

PLACER COUNTY

Airport Land Use Compatibility Plans

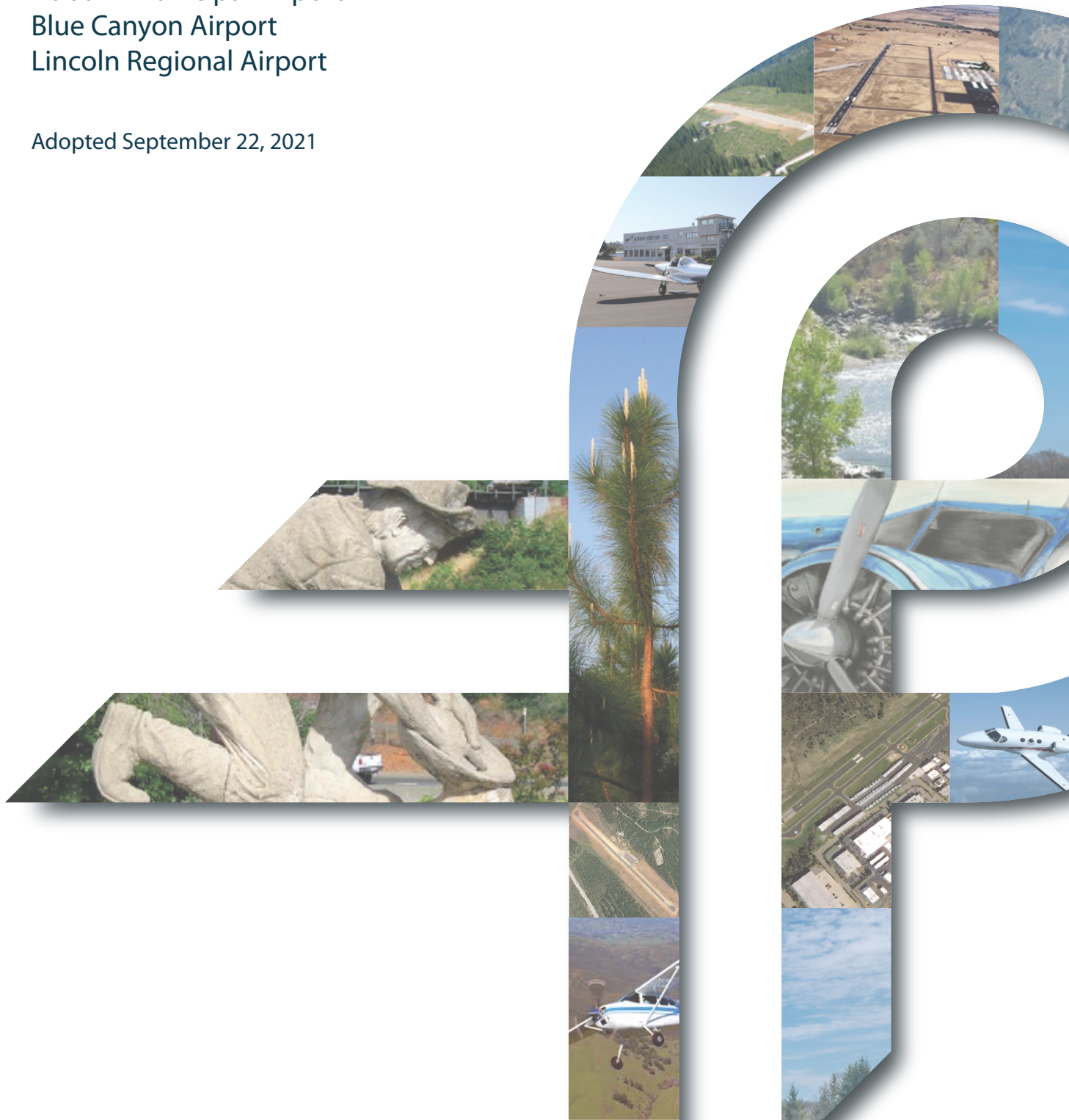
Containing Individual Plans for:

Auburn Municipal Airport

Blue Canyon Airport

Lincoln Regional Airport

Adopted September 22, 2021



Chapter **7**

Background Data:
*Auburn Municipal Airport
and Environs*

Background Data: Auburn Municipal Airport and Environs

INTRODUCTION

Auburn Municipal Airport is a 253-acre general aviation facility serving the City of Auburn and surrounding areas in the counties of Placer, El Dorado, Nevada, and Sacramento. The airport is owned and operated by the City of Auburn.

The City of Auburn is situated in the foothills of the Sierra Nevada Mountains approximately 35 miles northeast of Sacramento. Auburn Municipal Airport is located 3.5 miles north of the city center in a noncontiguous, incorporated island surrounded by unincorporated lands of Placer County.

AIRPORT MASTER PLAN AND AIRPORT LAYOUT PLAN STATUS

The Auburn City Council adopted a master plan for Auburn Municipal Airport in July 2007. Since publication of the master plan, updates have been made to the Airport Layout Plan (ALP) drawing to reflect recent and newly proposed construction projects. The current ALP was approved by the Federal Aviation Administration (FAA) in April 2019. The information contained on the 2019 ALP, together with supplemental information provided in the 2007 master plan and by airport personnel form the foundation for this *Auburn Municipal Airport Land Use Compatibility Plan (ALUCP)*.

Airfield Configuration

The Airport consists of a single 3,700-foot east/west runway designated Runway 7-25. Both runway ends have Runway Protection Zones (RPZs) that meet the Federal Aviation Administration standards for B-I (Small). This standard is intended to accommodate aircraft having an approach speed less than 121 knots, wingspans less than 49 feet, tail heights less than 20 feet, and maximum takeoff weights less than 12,500 pounds. The airport's building area and aircraft parking aprons are located south of the airfield.

Short-term improvements planned for the airport include obstacle removal of existing and future, ultimate design, Part 77 Airspace obstructions adjacent to the Airport. The obstacles around the Airport are primarily on the north and south on areas of rising terrain. The ALP narrative report states the City of Auburn will work to mitigate the obstructions as funding becomes available.

The 2007 master plan includes a substantial analysis of extending the existing runway further to the west, east or combination of both. The intention was to address the future needs of the Airport by extending the current 3,700-foot-long runway to an optimal 4,300 feet. The City Council ultimately did not include that extension in the 2007 master plan as it did not seem economically feasible at the time. However, in preparing the 2019 ALP update, the City decided to add the runway extension as a proposed long-term project.

The proposed runway extension is shown on the updated ALP to reassess the feasibility of extending the existing runway to accommodate slightly larger and faster planes and meet the future aviation needs for the region. The updated fleet mix forecast indicates an increasing number of operations by reciprocating twin-engine and jet aircraft that have higher approach speeds, wingspans, and runway length requirements. While not expected to operate in sufficient numbers to become the critical design aircraft for the Airport, the aircraft can be more demanding on facilities. Larger and faster aircraft that exceed the current design group are not prohibited from operating at the Airport and the runway length needed for landing and takeoff is still at the pilot's discretion. Corporate or charter jet aircraft are often limited by insurance requirements for a minimum runway length of 5,000 feet. However, operators of privately owned jets have greater flexibility in choice of runway length and pilots may choose to operate on the proposed 4,300-foot length or even the current 3,700-foot length.

The increase in runway length is proposed to be achieved by adding pavement to both ends of the runway, but the runway thresholds marking the beginning of where aircraft land on the runway are not planned to be moved. The result is a displaced threshold at each end of the runway. An aircraft landing from the west on Runway 7 would still touch down at the same point as currently but would have an additional 211 feet of pavement at the east end of the runway available for landing distance. Similarly, an aircraft landing on Runway 25 would also touch down in the same point as now but have an additional 390 feet available for landing.

The extensions at each end, together with the creation of displaced thresholds, result in separate Approach and Departure RPZs at each end of the runway. The Approach RPZs will be positioned relative to the displaced thresholds, thus remaining where they are now. The Departure RPZs will shift to the new ends of the runway. The shift in Departure RPZs translates into greater area that must be free of people and structures, but they remain entirely on the Airport property so the 2019 ALP does not propose property acquisition. However, the shift in the departure surfaces will lower the protected slope that must be free of obstacles. As a result, there is an increase in the number of existing obstacles, and terrain that penetrates the airspace. The change is noted on the 2019 updated ALP airspace and obstacle data sheet.

Aircraft Traffic Patterns

For fixed-wing aircraft, Runways 7 and 25 both have a standard left-hand pattern, thus creating traffic patterns both north and south of the runway. However, because over 90% of aircraft operations are on Runway 25 (east to west), the predominant traffic pattern is the one on the south.

In lieu of a dedicated heliport, helicopters approach and depart using the runway. The predominant traffic pattern for helicopters is south of the Airport, making right-hand turns to land on Runway 7 or left turns to Runway 25.

For noise abatement purposes, aircraft departing to the west on Runway 25 are requested, if speed and altitude permit, to make a 20° left turn at the end of the runway to avoid a convalescent home and mobile park situated west of the Airport.

The Airport has one instrument approach procedure, RNAV (GPS) RWY 7. This approach allows for a straight in approach to Runway 7 or a circling approach to either Runway 7 or 25. The straight in procedure to Runway 7 has three categories and associated visibility minimums depending upon the type of approach instrumentation used: 1) visibility minimums of 1¼ mile with a decision height of 316 feet above touchdown zone elevation, or 2) 1¾ mile visibility minimums with a decision height of 436 feet above touchdown zone elevation, or 3) Visibility minimums of 1-mile with a decision height of 568 feet above touchdown zone elevation. The circling approach has visibility minimums as low as 1 mile and a decision height of 662 feet above airport elevation. Aircraft utilizing the circling approach may circle the airport any distance desired so long as the runway can be seen at a distance no closer than 1 mile from the runway. The circling approach is not permitted at night.

The proposed runway extensions may have a minor effect on the traffic patterns, specifically on departure altitudes. The runway length is increased by adding pavement at each end, but the threshold and the associated touchdown zone remain the same. Aircraft on approach are required to land beyond the threshold, so approach paths will remain the same. However, this is not true for departing aircraft.

Aircraft can begin their takeoff roll prior to the runway displaced threshold markings and will have a larger safety margin during an aborted takeoff. For example, an aircraft departing to the west on Runway 25 would have an additional 211 feet of runway prior to the threshold markings available to begin the takeoff run. Should the aircraft have a malfunction that requires the pilot to stop prior to rotation, the aircraft would have an additional 390 feet at the far end for roll out and stopping. Having additional runway for the beginning of the takeoff roll means the aircraft will rotate and takeoff sooner than existing runway conditions permit and be at higher altitude during departure climb out. The longer runway surface would also allow aircraft to depart with more useful load than can be safely carried out now. Traffic patterns for approaching aircraft are not expected to change.

