RDD
REDDING REGIONAL AIRPORT

Redding Regional Airport

Airport Master Plan

AGENDA

Planning Advisory Committee (PAC)
Meeting #4
Wednesday, April 23, 2025
1:30 pm
REU – Shasta Room

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1. Welcome/Introductions
2. Review of the Master Plan Process
3. Preferred Development Concept
4. Capital Improvement Program
5. Energy Assessment (Quest Energy)
6. Land Use Compatibility Plan
7. Closing Remarks

MASTER PLAN PROCESS

11.2.2022 — PAC #1

- INVENTORY — Working Papers
- FORECASTS — Working Papers

10.26.2023 — PAC #2 / PIW #1

- FACILITY REQUIREMENTS — Working Papers
- AIRPORT ALTERNATIVES — Working Papers

8.28.2024 — PAC #3 / PIW #2

- RECOMMENDED MASTER PLAN CONCEPT/ ENVIRONMENTAL REVIEW — Working Papers
- FINANCIAL PLAN/CAPITAL IMPROVEMENTS — Working Papers

4.23.2025 — PAC #4 / PIW #3

- AIRPORT LAYOUT PLANS/LAND USE COMPATIBILITY — Working Papers

KEY:

PAC = Master Plan Advisory Committee

PIW = Public Information Workshop

FORECAST REVIEW

Forecast Summary

	2022	2027	2032	2042	CAGR 2022-2042
ENPLANEMENTS AND AIR CARGO					
Annual Enplanements	100,890	139,402	148,602	154,500	2.15%
Air Cargo (lbs.)	2,643,117	3,361,260	4,057,350	5,737,840	3.95%
ANNUAL OPERATIONS					
Commercial Operations (Itinerant)					
Air Carrier (>59 seats)	1,860	2,748	3,190	2,728	1.93%
Commuter Airline (<60 seats)	2,044	1,123	0	0	-100.00%
Air Cargo	2,235	2,841	3,430	4,850	3.95%
Other Air Taxi	16,304	18,694	21,712	25,803	2.32%
Total Commercial Operations	22,443	25,406	28,332	33,381	2.00%
General Aviation Operations					
Itinerant	17,100	19,101	21,234	26,242	2.16%
Local	21,951	24,311	27,026	33,400	2.12%
Total General Aviation Operations	39,051	43,412	48,260	59,642	2.14%
Military Operations					
Itinerant	548	549	549	549	0.01%
Local	345	298	298	298	-0.73%
Total Military Operations	893	847	847	847	-0.26%
Total Itinerant Operations	**40,091**	**45,056**	**50,116**	**60,173**	**2.05%**
Total Local Operations	**22,296**	**24,609**	**27,324**	**33,698**	**2.09%**
TOTAL ANNUAL OPERATIONS	**62,387**	**69,665**	**77,439**	**93,870**	**2.06%**
BASED AIRCRAFT					
Single Engine Piston	175	176	182	197	0.59%
Multi-Engine Piston	15	14	13	11	-1.54%
Turboprop	19	23	25	29	2.14%
Jet	12	15	18	25	3.74%
Helicopter	19	21	24	28	1.96%
TOTAL BASED AIRCRAFT	**240**	**249**	**262**	**290**	**0.95%**

CAGR - Compound annual growth rate

TABLE F1 | Activity Update

Year	Based Aircraft	Operations	Enplanements
2022	240	62,387	100,890
2024	242	50,073[1]	88,565[2]
Forecast Years			
2027	249	69,665	139,402
2032	262	77,439	148,602
2042	290	93,870	154,500

[1]FAA OPSNET tower count operations.

