AGENDA
REGULAR MEETING
SAN BENITO COUNTY AIRPORT LAND USE COMMISSION

DATE: Thursday, March 21, 2019
3:00 P.M.

LOCATION: Board of Supervisors Chambers, 481 Fourth Street, Hollister, CA 95023

COMMISSIONERS: Chair César E. Flores, Vice Chair Jim Gillio
Directors Mark Medina, Marty Richman, and Ignacio Velazquez
Alternates: San Benito County: Anthony Botelho; City of Hollister: Rolan Resendiz; San Juan Bautista: Mary Vazquez Edge

Persons who wish to address the Board of Directors must complete a Speaker Card and give it to the Clerk prior to addressing the Board. Those who wish to address the Board on an agenda item will be heard when the Chairperson calls for comments from the audience. Following recognition, persons desiring to speak are requested to advance to the podium and state their name and address. After hearing audience comments, the Public Comment portion of the agenda item will be closed. The opportunity to address the Board of Director’s on items of interest not appearing on the agenda will be provided during Section B. Public Comment.

3:00 P.M. CALL TO ORDER:
A. ACKNOWLEDGE Certificate of Posting
B. PUBLIC COMMENT: (Opportunity to address the Board on items of interest not appearing on the agenda. No action may be taken unless provided by Govt. Code Sec. 54954.2. Speakers are limited to 3 minutes.)

CONSENT AGENDA
(These matters shall be considered as a whole and without discussion unless a particular item is removed from the Consent Agenda. Members of the public who wish to speak on a Consent Agenda item must submit a Speaker Card to the Clerk and wait for recognition from the Chairperson. Approval of a consent item means approval as recommended on the Staff Report.)

1. APPROVE Airport Land Use Commission Draft Special Meeting Minutes Dated January 24, 2019 – Gomez

2. FIND Project No. 2018-19, Associated with Assessor Parcel No. 051-120-019-0, Located at 110 Fallon Road in the City of Hollister, CONSISTENT with the 2012 Hollister Municipal Airport Land Use Compatibility Plan – Lezama

Adjourn to ALUC Meeting on Thursday, April 18, 2019. Agenda Deadline is Tuesday, April 2, 2019 at 12:00 p.m.

In compliance with the Americans with Disabilities Act (ADA), if requested, the Agenda can be made available in appropriate alternative formats to persons with a disability. If an individual wishes to request an alternative agenda format, please contact the Clerk of the Council four (4) days prior to the meeting at (831) 637-7665. The Council of Governments Board of Directors meeting facility is accessible to persons with disabilities. If you need special assistance to participate in this meeting, please contact the Clerk of the Council’s office at (831) 637-7665 at least 48 hours before the meeting to enable the Council of Governments to make reasonable arrangements to ensure accessibility.
MEMBERS PRESENT:
Director Flores, Director Gillio, Director Medina, Director Richman, and Director Velazquez

STAFF PRESENT:
Deputy County Counsel, Shirley Murphy; Executive Director, Mary Gilbert; Administrative Services Specialist Kathy Postigo; Transportation Planner, Regina Valentine; Secretary, Monica Gomez

CALL TO ORDER:
Director Flores called the meeting to order at 4:01 P.M.

A. Acknowledge Certificate of Posting
Upon a motion duly made by Director Gillio, and seconded by Director Medina, the Directors unanimously approved the Certificate of Posting. Vote: 5/0 motion passes.

B. ELECT MEA Chairperson for 2019

Upon a motion duly made by Director Gillio, and seconded by Director Medina, the Directors elected César E. Flores as ALUC Chairperson for 2019. Vote: 5/0 motion passes

C. ELECT MEA Vice Chairperson for 2019

Upon a motion duly made by Director Medina, and seconded by Director Richman, the Directors elected Jim Gillio as ALUC Vice Chairperson for 2019. Vote: 5/0 motion passes

CONSENT AGENDA:

1. Approve Airport Land Use Commission Draft Meeting Minutes dated October 18, 2019 – Gomez

There was no discussion or public comment on the Consent Agenda.

Upon a motion duly made by Director Gillio, and seconded by Director Richman, the Directors approved Consent Agenda Item 1. Vote: 5/0 motion passes.

Upon a motion duly made by Director Gillio, and seconded by Director Medina, the Directors adjourned the ALUC Meeting at 4:03 p.m. Vote: 5/0 motion passes.

ADJOURN TO ALUC MEETING THURSDAY, FEBRUARY 21, 2019.
Staff Report
To: Airport Land Use Commission
From: Veronica Lezama, Transportation Planner
Date: March 21, 2019
Subject: Land Use Consistency Determination

Recommendation:
FIND Project No. 2018-19, Associated with Assessor Parcel No. 051-120-019-0, Located at 110 Fallon Road in the City of Hollister, CONSISTENT with the 2012 Hollister Municipal Airport Land Use Compatibility Plan.