Traffic patterns for departing aircraft will have an increase in altitude during climb out relative to existing conditions. The changing departure patterns will not be significant enough to be noticed visually as altitude difference will be a matter of a few feet.

Aircraft Activity and Forecasts

The 2019 Airport Layout Plan contains the most recent information regarding current and forecast airport activity. Airport personnel indicate that the base year (2015) airport activity level is approximately 70,000 annual operations. This activity level is consistent with the base year level presented in the 2007 Master Plan for 2004/2005. The updated 20-year forecast of 78,750 annual operations is representative of the growth potential at Auburn Municipal Airport. The ALP forecast serves as the basis of this *ALUCP*. Exhibit 4D contains additional details regarding existing and forecast airport activity.

SURROUNDING LAND USES

Auburn Municipal Airport is situated within the city limits, but in a noncontiguous segment some 1.5 miles beyond the northern edge of the remainder of the city. The city's sphere of influence encompasses all of the intervening land plus additional areas on all sides of the airport. At present, though, the Airport environs fall primarily within unincorporated Placer County jurisdiction. No large-scale annexation is anticipated within the foreseeable future.

Surrounding lands contain a mixture of residential, industrial, and commercial uses and open space. The most intensive development is to the west along Grass Valley Highway (State Highway 49), ¾ mile west of the existing runway end. Various commercial uses, a hospital and a mobile home park lie along the

highway corridor. Major uses to the south include a reservoir and a golf course. Areas to the north and east consist mostly of rural residential uses, a convalescent home and some undeveloped land. An aqueduct, owned and operated by Pacific Gas and Electric Company, traverses the eastern side of the Airport property. Schools, places of worship, and various public facilities also exist within the Airport environs. Planned land uses reflect existing land use patterns.

EXHIBITS

The following exhibits illustrate the compatibility factors and background information which serve as the basis for this *ALUCP*.

Exhibit 7A: Airport Features Summary—Presents information pertaining to the airport configuration, operational characteristics, and applicable planning documents.

Exhibit 7B-1 and 7B-2: 2019 Airport Layout Plan and Data Sheet —The FAA-approved ALP depicting the airport configuration and airport building areas.

Exhibit 7C: Airport Activity Summary—Presents existing and forecast activity levels for the airport provided in the 2019 ALP Narrative Report and 2007 Master Plan, and brought forward for this *ALUCP* purposes.

Exhibits 7D and 7E: Compatibility Factors—Depicts the extents of the four compatibility factors upon which the compatibility zones for Auburn Municipal Airport were derived. The four compatibility factors are defined by:

- *Noise* – Future noise contours reflecting a forecasted aircraft activity level of 75,600 annual operations.
- *Overflight* – Primary traffic patterns reflecting where aircraft and helicopters operating at Auburn Municipal Airport routinely fly.
- *Safety* – Generic safety zones for a short general aviation runway as provided in the *California Airport Land Use Planning Handbook* (October 2011). The proposed increase in runway length to greater than 3,999 feet will trigger a change to a medium general aviation runway category and result in an increase in the safety zone dimension recommended by the *Handbook*.
- *Airspace Protection* – FAA notification and obstruction surfaces (category A, non-precision, 20:1 approach slope) as defined by Code of Federal Regulation (CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*. Airspace surfaces reflecting the future runway length of 4,300 feet has been prepared for this *ALUCP*.
- *Compatibility Zones* – Policy zones developed for this *ALUCP* are based on the above four factors. Airport-specific considerations used to develop these zones are summarized in Chapter 4.

Exhibit 7F: Compatibility Factors: Wildlife Hazards—Depicts the extents of the FAA-designated separations for wildlife attractants in accordance with FAA Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports* (February 2020). Also identifies existing and planned reserve areas provided in the Placer County Conservation Program (PCCP).

Exhibit 7G: Airport Environs Information—Summarizes information about current and planned land uses in the environs of the Auburn Municipal Airport. Airport land use compatibility policies contained in the County’s and City’s general plans are also summarized.

Exhibit 7H: General Plan Land Use Designations—Shows planned land use designations as reflected in the 2013 and 1993 adopted general plan land use diagrams, as amended, for Placer County and the City of Auburn, respectively. Planned city land use designations for the unincorporated areas within the city’s sphere of influence are consistent with the county’s designations shown on the map.

Exhibit 7I: Aerial—An aerial photo of the airport environs.

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GENERAL INFORMATION

- *Airport Ownership:* City of Auburn
- *Property Size*
 - › Fee title: 253 acres; adjacent 40-acre industrial park also city owned
 - › Avigation easements: None
- *Airport Classification:* General Aviation
- *Airport Elevation:* 1,539 ft. MSL (surveyed)

BUILDING AREA

- Location*
- › South side of runway
- Aircraft Parking Capacity*
- › 123 paved tiedown spaces
 - › 102 hangar spaces
 - › 3 helicopter spaces
- Services*
- › Self-serve general aviation and jet fuel available 24 hours per day
 - › Aircraft repairs; avionics sales and services
 - › Aircraft rental; flight instruction; pilot supplies
 - › Scenic flights; rental cars; restaurant
 - › Bottled and bulk oxygen

RUNWAY/TAXIWAY DESIGN

Runway 7/25

- *Airport Reference Code:* B-I (small)
- *Critical Aircraft:* Cessna 414 Chancellor
- *Dimensions:* 3,699 ft. long, 75 ft. wide
- *Runway OFA Width:* 250 ft.
- *Pavement Strength* (main landing gear configuration)
 - › 30,000 lbs. (single wheel)
- *Effective Gradient:* 1.24% (rising to east)
- *Runway Lighting:* Medium-Intensity Runway edge Lighting(MIRLS) (pilot controlled); Runway End Identifier Lights(REILs)
- *Runway Markings:* Nonprecision
- *Primary Taxiways:* Full-length parallel taxiway on south

APPROACH PROTECTION

- Runway Protection Zones (RPZs) Based on B-I (small) with visibility min. ≥1 mile as depicted on 2019 ALP*
- › Runway 7: 250 ft. inner width, 450 ft. outer width, 1,000 ft. long; all on airport property
 - › Runway 25: 250 ft. inner width, 450 ft. outer width, 1,000 ft. long; all on airport property
- Approach Obstacles*
- › Runway 7: 4 ft. hill, 342 ft. from runway end, 35:1 slope to clear
 - › Runway 25: 10 ft. hill, 425 ft. from runway end, 90 ft. off centerline, 22:1 slope to clear

TRAFFIC PATTERNS AND APPROACH PROCEDURES

Airplane Traffic Patterns

- Runway 7/25: Left traffic
- Pattern Altitude: 1,000 ft. AGL

Helicopter Traffic Patterns

- Runway 7/25: Traffic pattern south of airport (east of Highway 49 and north of Bell Road); right turns to Runway 7 and left turns to Runway 25
- Pattern Altitude: 580 ft. AGL

Ultralight Activity: On and in airport environs

- FAR Part 77 Category
- Runway 7: Nonprecision [A(NP)]
- Runway 25: Visual [A(V)]

Instrument Approaches

- Runway 7 RNAV (GPS): LPV 1¼ mile visibility, 316 ft AGL minimum descent altitude; LNAV/VNAV 1¾ mile visibility, 436 ft AGL minimum descent altitude; LNAV 1 mile minimum visibility, 568 ft AGL minimum descent altitude; circling (1 mile visibility, 662 ft. AGL minimum descent height)

Visual Navigational Aids

- Airport: Rotating beacon
- Runway 7: 2-light PAPI on left
- Runway 25: 2-light PAPI on left

Noise Abatement Procedures

- Runway 25: Departures make 20° left turn at runway end to avoid overflight of convalescent hospital and mobile home park

AIRPORT PLANNING DOCUMENTS

Airport Master Plan

- Adopted by Auburn City Council July 2007

Airport Layout Plan

- Approved by FAA October 2018
- Accepted by Caltrans Division of Aeronautics for basis of this ALUCP (January 2021)

PROPOSED FACILITY IMPROVEMENTS

Airfield

- 390 ft. westward extension of Runway 7 with 590 ft. displaced threshold
- 211 ft. eastward extension of Runway 25 with 211 ft. displaced threshold
- Establish non-precision approach to Runway 25
- Airspace obstruction removal
- Access road to north east hangar apron development area

Building Area

- New GA Terminal Building
- Redevelop core area

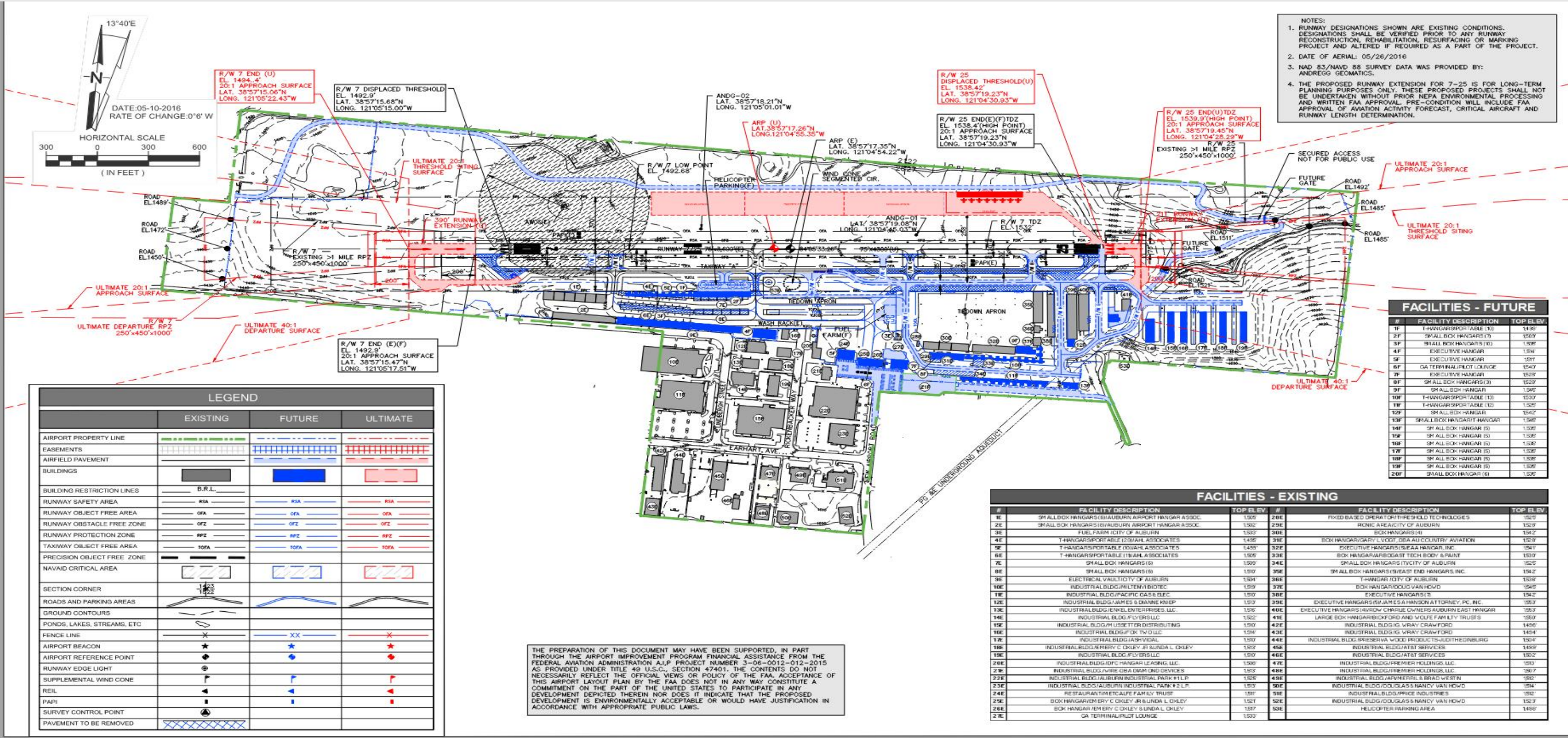
Source: Data Compiled by Mead & Hunt, 2014; Amended September 2020