[2]USDOT - Bureau of Transportation Statistics

Table 5A: Planned Critical Aircraft and Runway Design Code

	Current	Future
RUNWAY 16-34		
Current Critical Aircraft	C-III-3	D-III-3
Example Critical Aircraft	Boeing 737-700	Boeing 737-800
Lowest Visibility	½-Mile	½-Mile
Runway Design Code	C-III-2400	D-III-2400
RUNWAY 12-30		
Current Critical Aircraft	C-III-3	A/B-I(small)
Example Critical Aircraft	Boeing 737-700	Beech Bonanza 55
Lowest Visibility	Visual	Visual
Runway Design Code	C-III-VIS	A/B-I-VIS

FAA Forecast Approval Letter

U.S. Department of Transportation
Federal Aviation Administration

Western-Pacific Region
Airports Division

San Francisco Airports District Office
2999 Oak Creek Rd., Suite 200
Walnut Creek, CA 94597

August 29, 2023

Mr. James Wadleigh
Airport Manager
Redding Regional Airport
6751 Woodrum Circle #200
Redding, CA 96002

SENT VIA E-MAIL

Dear Mr. Wadleigh,

RE: FAA Review Comments for Updated Aviation Activity Forecast – 28 August 2023;
Redding Regional Airport (RDD); AIP Grant/Project 3-06-0194-063-2022

The San Francisco Airports District Office (SFO-ADO) has completed the review of the updated Aviation Activity Forecasts for the Redding Regional Airport (RDD). The SFO-ADO review comments are as follows:

- FAA concurs with the forecast approach and methodologies presented in the updated aviation forecast validation document. The COVID-19 adjusted forecast alternative recovery scenario analysis and forecast assumptions presented are considered reasonable and well supported.

- FAA concurs with the forecast levels and growth rates for the total operations, and based aircraft, as presented in **Exhibit 2J – Forecast Summary** of the RDD Chapter 2 Forecasts – dated August 25, 2023. The subject aviation activity forecast is considered generally consistent with the FAA 2022 Terminal Area Forecast (TAF).

- FAA concurs with the near-term forecast presented for peak passenger enplanements through 2027 presented in the **Exhibit 2J – Forecast Summary**. This correlates with the maximum number of departing seats RDDs current Airlines contract(s). Per Table 3-4 of the AIP Handbook, to determine whether a project (e.g., expanded passenger terminal) is justified, there must be an actual need for the project at the airport within the next five years. Thus, the forecasted enplanements in 2027 are the most relevant.

- FAA concurs that the Runway Design Code (RDC) for Runway 16-34 is C-III-2400.
Due to magnetic variation adjustment, the future runway designation is 17-35.
Based on the most recent year of aircraft activity (2022) it appears reasonable that the Future RDC will be D-III-2400 for Runway 17-35.