Summary:
The ALUC application associated with assessor parcel number 051-120-019-0 was reviewed in accordance with the adopted 2012 Hollister Municipal Airport Land Use Compatibility Plan.

Financial Considerations:
The Airport Land Use Commission (ALUC) has an adopted application fee structure. The fee consists of a minimum $300 non-refundable payment that is submitted at the time the application is provided to ALUC.

Background:
Land use actions proposed within the Hollister Municipal Airport Influence Area (Attachment 1) are subject to ALUC review to determine consistency with the Hollister Municipal Airport Land Use Compatibility Plan. The purpose of the Compatibility Plan is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards.

Staff Analysis:
ALUC staff received an application for a Consistency Determination with the adopted 2012 Hollister Municipal Airport Land Use Compatibility Plan.

Project Description:
The applicant is proposing an industrial building on a 6.57 acre site, which is located at 110 Fallon Road in the City of Hollister (Attachment 2). The project is for the construction of a 10,000 square foot industrial warehouse for storage of portable toilets, which are currently stored outside (Attachment 3).
In the course of a project review, the Airport Land Use Commission considers a number of Compatibility Plan policies including: *Noise, Safety, Airspace Protection, and Overflight*. An analysis of each of the four compatibility factors is discussed below.

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**Noise Policy 3.2.**

The Noise Policy objective is to avoid establishment of noise-sensitive land uses in the portions of airport environs that are exposed to significant levels of aircraft noise. The magnitude noise impacts are depicted by four contours, which show the greatest annualized noise impacts anticipated to be generated by the airport over the next 20 years.

The parcel where the project is proposed is located within the 55-60 db CNEL noise contour (Attachment 4), which is the least restrictive of the contours. According to Table 1: Noise Contours, the Light Industrial: Low Intensity use, is *Normandy Compatible* within the 55-60 db CNEL (Attachment 5).

The applicant does not propose any noise sensitive uses (i.e. residential) that would be exposed to significant levels of aircraft noise. As such, the project is consistent with the Hollister Municipal Airport Land Use Compatibility Plan’s Noise Policy.

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**Safety Policy 3.3.**

The Safety Policy objective is to minimize the risks associated with an off-airport aircraft accident or emergency landing. The policy focuses on reducing the potential consequences of such events by limiting sensitive land uses (i.e. residential) and intensities of non-residential uses (i.e. commercial, industrial, etc.). This policy is defined in terms of the geographic distribution of where accidents are most likely to occur based on the six safety zones.

The parcel is located within two of the six Safety Zones (Attachment 6). However, the building is proposed precisely within Safety Zone 3: Inner Turning Zone. According to Table 2: Safety Compatibility Criteria, the Light Industrial: Low Intensity use is *Conditionally Compatible* within Safety Zone 3 and Safety Zone 6 (Attachment 7). The proposed Light Industrial use poses no safety concerns.

As an additional condition of compatibility, the project must comply with the indicated usage intensity limits and other listed conditions (Attachment 7). The applicant is not proposing any full time personnel on site. As such, the project is consistent with the Hollister Municipal Airport Land Use Compatibility Plan’s Safety Policy.
Airspace Protection Policy 3.4.

The Airspace Protection Policy seeks to prevent creation of land use features that can be hazards to the airspace required by aircraft in flight and have the potential for causing an aircraft accident to occur. In evaluating the airspace protection compatibility of any proposed development, the following three categories of hazards to airspace shall be taken into account:

1. The height of structures and other objects situated near the airport are a primary determinant of physical hazards to the airport airspace.

2. Land use features that have the potential to attract birds and certain other wildlife to the airport area are also to be evaluated as a form of physical hazards, per FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports.

3. Visual hazards of concern include certain types of lights, sources of glare, and sources of dust, steam, or smoke.

4. Electronic hazards are ones that may cause interference with aircraft communications or navigation.

The first two above-mentioned categories of hazard apply to the proposed project, which are further summarized below.

A. Height:

The building is proposed within the Critical Airspace Protection Zone (Attachment 8). The Airport Land Use Compatibility Plan states that “within the Critical Airspace Protection Zone objects shall be limited in height consistent with the airspace protection surfaces defined by FAR Part 77 criteria.”

The Transitional Surface is one of the FAR Part 77 airspace protection surfaces. The Transitional Surface is an imaginary surface that “extends outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces.”