Exhibit 7A

Airport Features Summary

Auburn Municipal Airport

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- NOTES:
1. RUNWAY DESIGNATIONS SHOWN ARE EXISTING CONDITIONS. DESIGNATIONS SHALL BE VERIFIED PRIOR TO ANY RUNWAY RECONSTRUCTION, REHABILITATION, RESURFACING OR MARKING PROJECT AND ALTERED IF REQUIRED AS A PART OF THE PROJECT.
 2. DATE OF AERIAL: 05/26/2016
 3. NAD 83/NAVD 88 SURVEY DATA WAS PROVIDED BY: ANDREGG GEOMATICS.
 4. THE PROPOSED RUNWAY EXTENSION FOR 7-25 IS FOR LONG-TERM PLANNING PURPOSES ONLY. THESE PROPOSED PROJECTS SHALL NOT BE UNDERTAKEN WITHOUT PRIOR NEPA ENVIRONMENTAL PROCESSING AND WRITTEN FAA APPROVAL. PRE-CONDITION WILL INCLUDE FAA APPROVAL OF AVIATION ACTIVITY FORECAST, CRITICAL AIRCRAFT AND RUNWAY LENGTH DETERMINATION.



DATE: 05-10-2016
RATE OF CHANGE: 0'6" W

	EXISTING	FUTURE	ULTIMATE
AIRPORT PROPERTY LINE	[Symbol]	[Symbol]	[Symbol]
EASEMENTS	[Symbol]	[Symbol]	[Symbol]
AIRFIELD PAVEMENT	[Symbol]	[Symbol]	[Symbol]
BUILDINGS	[Symbol]	[Symbol]	[Symbol]
BUILDING RESTRICTION LINES	B.R.L.	[Symbol]	[Symbol]
RUNWAY SAFETY AREA	RSA	RSA	RSA
RUNWAY OBJECT FREE AREA	OFA	OFA	OFA
RUNWAY OBSTACLE FREE ZONE	OFZ	OFZ	OFZ
RUNWAY PROTECTION ZONE	RPZ	RPZ	RPZ
TAXIWAY OBJECT FREE AREA	TOFA	TOFA	TOFA
PRECISION OBJECT FREE ZONE	[Symbol]	[Symbol]	[Symbol]
NAVAID CRITICAL AREA	[Symbol]	[Symbol]	[Symbol]
SECTION CORNER	[Symbol]	[Symbol]	[Symbol]
ROADS AND PARKING AREAS	[Symbol]	[Symbol]	[Symbol]
GROUND CONTOURS	[Symbol]	[Symbol]	[Symbol]
PONDS, LAKES, STREAMS, ETC	[Symbol]	[Symbol]	[Symbol]
FENCE LINE	X	XX	X
AIRPORT BEACON	★	★	★
AIRPORT REFERENCE POINT	●	●	●
RUNWAY EDGE LIGHT	⊙	⊙	⊙
SUPPLEMENTAL WIND CONE	⊙	⊙	⊙
REIL	◀	▶	▶
PAPI	▲	▲	▲
SURVEY CONTROL POINT	●	●	●
PAVEMENT TO BE REMOVED	[Symbol]	[Symbol]	[Symbol]

#	FACILITY DESCRIPTION	TOP ELEV.
1F	T-HANGARSPORTABLE (1)	1492
2F	SMALL BOX HANGAR (1)	1509
3F	SMALL BOX HANGAR (1)	1506
4F	EXECUTIVE HANGAR	1514
5F	EXECUTIVE HANGAR	1511
6F	GA TERMINAL PILOT LOUNGE	1547
7F	EXECUTIVE HANGAR	1539
8F	SMALL BOX HANGAR (1)	1529
9F	SMALL BOX HANGAR	1542
10F	T-HANGARSPORTABLE (1)	1537
11F	T-HANGARSPORTABLE (1)	1520
12F	SMALL BOX HANGAR	1542
13F	SMALL BOX HANGAR HANGAR	1548
14F	SMALL BOX HANGAR (1)	1532
15F	SMALL BOX HANGAR (1)	1535
16F	SMALL BOX HANGAR (1)	1530
17F	SMALL BOX HANGAR (1)	1538
18F	SMALL BOX HANGAR (1)	1536
19F	SMALL BOX HANGAR (1)	1536
20F	SMALL BOX HANGAR (1)	1532

#	FACILITY DESCRIPTION	TOP ELEV.	#	FACILITY DESCRIPTION	TOP ELEV.
1	SMALL BOX HANGAR (1) AUBURN AIRPORT HANGAR A300C	1505	20E	FIXED BASED OPERATOR (FB) OLD TECHNOLOGIES	1525
2E	SMALL BOX HANGAR (1) AUBURN AIRPORT HANGAR A300C	1502	21E	ROVIC AREA CITY OF AUBURN	1529
3E	FUEL FACILITY CITY OF AUBURN	1499	31E	BOX HANGAR (1)	1522
4E	T-HANGARSPORTABLE (1) BIAH ASSOCIATES	1498	31E	BOX HANGAR (1) VDOT, ORA ALL COUNTRY AVIATION	1529
5E	T-HANGARSPORTABLE (1) BIAH ASSOCIATES	1499	32E	EXECUTIVE HANGAR (1) SEA HANGAR, INC.	1541
6E	T-HANGARSPORTABLE (1) BIAH ASSOCIATES	1505	33E	BOX HANGAR (1) BODDST TECH BODY & PAINT	1539
7E	SMALL BOX HANGAR (1)	1509	34E	SMALL BOX HANGAR (1) CITY OF AUBURN	1525
8E	SMALL BOX HANGAR (1)	1510	35E	SMALL BOX HANGAR (1) SHEAST END HANGAR, INC.	1542
9E	ELECTRICAL VAULT CITY OF AUBURN	1504	36E	T-HANGAR (1) CITY OF AUBURN	1539
10E	INDUSTRIAL BLDG (1) MILTEMBIOTECH	1519	37E	BOX HANGAR (1) DODD VAN HOWD	1545
11E	INDUSTRIAL BLDG (1) PACIFIC GAS & BLEC	1510	38E	EXECUTIVE HANGAR (1)	1542
12E	INDUSTRIAL BLDG (1) JAMES S CHAMBERLAIN	1513	39E	EXECUTIVE HANGAR (1) JAMES A HANCOCK ATTORNEY, P.C. INC.	1533
13E	INDUSTRIAL BLDG (1) ENKEL ENTERPRISES, LLC	1526	40E	EXECUTIVE HANGAR (1) WARD CHARLE OWENS AUBURN EAST HANGAR	1523
14E	INDUSTRIAL BLDG (1) FLYERS LLC	1522	41E	LARGE BOX HANGAR (1) BUCKFORD AND VOLFE FAMILY TRUSTS	1530
15E	INDUSTRIAL BLDG (1) USBETTER DISTRIBUTING	1510	42E	INDUSTRIAL BLDG (1) WRAY CRAWFORD	1496
16E	INDUSTRIAL BLDG (1) FOX TMO LLC	1514	43E	INDUSTRIAL BLDG (1) WRAY CRAWFORD	1494
17E	INDUSTRIAL BLDG (1) ASHVIDAL	1510	44E	INDUSTRIAL BLDG (1) PRESERVA WOOD PRODUCTS (1) THE DUNBURG	1504
18E	INDUSTRIAL BLDG (1) EMERY C OKLEY JR LUNDA L OKLEY	1513	45E	INDUSTRIAL BLDG (1) AT&T SERVICES	1499
19E	INDUSTRIAL BLDG (1) FLYERS LLC	1510	46E	INDUSTRIAL BLDG (1) AT&T SERVICES	1522
20E	INDUSTRIAL BLDG (1) CPC HANGAR LEASING, LLC	1506	47E	INDUSTRIAL BLDG (1) PREMIER HOLDINGS, LLC	1533
21E	INDUSTRIAL BLDG (1) WIRE ORA DIAM AND DEVICES	1513	48E	INDUSTRIAL BLDG (1) PREMIER HOLDINGS, LLC	1527
22E	INDUSTRIAL BLDG (1) AUBURN INDUSTRIAL PARK #1 L.P.	1525	49E	INDUSTRIAL BLDG (1) APPELLE & BRAD VESTIN	1522
23E	INDUSTRIAL BLDG (1) AUBURN INDUSTRIAL PARK #2 L.P.	1513	50E	INDUSTRIAL BLDG (1) DOUGLAS S NANCY VAN HOWD	1541
24E	RESTAURANT (1) ETCALFE FAMILY TRUST	1511	51E	INDUSTRIAL BLDG (1) PRICE INDUSTRIES	1512
25E	BOX HANGAR (1) EMERY C OKLEY JR LUNDA L OKLEY	1521	52E	INDUSTRIAL BLDG (1) DOUGLAS S NANCY VAN HOWD	1523
26E	BOX HANGAR (1) EMERY C OKLEY JR LUNDA L OKLEY	1517	53E	HELICOPTER PARKING AREA	1490
27E	GA TERMINAL PILOT LOUNGE	1547			