FACILITY REQUIREMENTS

- Runways/Taxiways
- Terminal
- Aprons
- Hangars

Exhibit 4A: Current ALP Concept

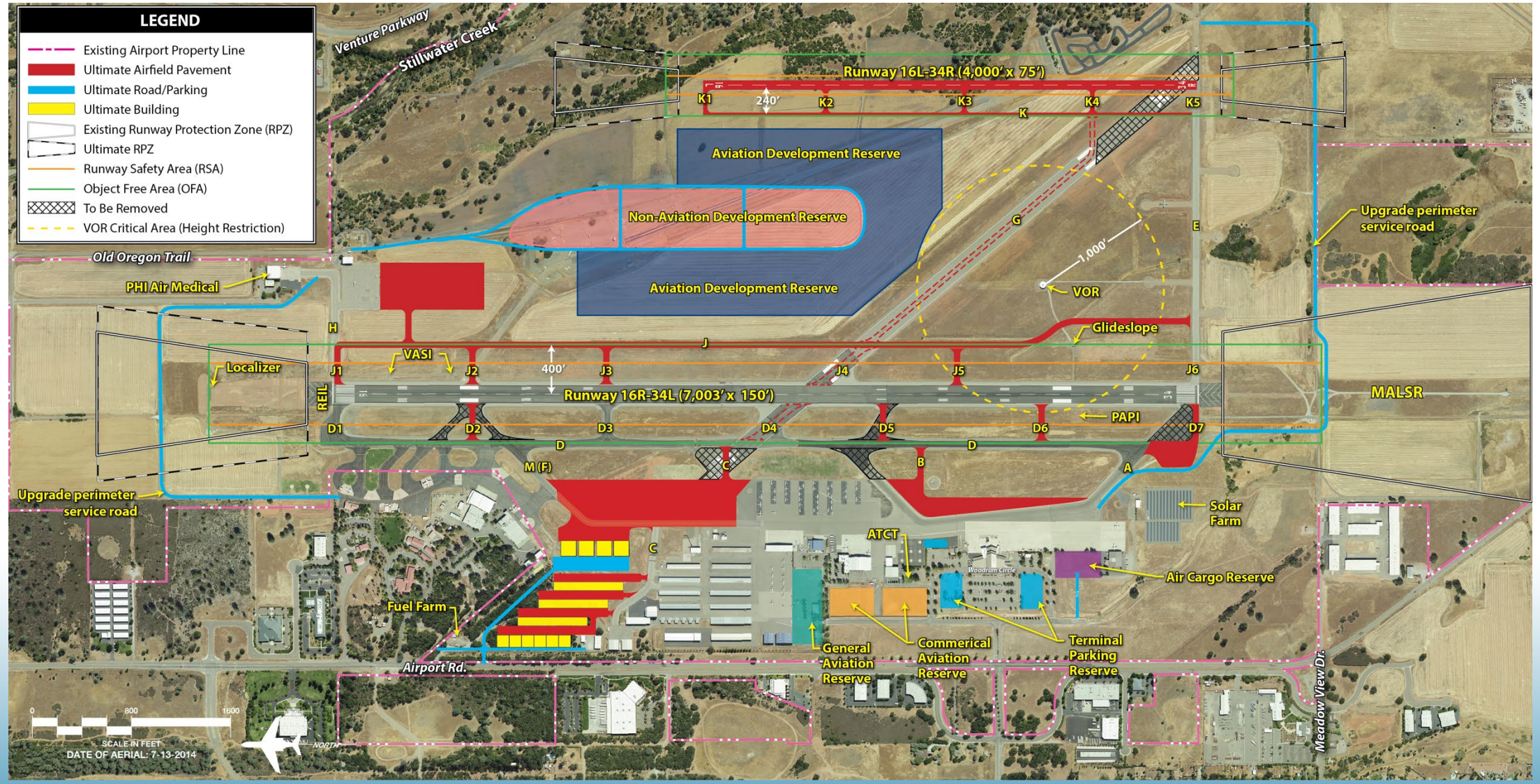


Table 3F: Runway Eligibility

For the following runway type…	Must meet all of the following criteria…	And is…
Primary Runway	1. A single runway at an airport is eligible for development, consistent with FAA design and engineering standards.	Eligible
Crosswind Runway	1. The wind coverage on the primary runway is less than 95%.	Eligible if justified
Secondary Runway	1. There is more than one runway at the airport. 2. The non-primary runway is not a crosswind runway. 3. Either of the following: a) The primary runway is operating at 60% or more of its annual capacity. b) FAA has made a specific determination that the runway is required.	Eligible if justified
Additional Runway	1. There is more than one runway at the airport. 2. The non-primary runway is not a crosswind runway. 3. The non-primary runway is not a secondary runway.	Ineligible

Legacy Crosswind Runway

Federal Aviation Administration

Memorandum

Date: April 4, 2025

To: Office of Airports Regional Directors, AXX-600s
Regional Airport Planning and Programming, AXX-610s
Airports District Office Managers, XXX-ADOs

DANIELLE J RINSLER
Digitally signed by DANIELLE J RINSLER
Date: 2025.04.04 12:10:21 -04'00'

From: Danielle J. Rinsler, Director, Airport Planning and Programming, APP-1

Subject: Reauthorization Program Guidance Letter (R-PGL) 25-01: Runway Projects

Justification for FAA Funding:

1. Primary runway provides greater than 95% wind coverage.
2. Only one crosswind runway can be considered a Legacy Crosswind Runway.
3. The Legacy Crosswind Runway must have received AIP funding in the past (previous federal investment).

