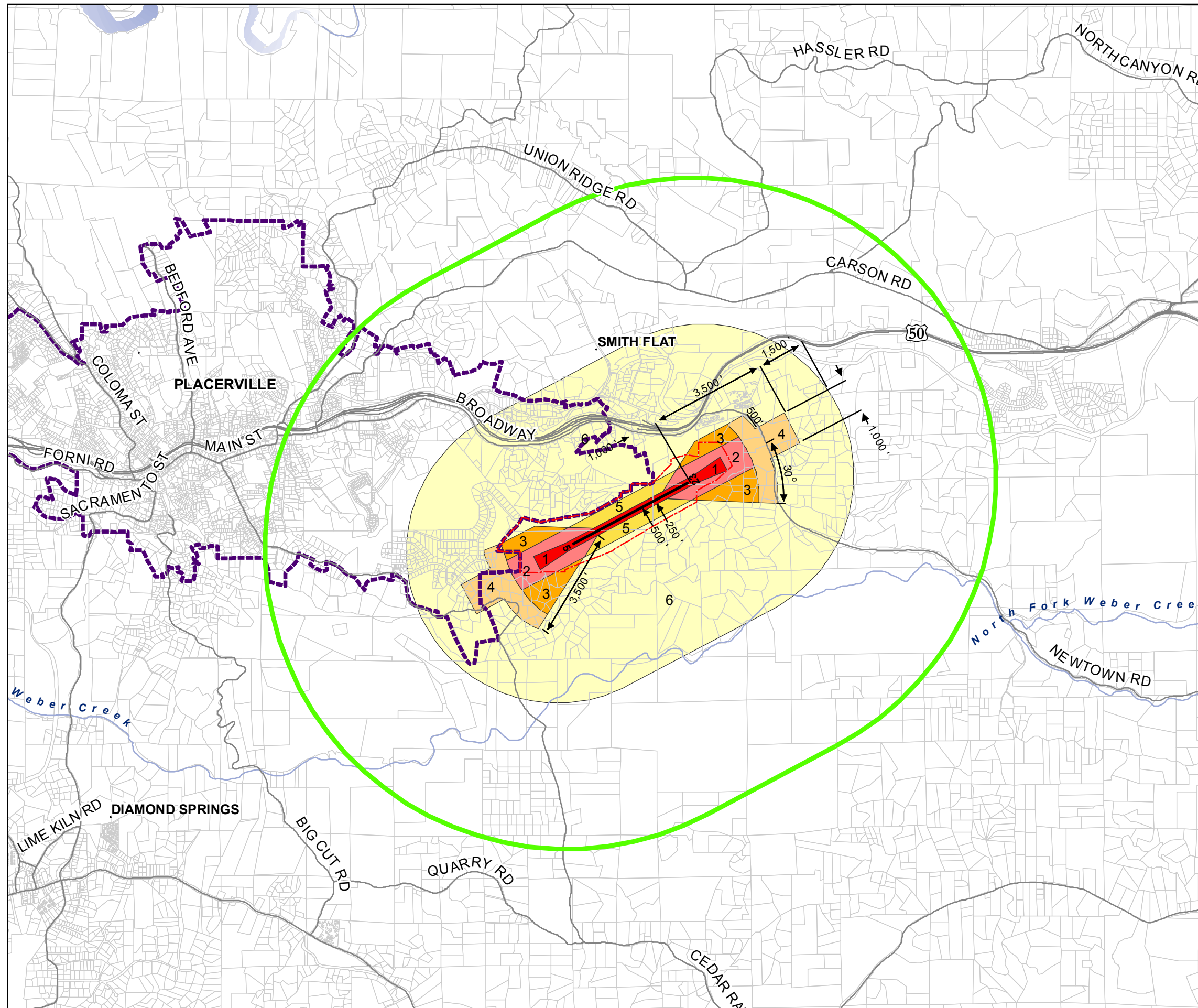
Safety Zone Key

-  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. See Section 4.3 for policies applicable to each zone.

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



**Placerville Airport
Land Use Compatibility Plan**

**Airspace
Protection Zones
Policy Map**

(June 2012)

Map Feature Key

- Parcels
- Airport Boundary
- Placerville City Limit
- Major Roads
- Airport Runway
- Airport Influence Area

Airspace Protection Zone Key

- Primary
- Approach
- Transitional
- Horizontal
- Conical
- Critical Airspace Protection Zone
- High Terrain Areas
- Topographic Contours