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION A.I.P. PROJECT NUMBER 3-06-0012-012-2015 AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47401. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

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The City of **AUBURN**
CALIFORNIA

SPONSOR APPROVAL
CITY OF AUBURN
DATED: _____

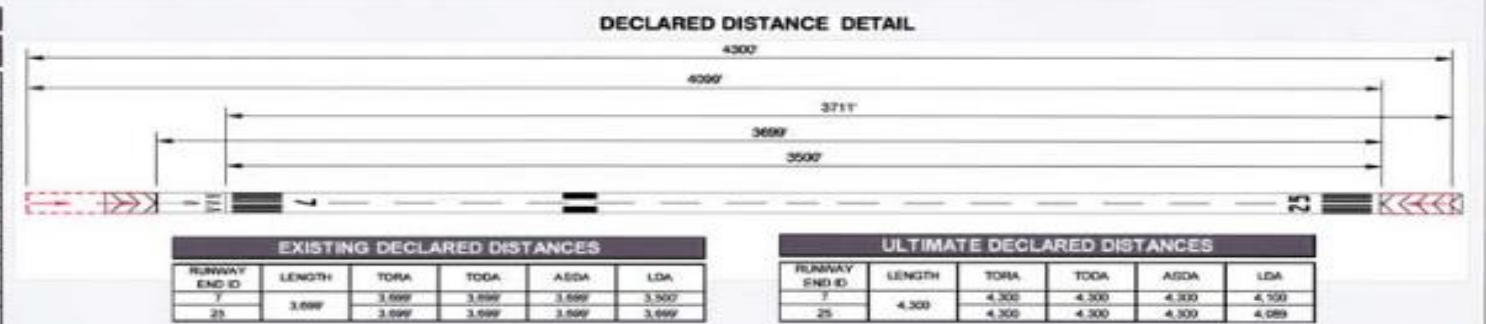
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ISSUE RECORD				
NO.	BY	DATE	DESCRIPTION	CKD

AIRPORT LAYOUT PLAN (ULTIMATE)
SHEET 3 OF 13

AIRPORT LAYOUT PLAN (ULTIMATE)
SHEET 3 OF 13

RUNWAY DATA TABLE						
RUNWAY DATA	EXISTING	RUNWAY 7 FUTURE	ULTIMATE	EXISTING	RUNWAY 25 FUTURE	ULTIMATE
RUNWAY DESIGN CODE (RDC)	B-III-3000	SAME	SAME	B-III-3000	SAME	SAME
APPROACH REFERENCE CODE (APRC)	8/5/5/5	SAME	SAME	8/5/5/5	SAME	SAME
PAVEMENT SURFACE TYPE	ASPHALT	SAME	SAME	ASPHALT	SAME	SAME
PAVEMENT SURFACE TREATMENT	NON-GROOVED	SAME	SAME	NON-GROOVED	SAME	SAME
PAVEMENT STRENGTH						
SINGLE WHEEL GEAR (LBS)	30,000	SAME	SAME	30,000	SAME	SAME
TOTAL WHEEL GEAR (LBS)	75	SAME	SAME	75	SAME	SAME
EFFECTIVE GRADIENT	-1.23%	SAME	SAME	1.23%	SAME	SAME
WIND COVERAGE						
10.5 KNOTS	98.46%			98.46%		
15 KNOTS	98.21%			98.21%		
RUNWAY LENGTH	3,669.27'	SAME	SAME	4,300.00'	SAME	4,300.00'
RUNWAY WIDTH	75'	SAME	SAME	75'	SAME	SAME
FAR PART 77 APPROACH CATEGORY	NON-PRECISION A (NP)	SAME	SAME	VISUAL (AV)	SAME	SAME
APPROACH TYPE	NON-PRECISION (ANAV)	SAME	SAME	VISUAL	SAME	SAME
APPROACH SURFACE SLOPE	20:1	SAME	SAME	20:1	SAME	SAME
APPROACH VISIBILITY MINIMUMS	1 STATUTE MILE	SAME	SAME	VISUAL	SAME	SAME
NAVARO:	'AIRPORT BEACON, LIGHTED WIND CONE, SEGMENTED CIRCLE WINDING TEE, 'PAP, 'AWOS-B REELS	SAME	SAME	'AIRPORT BEACON, LIGHTED WIND CONE, SEGMENTED CIRCLE WINDING TEE, 'PAP, 'AWOS-B REELS	SAME	SAME
RUNWAY LIGHTING	MFL	SAME	SAME	MFL	SAME	AWOS-B REELS
RUNWAY MARKING	NON-PRECISION	SAME	SAME	NON-PRECISION	SAME	SAME
RUNWAY OBJECT FREE AREA (TOFA)						
LENGTH BEYOND RUNWAY	240'	SAME	SAME	240'	SAME	SAME
WIDTH	250'	SAME	SAME	250'	SAME	SAME
RUNWAY SAFETY AREA (RSA)						
LENGTH BEYOND RUNWAY	240'	SAME	SAME	240'	SAME	SAME
WIDTH	120'	SAME	SAME	120'	SAME	SAME
RUNWAY OBSTACLE FREE ZONE (ROFZ)						
LENGTH BEYOND RUNWAY	200'	SAME	SAME	200'	SAME	SAME
WIDTH	250'	SAME	SAME	250'	SAME	SAME
PRECISION OBSTACLE FREE ZONE (POFZ)						
LENGTH BEYOND RUNWAY	NONE	SAME	SAME	NONE	SAME	SAME
WIDTH	NONE	SAME	SAME	NONE	SAME	SAME
RUNWAY PROTECTION ZONE (RPZ)						
LENGTH	1000'	SAME	SAME	1000'	SAME	SAME
INNER WIDTH	250'	SAME	SAME	250'	SAME	SAME
OUTER WIDTH	450'	SAME	SAME	450'	SAME	SAME
RUNWAY END COORDINATES	LATITUDE: N39° 57' 15.47" LONGITUDE: W121° 09' 17.57"	SAME	SAME	LATITUDE: N39° 57' 15.06" LONGITUDE: W121° 09' 22.42"	SAME	SAME
RUNWAY ELEVATIONS						
END ELEVATION	1,492.0'	SAME	1,497.0'	1,538.4'	SAME	1,540.0'
DISPLACED THRESHOLD ELEVATION	1,492.0'	SAME	N/A	1,538.4'	SAME	1,538.4'
TOUCH-DOWN ZONE ELEVATION	1,524.8'	SAME	SAME	1,538.4'	SAME	SAME
INTERSECTION	N/A	SAME	SAME	N/A	SAME	SAME
HIGH POINT	1,538.4'	SAME	1,540.0'	1,538.4'	SAME	1,540.0'
LOW POINT	1,492.0'	SAME	SAME	1,492.0'	SAME	SAME
DISPLACED THRESHOLD	YES	SAME	NONE	NONE	SAME	YES
THRESHOLD STRIP SURFACE (TSS)	20:1	SAME	SAME	20:1	SAME	SAME
RUNWAY DEPARTURE SURFACE (YES OR N/A)	YES	SAME	SAME	YES	SAME	SAME
PERSONNEL SURVEY	VERTICALLY-GUIDED	SAME	SAME	VERTICALLY-GUIDED	SAME	SAME
LINE OF SIGHT VIOLATIONS (YES/NO)	NO	SAME	SAME	NO	SAME	SAME



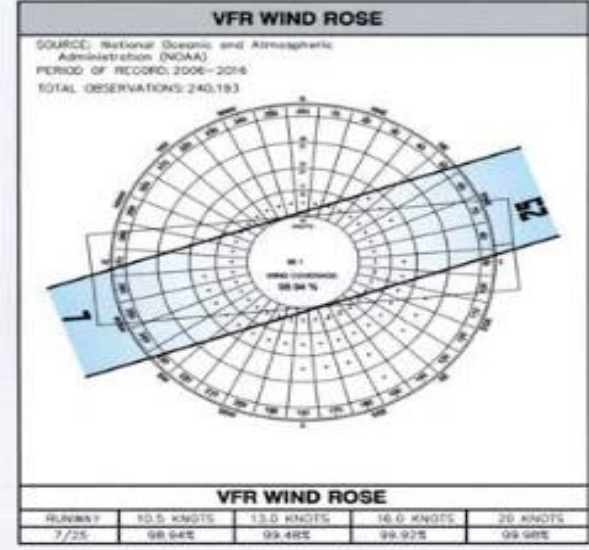
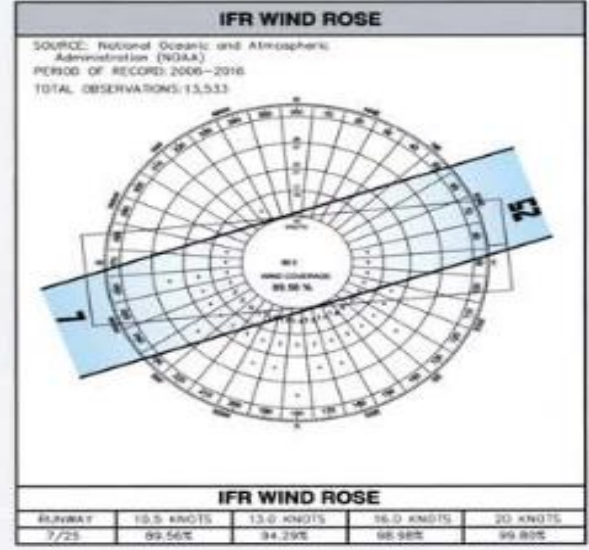
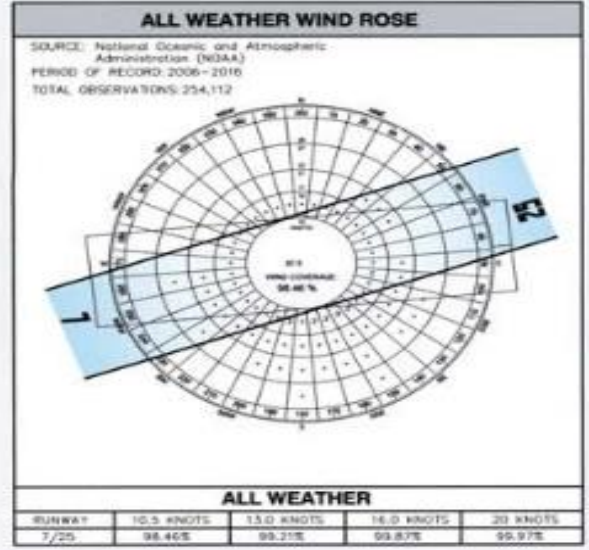
TAXIWAY DATA TABLE			
TAXIWAY DATA	EXISTING	TAXIWAY A FUTURE	ULTIMATE
TAXIWAY DESIGN GROUP (TDG)	TOD-A	SAME	SAME
TAXIWAY WIDTH	30'	SAME	SAME
TAXIWAY LIGHTING	MFL	SAME	SAME
TAXIWAY SAFETY AREA (RSA)			
WIDTH	40'	SAME	SAME
OBJECTS LOCATED INSIDE TSA	NO	SAME	SAME
TAXIWAY OBJECT FREE AREA (TOFA)			
WIDTH	80'	SAME	SAME
OBJECTS LOCATED INSIDE TOFA	YES	SAME	SAME
TAXIWAY SEPARATION			
CENTERLINE TO FIREMOVABLE OBJECT	44.5'	SAME	SAME