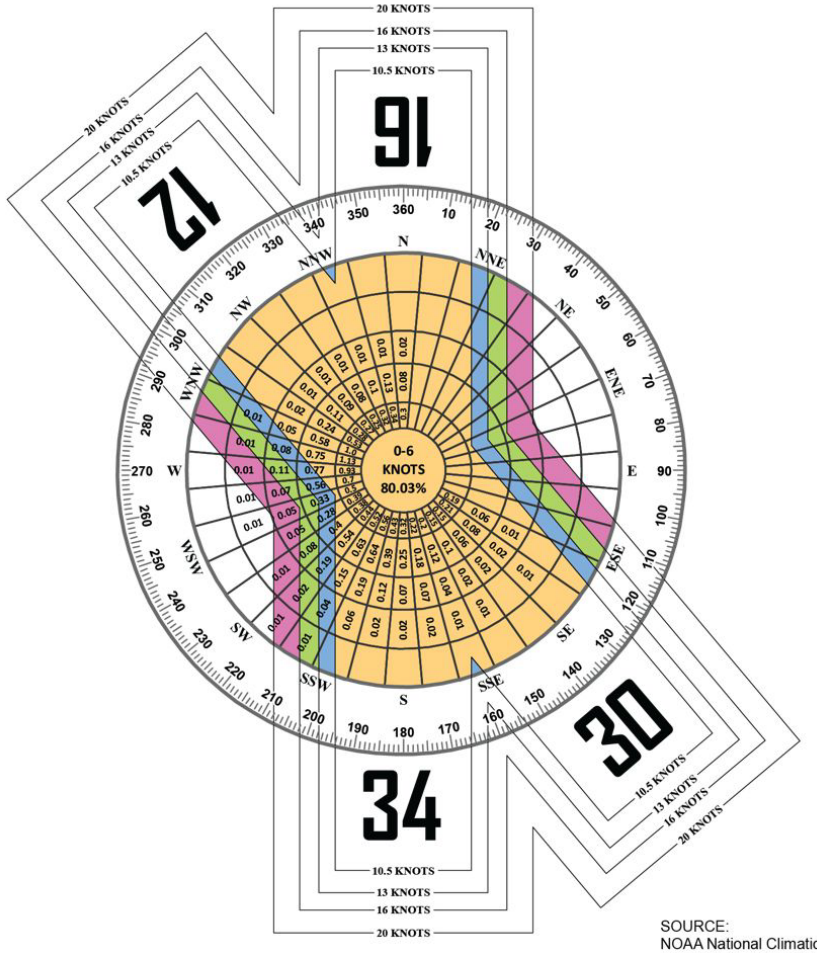
Potential Funding Levels:

1. Rehabilitation project – ADO may consider funding at existing dimensions.
2. Reconstruction project – ADO may only fund to A/B-I design standards.

Exhibit 3C: Wind Rose

95.5% Wind Coverage for Runway 16-34

ALL WEATHER WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 16-34	99.50%	99.82%	99.97%	100.00%
Runway 12-30	95.39%	97.83%	99.31%	99.88%
All Runways	99.70%	99.91%	99.99%	100.00%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Redding Regional Airport
Redding, California

OBSERVATIONS:
112,110 All Weather Observations
Jan. 1, 2014 - Dec, 31 2023

Table 5B: Recommended Declared Distances (Runway 16-34)

Declared Distance Parameters	Recommended Declared Distances (feet)	
	Runway 16	Runway 34
TORA: Takeoff Run Available	7,003	7,003
TODA: Takeoff Distance Available	7,003	7,003
ASDA: Accelerate-Stop Distance Available	7,003 (6,997)	6,997
LDA: Landing Distance Available	7,003 (6,997)	6,997

(Currently Published)

Note: Localizer antenna penetrates Runway 16 runway safety area by 6 feet.

Table 3J: Commercial Aircraft Takeoff Runway Length

Aircraft Type	MTOW (lbs.)	TAKEOFF LENGTH REQUIREMENTS (feet)				
		Useful Load				
		60%	70%	80%	90%	100%
B737-700	***154,500***	***5,000***	***5,900***	***6,800***	***7,900***	***10,100***
B737-800	174,200	5,300	6,000	6,800	7,300	8,200
B767-300	350,000	7,700	8,300	8,900	9,200	10,000
CRJ-200	53,000	4,500	5,100	5,600	6,100	6,600
CRJ-700	75,000	4,400	4,800	5,200	5,500	5,900
CRJ-900	82,500	5,100	5,600	6,000	6,400	7,000
EMB 170	79,344	3,600	4,000	4,300	4,800	5,300
DC10-40	555,000	8,600	9,000	9,800	10,300	11,100

- Airfield elevation: 504.7' MSL
- Mean maximum temperature of the hottest month: 99.9°F
- MTOW: maximum takeoff weight
- ***Boldface*** is representative of the current critical aircraft.
- Length calculations above 30 are rounded up to the next 100.
- RED indicates the calculated length is greater than the existing 7,003' runway length.