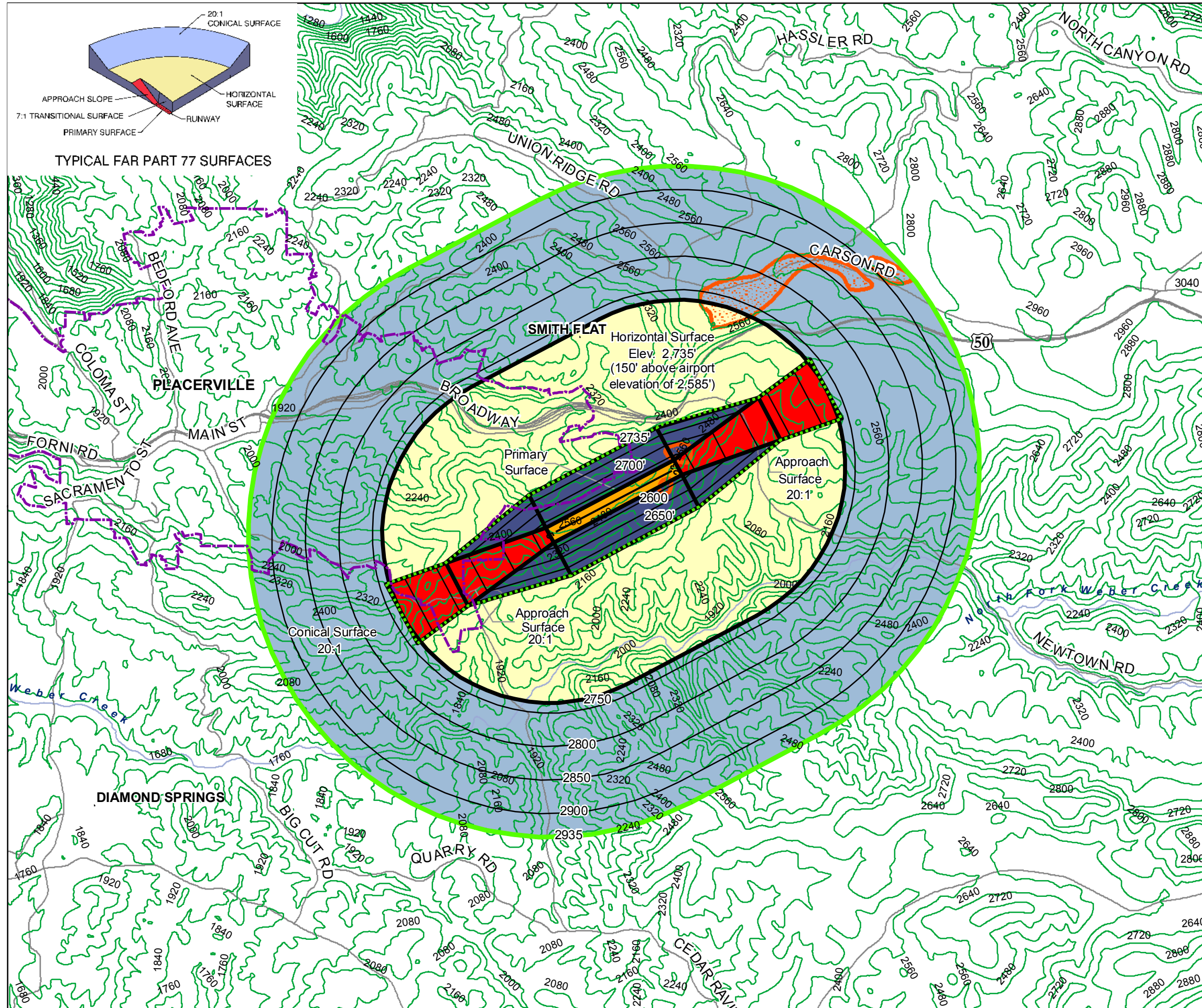
- Notes**
1. Airport elevation is 2,585 feet above mean sea level. Vertical datum is NAVD 88.
 2. Airspace Surfaces are defined by Federal Aviation Regulations Part 77, Safe, Efficient Use, And Preservation of the Navigable Airspace.
 3. High Terrain Areas consist of locations where ground level is within 35 feet of Part 77 Surface.
 4. See Section 4.4 for policies applicable within each zone.

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

1 inch = 3,000 feet



Figure PLA - 4



Placerville Airport Land Use Compatibility Plan Overflight Zones Policy Map

(June 2012)

Map Feature Key

- Parcels
- Airport Boundary
- Placerville City Limit
- Major Roads
- Airport Runway
- Airport Influence Area

Overflight Areas Key

- High Noise/Risk Zone
(aviation easement dedication required)
- Routine Overflight Zone
(recorded overflight notification required)
- Airport Influence Area
(real estate transaction disclosure applicable to entire area)
- High Terrain Areas

Notes:

1. See Section 4.5 and Policy 4.6.1 for policies applicable within each zone.
2. The High Noise/Risk Zone encompasses all areas within the CNEL 55 dB contour, Safety Zones 1-5, and the Critical Airspace Protection Zone (including High Terrain Areas).

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

1 inch = 3,000 feet Miles



Figure PLA - 5