NOTES

1. RUNWAY DESIGNATIONS SHOWN ARE EXISTING CONDITIONS. DESIGNATIONS SHALL BE VERIFIED PRIOR TO ANY RUNWAY RECONSTRUCTION, REHABILITATION, RESURFACING OR MARKING PROJECT AND ALTERED IF REQUIRED AS A PART OF THE PROJECT.
2. DATE OF AERIAL: 05/05/2016
3. NAD 83/NAVD 83 SURVEY DATA WAS PROVIDED BY:

MODIFICATIONS OF DESIGN STANDARDS					
NO.	DESCRIPTION	FAA STANDARD	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED

NON-STANDARD CONDITIONS			
IFR	STANDARD	EXISTING	NOTES
LANES OBJECT FREE AREA	75'	<75'	MARKED AIRCRAFT HOVERINGS WILL PENETRATE OBJECT FREE AREA



AIRPORT DATA TABLE			
AIRPORT DATA	EXISTING	FUTURE	ULTIMATE
AIRPORT REFERENCE CODE (APRC)	B-III-3000	SAME	SAME
AIRPORT ELEVATION (MSL)	1,538.4'		
AIRPORT REFERENCE POINT (NAD 83)			
LATITUDE	39° 57' 17.36" N	SAME	39° 57' 17.36" N
LONGITUDE	121° 09' 22.42" W	SAME	121° 09' 22.42" W
AIRPORT MAGNETIC VARIATION (SOURCE: NOAA, 10/5/2016)	13° 40' E ± 0' 20"	CHANGING BY 0.0° W PER YEAR	CHANGING BY 0.0° W PER YEAR
MEAN MAX TEMP. (HIGHEST MONTH)	91° F	SAME	SAME
NPAS SERVICE LEVEL	REGIONAL GENERAL AVIATION AIRPORT	SAME	SAME
STATE SERVICE LEVEL	REGIONAL GENERAL AVIATION AIRPORT	SAME	SAME
CRITICAL DESIGN AIRCRAFT	CESSNA 441	SAME	SAME
TAXIWAY DESIGN GROUP (TDG)	TOD-A	SAME	SAME

JACOBS
707 17TH STREET
SUITE 2400
DENVER, COLORADO 80202
PHONE (303) 820-5240

The City of **AUBURN**
CALIFORNIA

SPONSOR APPROVAL
By: *[Signature]*
Date: 02/01/18
CITY OF AUBURN

AP PROJECT NUMBER: 3-06-0012-012-2015
JACOBS PROJECT NUMBER: WXXX2306
DATE: 02/01/18
DESIGNED: [Signature] CHECKED: [Signature] APPROVED: [Signature]

ISSUE RECORD				
NO.	BY	DATE	DESCRIPTION	CHKD

TECHNICAL DATA SHEET

SHEET 4 OF 13

BASED AIRCRAFT ^a			RUNWAY USE DISTRIBUTION ^b		
	Current	Future		Current	Future
<i>Aircraft Type</i>			<i>All Aircraft (including helicopters)</i>		
Single-Engine	187	191	Takeoffs		
Multi-Engine	14	16	Day		
Business jet	0	3	Runway 7	10%	no
Helicopter	5	9	Runway 25	90%	change
Other (Ultra-light)	2	6	Evening		
Total	208	225	Runway 7	5%	no
			Runway 25	95%	change
			Night		
			Runway 7	5%	no
			Runway 25	95%	change
AIRCRAFT OPERATIONS ^a					
	Current	Future			
<i>Total</i>			<i>Landings</i>		
Annual	68,770	78,750	Day		
Average Day	188	215	Runway 7	10%	no
			Runway 25	90%	change
<i>Distribution by Aircraft Type</i>			Evening		
Single-Engine	82%	90%	Runway 7	50%	no
Multi-Engine	7%	6.7%	Runway 25	50%	change
Turboprop	3%	<1%	Night		
Business Jet	<1%	<1%	Runway 7	50%	no
Helicopter	8%	2.4%	Runway 25	50%	change
Other		0.9%			
<i>Distribution by Type of Operation</i>			<i>Touch-and-go</i>		
Local (incl. touch-and-goes)	51%	no	Day		
Itinerant	47%	change	Runway 7	10%	no
Air Taxi	2%		Runway 25	90%	change
TIME OF DAY DISTRIBUTION ^b			FLIGHT TRACK USAGE ^b		
	Current	Future		Current	Future
<i>All Aircraft (including helicopters)</i>			<i>All Aircraft (including helicopters)</i>		
Day (7 am to 7pm)	90%	no	Takeoffs		
Evening (7 pm to 10 pm)	8%	change	Runway 7, Straight Out	100%	no change
Night (10 pm to 7 am)	2%		Runway 25, 20° Left Turn	100%	no change
			Landings		
			Runway 7, Straight In	100%	no change
			Runway 25, Left Turn	100%	no change
			Touch-and-go		
			Runway 7, Left Turn	100%	no change
			Runway 25, Left Turn	100%	no change

NOTES

^a Source: Current (2019) and future (2025) aircraft activity data brought forward from the Auburn Municipal Airport Layout Plan (2019).

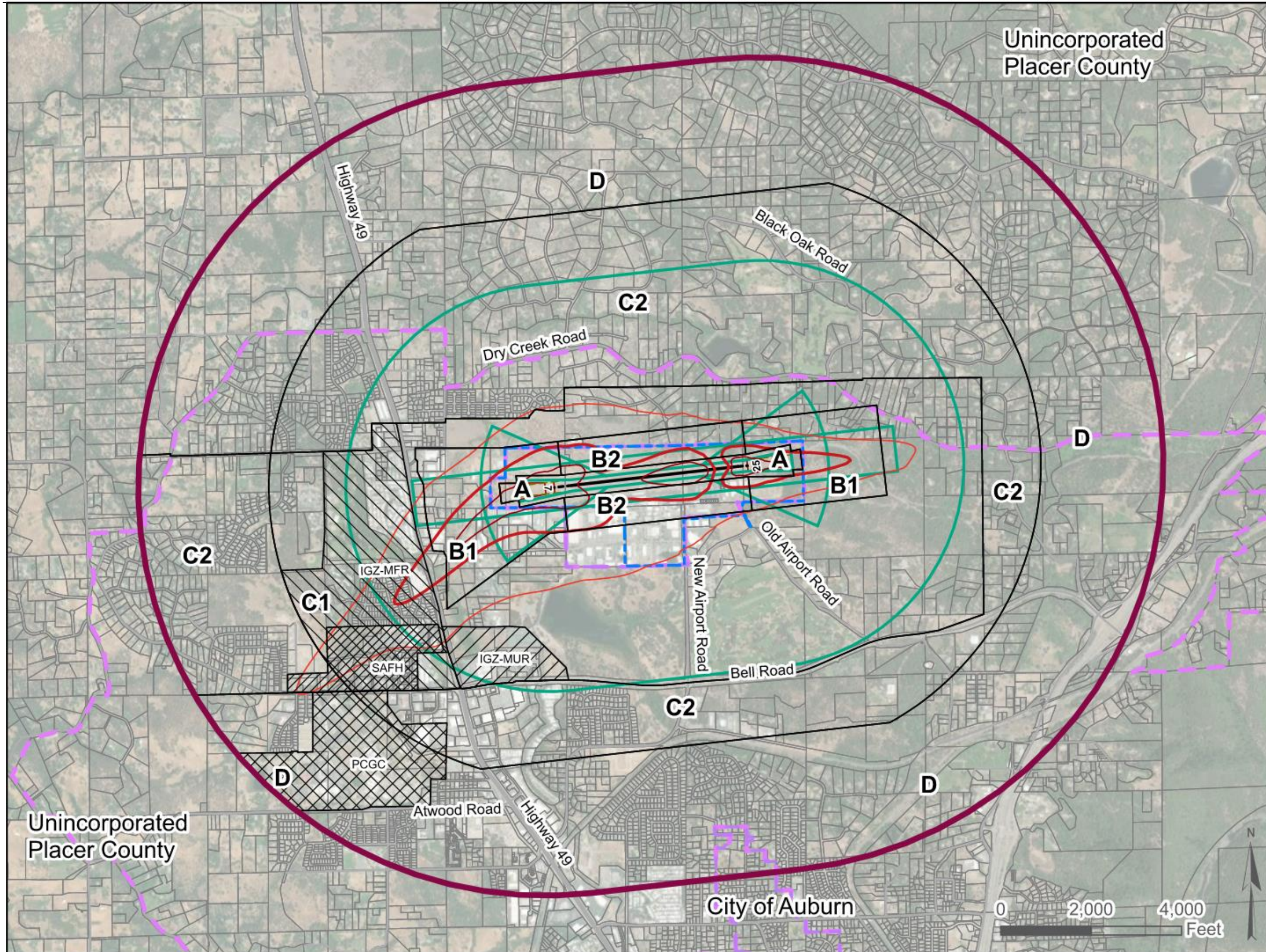
^b Source: Auburn Municipal Airport Master Plan (2007) and verified by airport management for use in this ALUCP.