Exhibit 4D: Runway Extension Alternatives

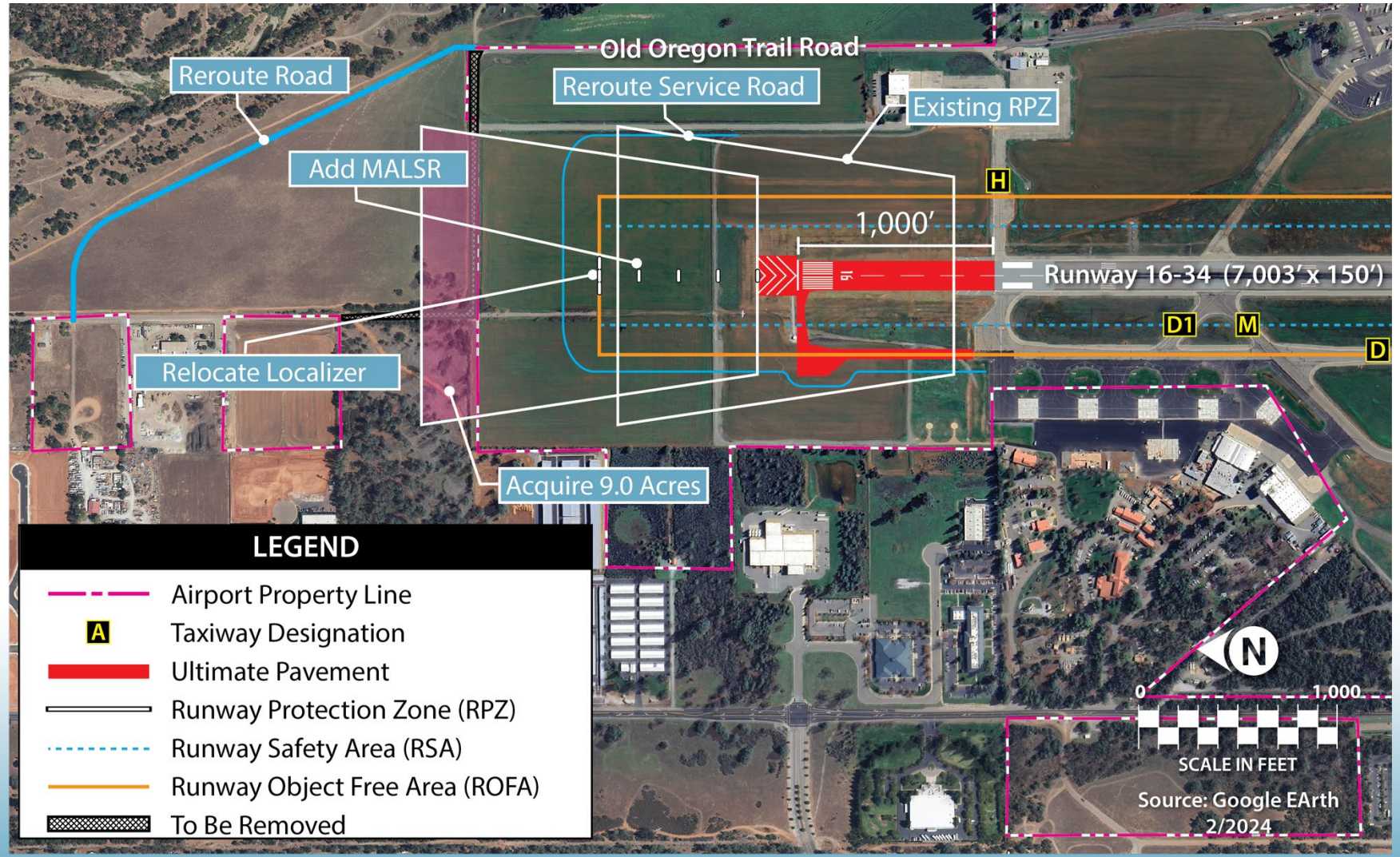