The enclosed drawing shows that the proposed building would not penetrate the Transitional Surface and is therefore consistent with the Airspace Protection Policy (Attachment 9).

B. Land Use Features

Land use features that have the potential to attract birds and certain other wildlife to the airport area are also to be evaluated as a form of physical hazards, per FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports.

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1 The width of the primary surface extends 500 feet for utility runways having non-precision instrument approaches.
The project site map (Attachment 3) identifies a water retention pond southwest of the parcel. Water retention ponds are known to attract birds, which may pose a hazard to navigable airspace. San Benito ALUC recommends that the City of Hollister require the applicant to design the retention pond in accordance with the FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports, which states:

“Stormwater detention ponds should be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and remain completely dry between storms. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linear shaped water detention basins. When it is not possible to place these ponds away from an airport’s AOA, airport operators may use physical barriers, such as bird balls, wires, grids, pillows, or netting, to prevent access of hazardous wildlife to open water and minimize aircraft-wildlife interactions. When physical barriers are used, airport operators must evaluate their use and ensure they will not adversely affect water rescue.

Overflight Policy 3.5.

The Overflight Compatibility Policy is intended to help notify people, through real estate disclosures, about the presence of aircraft overflight near airports so that they can make informed decisions regarding acquisition or lease of property in the affected areas. Overflight policies do not apply to non-residential development. The applicant is proposing a non-residential use and is therefore consistent with the Overflight Compatibility Policy.

Executive Director Review: N/A
Counsel Review: N/A

Supporting Attachment(s):
1. Compatibility Policy Map: Airport Influence Area
2. Project Location Map
3. Project Site Plan
4. Noise Contour Map
5. Table 1: Noise Compatibility Criteria
6. Safety Zones Map
7. Table 2: Safety Compatibility Criteria
8. Compatibility Policy Map: Airspace Protection Zones
9. Engineering Drawing showing the Transitional Surface
Notes

1. ALUC Review Area 1 encompasses locations where all four factors (noise, safety, airspace protections, and overflight) represent compatibility concerns. The boundary is a composite of the outer limits of the CNEL 55 noise contour and safety zone 6.

2. ALUC Review Area 2 includes locations where airspace protection and/or overflight are compatibility concerns, but not noise or safety. The boundary line matches the outer limits of FAR Part 77 conical surface.
This map is a user-generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
PROPERTY IS NOT LOCATED IN A FLOOD ZONE.
PROPERTY IS NOT LOCATED IN A SEISMIC SPECIAL STUDY ZONE.
SETBACKS IN M-1 ZONING: FRONT YARD - 10', SIDE YARD - 0', REAR YARD - 10'.
THIS PROJECT PROPOSES TO BUILD A NEW INDUSTRIAL BUILDING TO STORE AND FIX PORTABLE TOILETS.
UTILITIES SHOWN ON GRADING PLAN - SHEET C2
PROPOSED BUILDING TO COMPLY WITH ALL CURRENT BUILDING CODE AND FIRE CODE REQUIREMENTS.

EXISTING
BASE ROCK
EXISTING
CONCRETE
PREVIOUS
BUILDINGS
PROPOSED
BUILDING
PROPOSED
CONCRETE
EXISTING
PAVERS
Building to be put at grade - minor grading needed. No restrooms proposed - no wet utilities needed - power only for lights. Additional impervious surface is under 5,000 SF, so project will meet performance requirement 1.
SAN BENITO AIRPORT LAND USE COMMISSION (ALUC)

Project APN 051-120-019-0
110 Fallon Road, Hollister, CA 95023

This map is a user-generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
## Table 1: Noise Compatibility Criteria

<table>
<thead>
<tr>
<th>Noise Attenuation Criteria</th>
<th>Exterior Noise Exposure (^1) (CNEL dB)</th>
<th>Additional Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>≤ 55</td>
<td>55-60</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Land Use Category \(^2\)