Source: Data Compiled by Mead & Hunt, 2014; Amended September 2020

Exhibit 7C

Airport Activity Data Summary
Auburn Municipal Airport

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Legend

- Airport Influence Area
- Compatibility Zones
- Noise Factors¹**
 - 55 dB CNEL
 - 60 dB CNEL
 - 65 dB CNEL
- Safety Factors**
 - Existing Handbook Safety Zone (Short GA Runway)²
 - Runway Protection Zone (RPZ)³
 - Runway Object Free Area (ROFA)
- See Special Conditions Policy 4.2.3
- Placer County Government Center (PCGC)
- Infill Green Zone - Mixed-Use Residential (IGZ-MUR)
- Infill Green Zone - Multi-Family Residential (IGZ-MFR)
- Sutter Auburn Faith Hospital (SAFH)
- Boundary Lines**
 - Existing Airport Property Line
 - Auburn Sphere of Influence
 - Auburn City Limits
 - County Boundary
 - Existing Runway (3,700 ft.)
 - Future Runway (4,300 ft.)
 - Highways
 - Roads
 - Parcels

Notes:

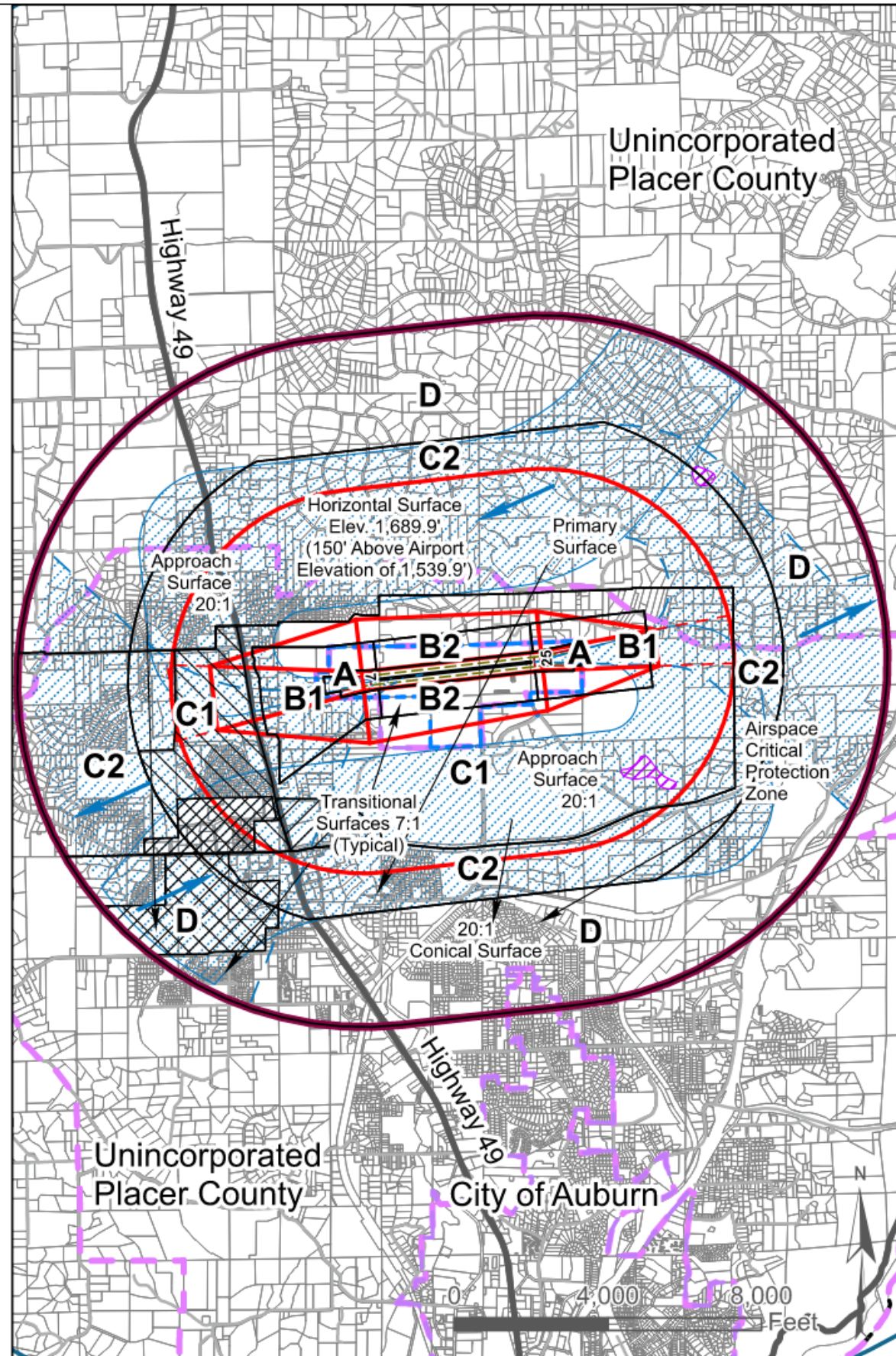
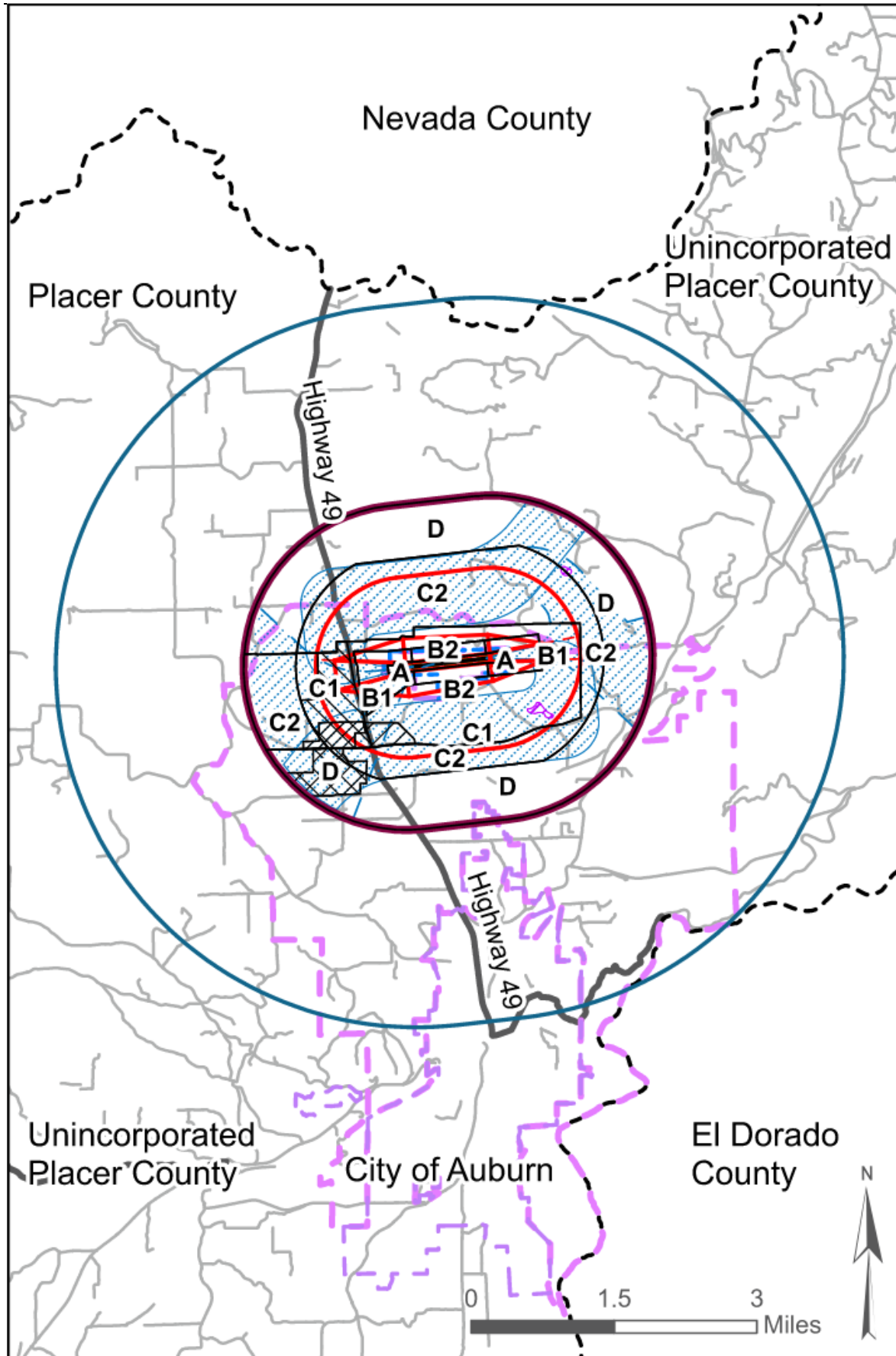
1. Noise Contour Source: Auburn Municipal Airport Layout Plan (ALP) Narrative Report, 2019. Reflects a 20-year forecast of 78,750 annual operations.
2. Safety Zone Source: California Airport Land Use Planning Handbook published October 2011. Sample safety zones for a Short General Aviation Runway applied to the existing runway and Medium General Aviation Runway applied to the future runway. Safety Zone 1 modified to reflect the existing and future approach and departure RPZs as provided in the 2019 ALP.
3. RPZ Source: Auburn Municipal Airport Layout Plan (ALP), April 2019.



(Adopted September 22, 2021)

Unincorporated Placer County

City of Auburn



Legend

- Airport Influence Area
- Compatibility Zones

Airspace Factors

- FAA Height Notification (20,000 ft. radius; 100 to 1 slope)
- Airspace¹
- FAA Obstruction Surface Terrain Penetrations

Overflight Factors²

- General Traffic Pattern Envelope/Flight Direction
- Runway Object Free Area (ROFA)
- Runway Protection Zone (RPZ)

See Special Conditions Policy 4.2.3

- Placer County Government Center (PCGC)
- Infill Green Zone - Mixed-Use Residential (IGZ-MUR)
- Infill Green Zone - Multi-Family Residential (IGZ-MFR)
- Sutter Auburn Faith Hospital (SAFH)

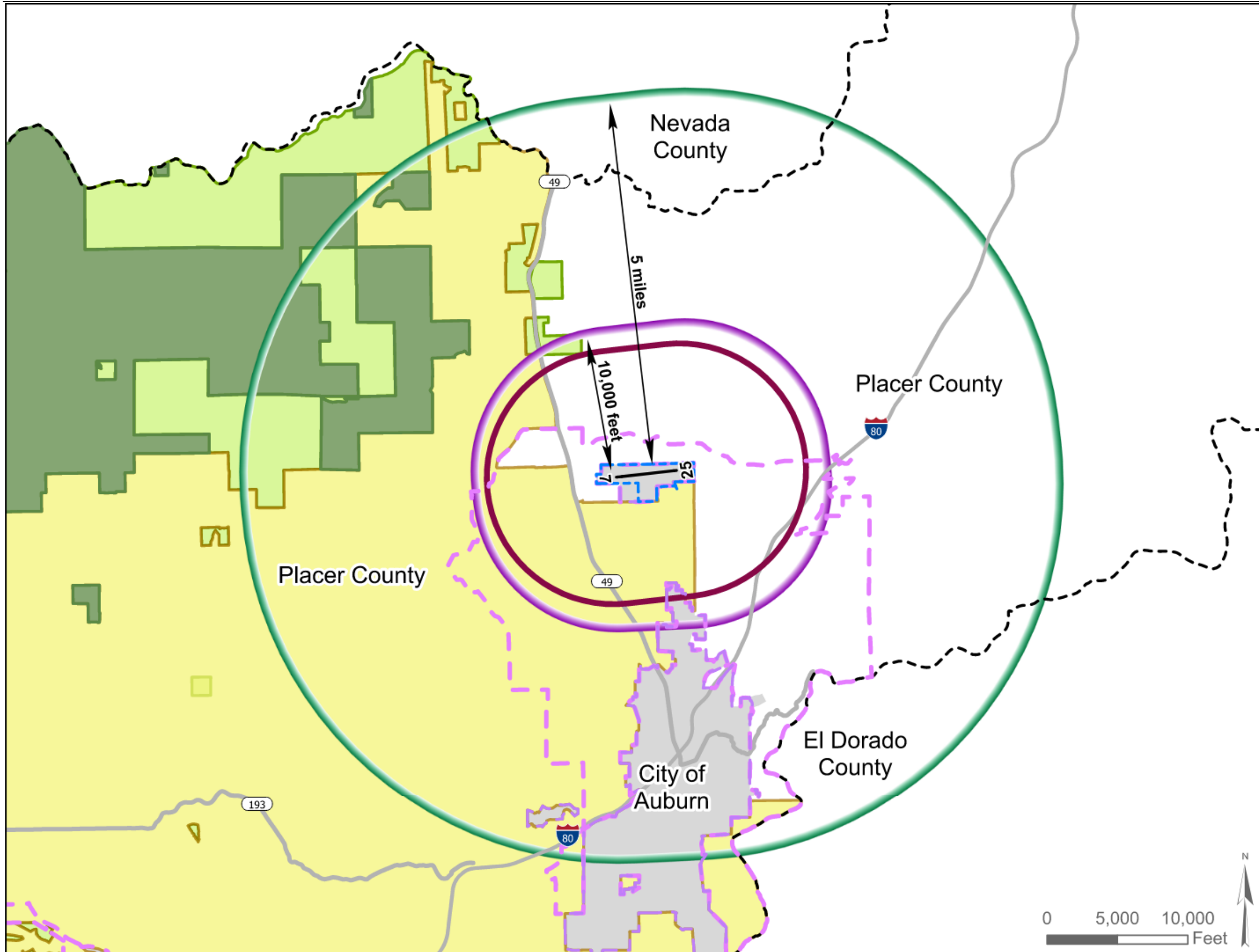
Boundary Lines

- Existing Airport Property Line
- Auburn Sphere of Influence
- Auburn City Limits
- County Boundary
- Existing Runway (3,700 ft.)
- Future Runway (4,300 ft.)
- Highways
- Roads

Notes:

1. Airspace Source: Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use, and Preservation of Navigable Airspace.
2. Overflight Source: Placer County Airport Land Use Compatibility Plan, 2014; revalidated September 2020.

(Adopted September 22, 2021)



Legend

- Airport Influence Area / Wildlife Hazard Critical Zone¹
- Placer County Conservation Program (PCCP) Designations**
- Existing Reserve (EXR)
- Reserve Acquisition Area (RAA)
- Potential Future Growth (PFG)
- Non-Participating City
- FAA-Designated Separation for Wildlife Hazard Attractants**
- Perimeter B (10,000 feet)²
- Perimeter C (5 miles)³
- Boundary Lines**
- Existing Airport Property Line
- Auburn Sphere of Influence
- Auburn City Limits
- County Boundary
- Existing Runway (3,700 ft.)
- Future Runway (4,300 ft.)
- Highway

Notes:

1. Wildlife Hazard Critical Zone set to coincide with CFR Part 77 conical surface and Airport Influence Area.
2. Perimeter B: Recommended 10,000-foot separation from nearest aircraft movement area at airports serving turbine-powered aircraft.
3. Perimeter C: Recommended 5-mile separation from nearest aircraft movement area to protect airspace for circling aircraft and approach/departure corridors.

Sources: FAA AC 150-5200-33C; Placer County Conservation Program Designations Map (PCCP), 2015; 14 CFR Part 77 - Safe, Efficient Use, and Preservation of the Navigable Airspace, 2020.



(Adopted September 22, 2021)

AIRPORT SITE

- *Location*
 - Central Placer County
 - 3 miles north of central Auburn
- *Topography*
 - Situated in foothills of Sierra Nevada Mountain Range
 - Gently rolling terrain in airport vicinity with generally higher elevations toward east and northeast

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *County of Placer*
 - Runway approaches and traffic pattern over unincorporated Placer County
- *City of Auburn*
 - Airport property and portion of adjacent industrial land are noncontiguous with incorporated area of city
 - Nearest portion of city proper approximately 1 mile south
 - Entire area up to approximately 0.5 mile north of airport in city sphere of influence

EXISTING AIRPORT AREA LAND USES

- *General Character*
 - Predominantly rural residential to north and east
 - Urban uses to west and south
- *Runway Approaches*
 - East (Runway 25): Rural residential; open space
 - West (Runway 7): Industrial near runway end; convalescent hospital on centerline 0.4 miles from runway end; mobile home park 0.7 miles; ball fields 1.0 mile; school site 1.2 miles; residential subdivision 1.3 miles; hospital 1.1 miles southwest
- *Traffic Pattern*
 - Southwest: Mixed commercial, office and light industrial along Hwy 46; residential beyond
 - South: Park/reservoir; golf course; residential, places of worship, schools south of Bell Road
 - Southeast, North & Northeast: Rural residential

PLANNED AIRPORT AREA LAND USES

- *County of Placer*
 - Additional industrial development west, northwest, and southeast of runway; commercial to southwest
 - More low-density residential 1-2 miles west
 - Continued rural estate (4.6-acre minimum lot size) immediately east; rural residential (2.3-acre minimum lots) farther east and to north
 - Open space and golf course remain on south
- *City of Auburn*
 - Additional industrial development within city limits on both sides of runway
 - Planned land use designations for unincorporated areas within city sphere of influence mostly same as county plans

STATUS OF COMMUNITY PLANS

- *County of Placer*
 - General Plan Policy Document and General Plan Land Use Diagram approved May 21, 2013
 - Auburn/Bowman Community Plan adopted June 1994; updated 1999; addresses unincorporated area around airport
 - Housing Element Adoption Draft March 2021; PCALUC consistency determination with 2014 ALUCP obtained April 2021
 - Health and Safety Element Adoption Draft June 2021; PCALUC consistency determination with 2014 ALUCP obtained May 2021
- *City of Auburn*
 - General Plan adopted November 1993
 - Safety Element adopted May 2021; PCALUC conditionally consistent determination with 2014 ALUCP obtained December 2020
 - Housing Element Adoption Draft May 2021; PCALUC consistency determination with 2014 ALUCP obtained November 2020
 - City of Auburn Zoning Map, March 2009
 - Airport Industrial Design Control District
 - Ordinance 159 Airport Zoning, Sections 159.140-159.151

ESTABLISHED AIRPORT COMPATIBILITY MEASURES**County of Placer**

- *General Plan*
 - Requires 2,000- ft. buffer between airports and new residential development (Land Use and Circulation, Section 4.B.1)
 - County shall work with ALUC to ensure protection of airports from urban encroachment (Transportation 3.F.2)
 - Prohibits new residential and other noise-sensitive land uses in areas exposed to more than 60 dB CNEL unless mitigated to reduce impacts to outdoor activities; indoor noise level cannot exceed 45 dB CNEL; acoustical analysis required (Noise, 9.A.8)
- *Draft Safety Element*
 - Ensure new development around airports does not create safety hazards (Airport Hazards, 8.D.1); Limit land uses in airport safety zones consistent with ALUC plans (Airport Hazards, 8.D.2); Ensure development within the airport approach and departure zones complies with CFR Part 77 regulations (Airport Hazards, 8.D.3); Require future airport development plans to be compatible with existing and planned land uses that surround airports (Airport Hazards, 8.D.4.)
 - All development projects within Aircraft Overflight (AO) Combining District shall be reviewed for consistency with applicable ALUC plans (Airport Hazards, IM 8.D.1); General Plan amendments, zoning text amendments, building code amendments airport development plans, rezoning applications, and other discretionary entitlements shall be referred to the applicable ALUC (Airport Hazards IM 8.D.2)

Exhibit 7G

Airport Environs Information

Auburn Municipal Airport

County of Placer (Continued)