<table>
<thead>
<tr>
<th>Land Use Category (^2)</th>
<th>Land Use Acceptability</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Personal &amp; Miscellaneous Services: barbers, car washes, print shops</strong></td>
<td>[Green]</td>
</tr>
<tr>
<td><strong>Vehicle Fueling: gas stations, trucking &amp; transportation terminals</strong></td>
<td>[Yellow]</td>
</tr>
<tr>
<td><strong>Industrial, Manufacturing, and Storage Uses</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Hazardous Materials Production: oil refineries, chemical plants</strong></td>
<td>[Green]</td>
</tr>
<tr>
<td><strong>Heavy Industrial</strong></td>
<td>[Green]</td>
</tr>
<tr>
<td><strong>Light Industrial, High Intensity: food products preparation, electronic equipment</strong></td>
<td>[Green]</td>
</tr>
<tr>
<td><strong>Light Industrial, Low Intensity: machine shops, wood products, auto repair</strong></td>
<td>[Green]</td>
</tr>
<tr>
<td><strong>Research &amp; Development</strong></td>
<td>[Yellow]</td>
</tr>
<tr>
<td><strong>Indoor Storage: wholesale sales, warehouses, mini/other indoor storage, barns, greenhouses</strong></td>
<td>[Red]</td>
</tr>
<tr>
<td><strong>Outdoor Storage: public works yards, automobile dismantling</strong></td>
<td>[Green]</td>
</tr>
<tr>
<td><strong>Mining &amp; Extraction</strong></td>
<td>[Green]</td>
</tr>
<tr>
<td><strong>Transportation, Communication, and Utilities</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Rail &amp; Bus Stations</strong></td>
<td>[Green]</td>
</tr>
<tr>
<td><strong>Transportation Routes: road &amp; rail rights-of-way, bus stops</strong></td>
<td>[Green]</td>
</tr>
<tr>
<td><strong>Auto Parking: surface lots, structures</strong></td>
<td>[Green]</td>
</tr>
<tr>
<td><strong>Communications Facilities: emergency communications, broadcast &amp; cell towers</strong></td>
<td>[Green]</td>
</tr>
<tr>
<td><strong>Power Plants</strong></td>
<td>[Green]</td>
</tr>
<tr>
<td><strong>Electrical Substations</strong></td>
<td>[Green]</td>
</tr>
<tr>
<td><strong>Wastewater Facilities: treatment, disposal</strong></td>
<td>[Green]</td>
</tr>
<tr>
<td><strong>Solid Waste Disposal Facilities: landfill, incineration</strong></td>
<td>[Green]</td>
</tr>
<tr>
<td><strong>Solid Waste Transfer Facilities, Recycle Centers</strong></td>
<td>[Green]</td>
</tr>
</tbody>
</table>

\(^1\) Conditions below apply to Normally Compatible (green cells) as well as Conditional land uses (yellow cells).

\(^2\) See page 2-44 for legend.

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*Table 1, continued*
<table>
<thead>
<tr>
<th>Land Use Acceptability</th>
<th>Interpretation/Comments</th>
</tr>
</thead>
</table>
| **Normally Compatible** | Indoor Uses: Either the activities associated with the land use are inherently noisy or standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL); for land use types that are compatible because of inherent noise levels, sound attenuation must be provided for associated office, retail, and other noise-sensitive indoor spaces in accordance with Policy 3.2.6.  
Outdoor Uses: Except as noted in the table, activities associated with the land use may be carried out with minimal interference from aircraft noise. |
| **Conditional** | Indoor Uses: Building structure must be capable of attenuating exterior noise from all noise sources in accordance with Policy 3.2.6.  
Outdoor Uses: Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use. |
| **Incompatible** | Indoor Uses: Unacceptable noise interference if windows are open; at exposures above CNEL 65 dB, extensive mitigation techniques required to make the indoor environment acceptable for performance of activities associated with the land use.  
Outdoor Uses: Severe noise interference makes the outdoor environment unacceptable for performance of activities associated with the land use. |

**Notes**

1. For the purposes of these criteria, the exterior noise exposure generated by aircraft activity at Hollister Municipal Airport is defined by the projected noise contours illustrated on Map 2 of this Compatibility Plan.
2. Multiple land use categories and compatibility criteria may apply to a project. Land uses not specifically listed shall be evaluated using the criteria for similar uses.
3. This caution is directed at the project proponent and is not intended to preclude approval of the project.
4. Noise-sensitive land uses are ones for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. See Policy 1.2.14 for examples of noise-sensitive uses.
5. Residential density limits provided in terms of dwelling units per acre (du/ac). Construction of a single-family home, including a second dwelling unit as defined by state law, allowed on a legal lot of record if such use is permitted by local land use regulations. A family day care home (serving ≤ 14 children) may be established in any dwelling. See Policy 1.4.5.
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### Table 2: Safety Compatibility Criteria