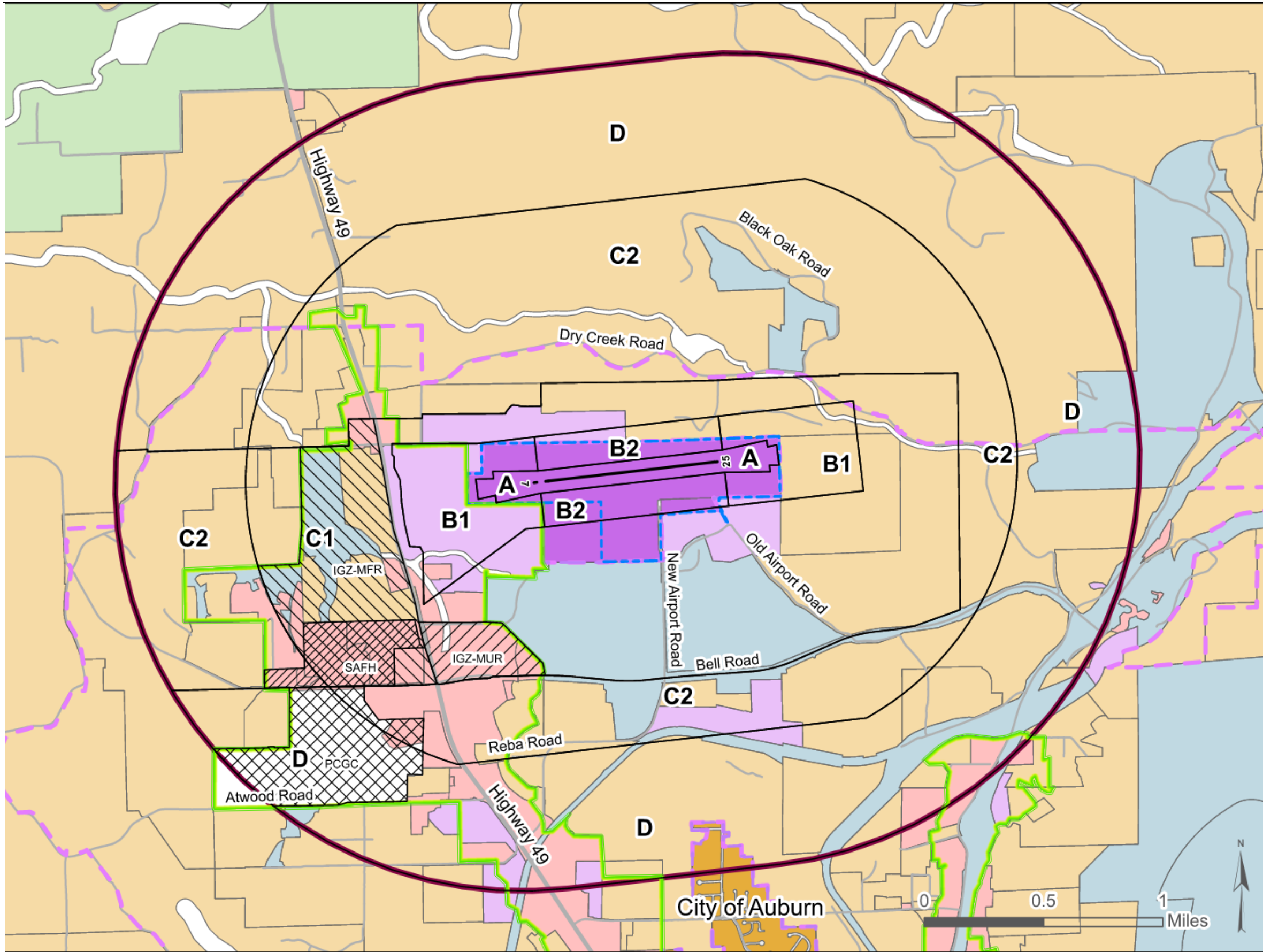
- *Housing Element*
 - Requires residential projects proposed within compatibility Zones C1 and C2 of any municipal airport to conform to the criteria set forth in Table 2A of the ALUCP (2000). Does not count potential development sites within these Zones in housing element inventory of vacant parcels (New Residential Construction, A-8)
- *Draft Housing Element*
 - Establishes Regional Housing Needs Allocation
 - Requires residential projects proposed within compatibility zones to conform to criteria set forth in the 2014 ALUCP (Airport Land Use Compatibility, HE-8)
 - Applies infill policies and provisions in the ALUCP for infill sites located in Compatibility Zones C1, C2 and D (Incentives for Infill Development, HE-8)
 - Identifies several inventory sites in Auburn Municipal Airport Influence Area
- *Auburn/Bowman Community Plan*
 - 1987 Auburn Airport Comprehensive Land Use Plan (CLUP) adopted by reference
 - Ensure that new development is consistent with CLUP (Community Goal 11)
- *Airport Overflight Combining District (17.52.030)*
 - Ordinance sets noise, safety, and height compatibility requirements and requires discretionary land use permits applications to be submitted to ALUC for review

City of Auburn

- *General Plan*
 - 1987 Auburn Airport Comprehensive Land Use Plan adopted by reference
 - City to continue participation in ALUC
 - General Plan contains same policy on new noise sensitive development as in county general plan
- *Draft Housing Element*
 - Establishes current and future housing needs and proposed actions to facilitate the provision of housing to meet those needs at all incomes
 - Establishes the Regional Housing Needs Allocation
 - Identifies housing sites within Compatibility Zone D which does not restrict residential uses
- *Safety Element*
 - Requires referral to the PCALUC for amendments to the General Plan, zoning, building code, airport development plans, rezoning, and other discretionary entitlements (Policy 9.1)
 - Requires future airport development plans to be compatible with existing and planned land uses that surround the Airport (Policy 9.2)
 - Requires compliance with 14CFR Part 77 regulations (Policy 9.3)
- *Zoning Map*
 - Designates the airport as Airport Industrial – Design Control Land Use and Residential uses in north Auburn
- *Airport Industrial Design Control District (AI-CD)*
 - Ordinance and Standards and Regulation in Auburn Airport Industrial Park sets airport-related height limits
- *Ordinance 159 Airport Zoning, Sections 159.140-159.151*
 - Establishes certain zones which include all of the land lying beneath the approach surfaces, transitional surfaces, and conical surfaces as they apply to the Airport
 - Establishes Airport Zone Height Limitations, Land Use Restrictions, permits, enforcement, planning commission, appeals, and judicial reviews

Source: Data Compiled by Mead & Hunt, 2014; Revalidated September 2020

Exhibit 7G Continued



Legend

- Airport Influence Area
- Compatibility Zones
- Placer County Green Means Go Zone

Generalized Planned Land Use Designations (County)¹

- Agriculture
- City of Auburn
- Commercial
- Residential
- Industrial
- Open Space

Generalized Planned Land Use Designations (City)²

- Residential
- Industrial

See Special Conditions Policy 4.2.3

- Placer County Government Center (PCGC)
- Infill Green Zone - Mixed-Use Residential (IGZ-MUR)
- Infill Green Zone - Multi-Family Residential (IGZ-MFR)
- Sutter Auburn Faith Hospital (SAFH)

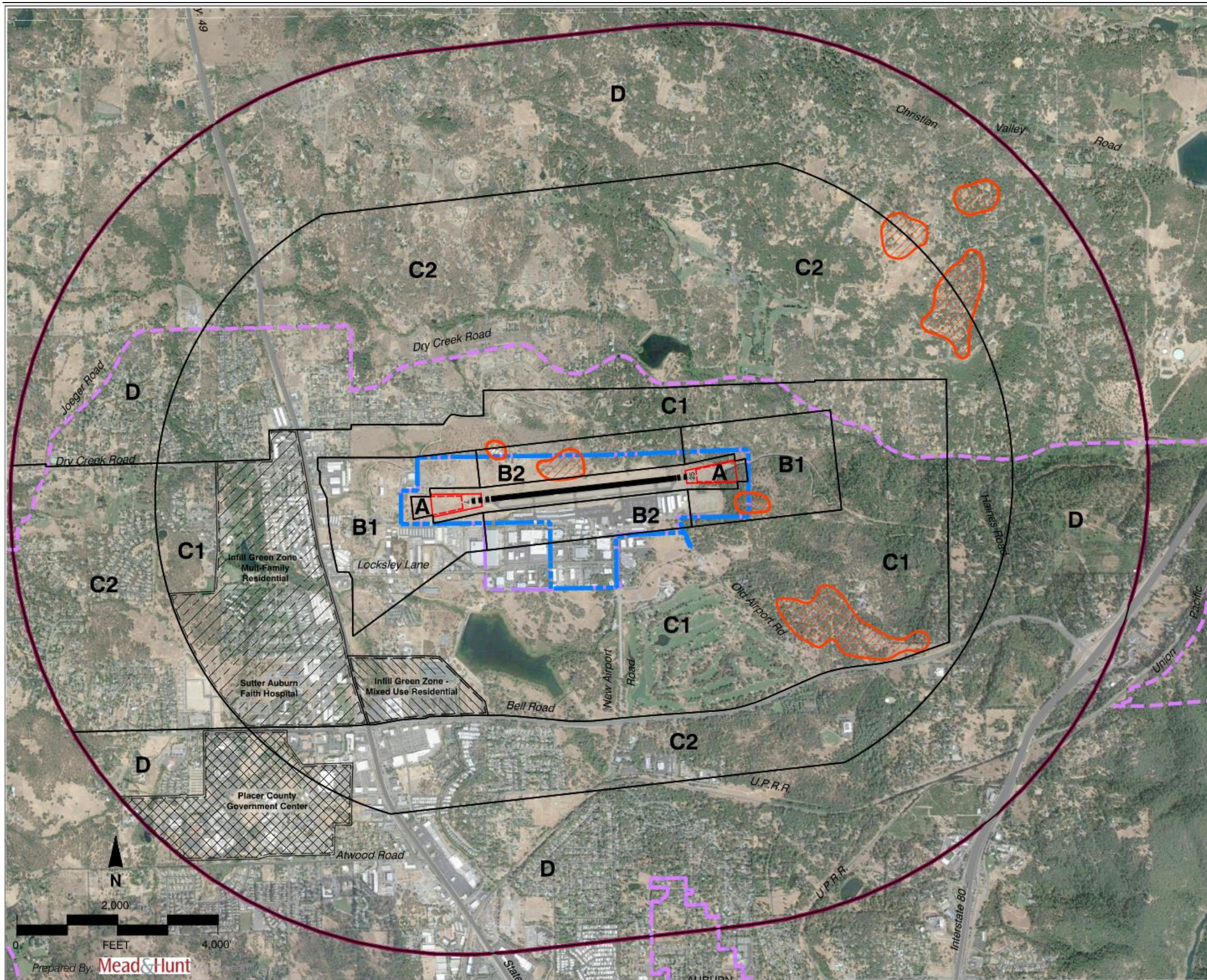
Boundary Lines

- Existing Airport Property Line
- Auburn Sphere of Influence
- Auburn City Limits
- County Boundary
- Existing Runway (3,700 ft.)
- Future Runway (4,300 ft.)
- Highways
- Roads

Notes:

1. Planned land use designations reflect simplified Placer County General Plan Land Use Diagram (2013) as amended by Placer County open GIS data layer "GeneralPlans CommPlans", June 19, 2020. Symbology was simplified to improve readability.
2. Planned land use designations reflect simplified City General Plan Land Use Zoning provided by the City. Symbology was simplified to improve readability.

(Adopted September 22, 2021)



- Legend**
- Boundary Lines**
- Placer County Limits (outside map view)
 - - - Auburn City Limits
 - - - Auburn Sphere of Influence
 - Airport Property Line
 - Existing Runway 7-25 (3,700 ft.)

- Compatibility Zones**
- Airport Influence Area
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C1
 - Zone C2
 - Zone D
 - Height Review Overlay Zone¹

- See Special Conditions Policy Section 4.3
- ▣ Sutter Auburn Faith Hospital
 - ▣ Placer County Government Center
 - ▣ Infill Green Zone - Mixed Use Residential
 - ▣ Infill Green Zone - Multi-Family Residential

Notes:

1. Height Review Overlay Zone encompasses locations where the ground elevation exceeds or is within 35 feet beneath the Airspace Protection Surfaces defined by FAR Part 77.

**Auburn Municipal Airport
Land Use Compatibility Plan
(Adopted September 22, 2021)**