<table>
<thead>
<tr>
<th>Usage Intensity Criteria</th>
<th>Safety Zone</th>
<th>Additional Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Max. Sitewide Average Intensity (people/acre)</strong></td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>10</td>
<td>60</td>
<td>100</td>
</tr>
<tr>
<td><strong>Max. Single-Acre Intensity (people/acre)</strong></td>
<td>Numbers below indicate zone in which condition applies</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Land Use Acceptability (see page 2-49 for legend)</th>
<th>2-5: Intensity limits as indicated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eating/Drinking Establishments: restaurants, fast-food dining, bars</td>
<td>[approx. 60 s.f./person] 6</td>
<td></td>
</tr>
<tr>
<td>Limited Retail/Wholesale: furniture, automobiles, heavy equipment, lumber yards, nurseries</td>
<td>[approx. 250 s.f./person] 6</td>
<td></td>
</tr>
<tr>
<td>Offices: professional services, doctors, finance, civic; radio, television &amp; recording studios, office space associated with other listed uses</td>
<td>[approx. 215 s.f./person] 6</td>
<td></td>
</tr>
<tr>
<td>Personal &amp; Miscellaneous Services: barbers, car washes, print shops</td>
<td>[approx. 200 s.f./person] 6</td>
<td></td>
</tr>
<tr>
<td>Vehicle Fueling: gas stations and fueling facilities at trucking &amp; transportation terminals</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Industrial, Manufacturing, and Storage Uses**

<table>
<thead>
<tr>
<th>Hazardous Materials Production: oil refineries, chemical plants</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Heavy Industrial</strong></td>
<td>2 - 4: Intensity limits as indicated</td>
</tr>
<tr>
<td><strong>Light Industrial, High Intensity: food products preparation, electronic equipment</strong></td>
<td>2 - 5: Avoid bulk production/storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft</td>
</tr>
<tr>
<td><strong>Light Industrial, Low Intensity: machine shops, wood products, auto repair</strong></td>
<td>2 - 5: Intensity limits as indicated; avoid bulk production/storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft</td>
</tr>
<tr>
<td><strong>Indoor Storage: wholesale sales, warehouses, mini/other indoor storage, barns, greenhouses</strong></td>
<td>2: Single story only; max. 10% in mezzanine</td>
</tr>
</tbody>
</table>

Table 2, continued
## Table 2, continued

<table>
<thead>
<tr>
<th>Land Use Acceptability</th>
<th>Interpretation/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Normally Compatible</strong></td>
<td>Normal examples of the use are compatible under the presumption that usage criteria will be met. Atypical examples may require review to ensure compliance with usage intensity criteria. Noise, airspace protection, and/or overflight limitations may apply.</td>
</tr>
<tr>
<td><strong>Conditional</strong></td>
<td>Use is compatible if indicated usage intensity limit and/or other listed conditions are met.</td>
</tr>
<tr>
<td><strong>Incompatible</strong></td>
<td>Use should not be permitted under any circumstances.</td>
</tr>
</tbody>
</table>

### Notes

1. Usage intensity criteria applicable to all nonresidential development (i.e., Normally Compatible as well as Conditional land uses). Nonresidential development must satisfy both forms of intensity limits (see Policy 3.3.6). See Note 6 below and Policy 3.3.7 for information on how to calculate nonresidential intensity. Up to 10% of total floor area may be devoted to ancillary use (see Policy 3.3.6(c)).

2. Multiple land use categories and compatibility criteria may apply to a project. Land uses not specifically listed shall be evaluated using the criteria for similar uses.

3. These uses may pose hazards to flight as they may attract birds or other wildlife; generate dust or other visual hazards; or create physical hazards (e.g., power lines or other tall objects). See Section 3.4 for applicable airspace protection policies.


5. Residential density limits provided in terms of dwelling units per acre (du/ac). Construction of a single-family home, including a second dwelling unit as defined by state law, allowed on a legal lot of record if such use is permitted by local land use regulations. A family day care home (serving ≤ 14 children) may be established in any dwelling. See *Policies 1.4.5 and 3.3.5(h)*.

6. Common occupancy load factors (approximate number of square feet per person) source: Mead & Hunt, Inc. based upon information from various sources including building and fire codes, facility management industry sources, and ALUC surveys. The common occupancy load factors represent the maximum occupancy during a normal peak period occupancy, not on the highest attainable occupancy used in building and fire codes. Common occupancy load factors provided in the table for specific land uses may be used as a means of calculating the usage intensity of a proposed development. See Policy 3.3.7 for other methods of calculating usage intensities.
RUNWAY 13
EL. 196.0'
36° 54' 12.423" N
121° 24' 50.712" W

RUNWAY 24
EL. 223.5'
36° 53' 32.690" N
121° 24' 11.440" W

RUNWAY 6
EL. 223.7'
36° 53' 22.363" N
121° 24' 50.712" W

NON-PRECISION [C] APPROACH
34:1

HORIZONTAL SURFACE 379' MSL

TRANSITIONAL SURFACE

VISUAL [B(V)] APPROACH
20:1

NON-PRECISION [C] APPROACH
34:1
This map is a user-generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.