Exhibit 4D: Runway Extension Alternatives

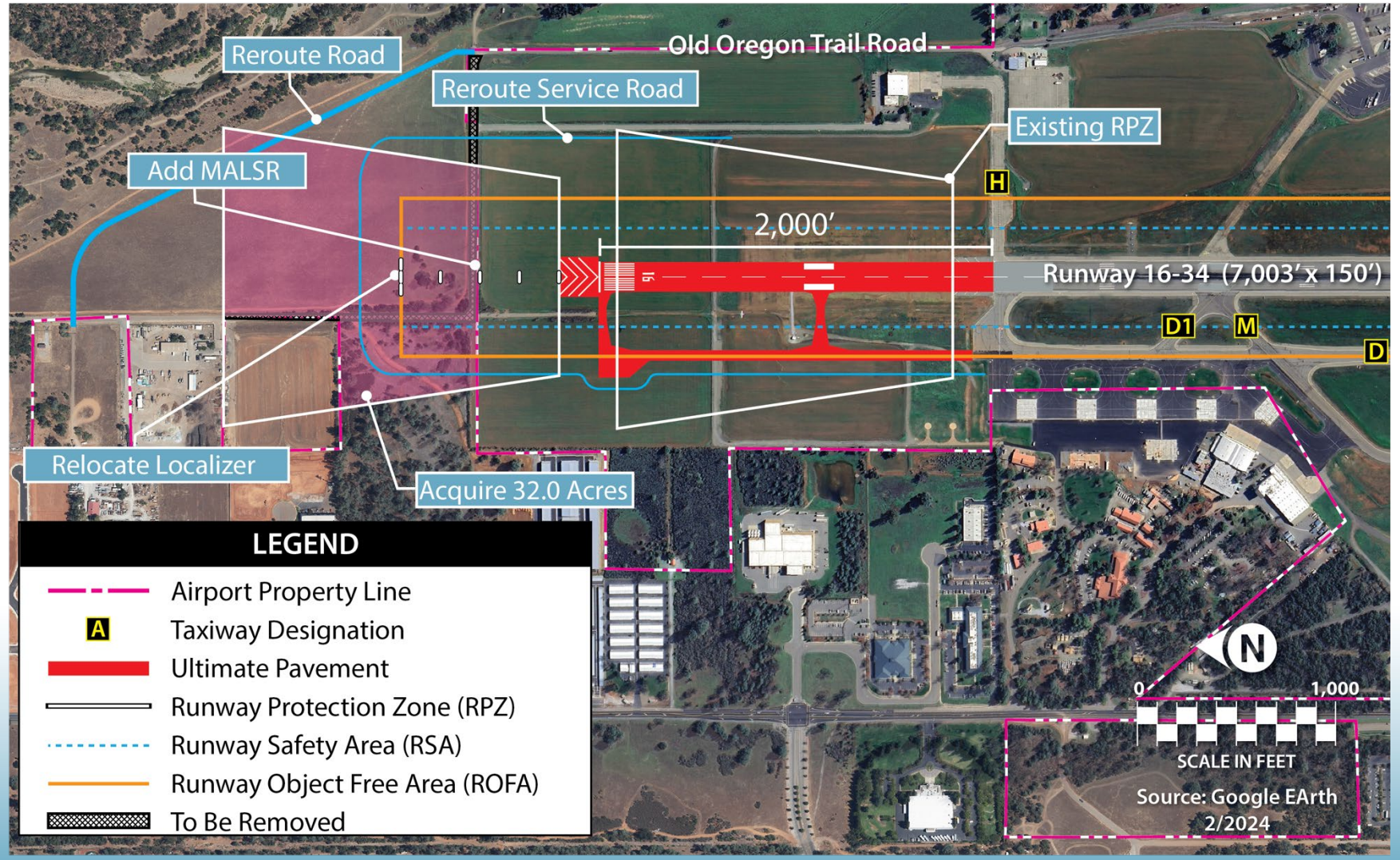
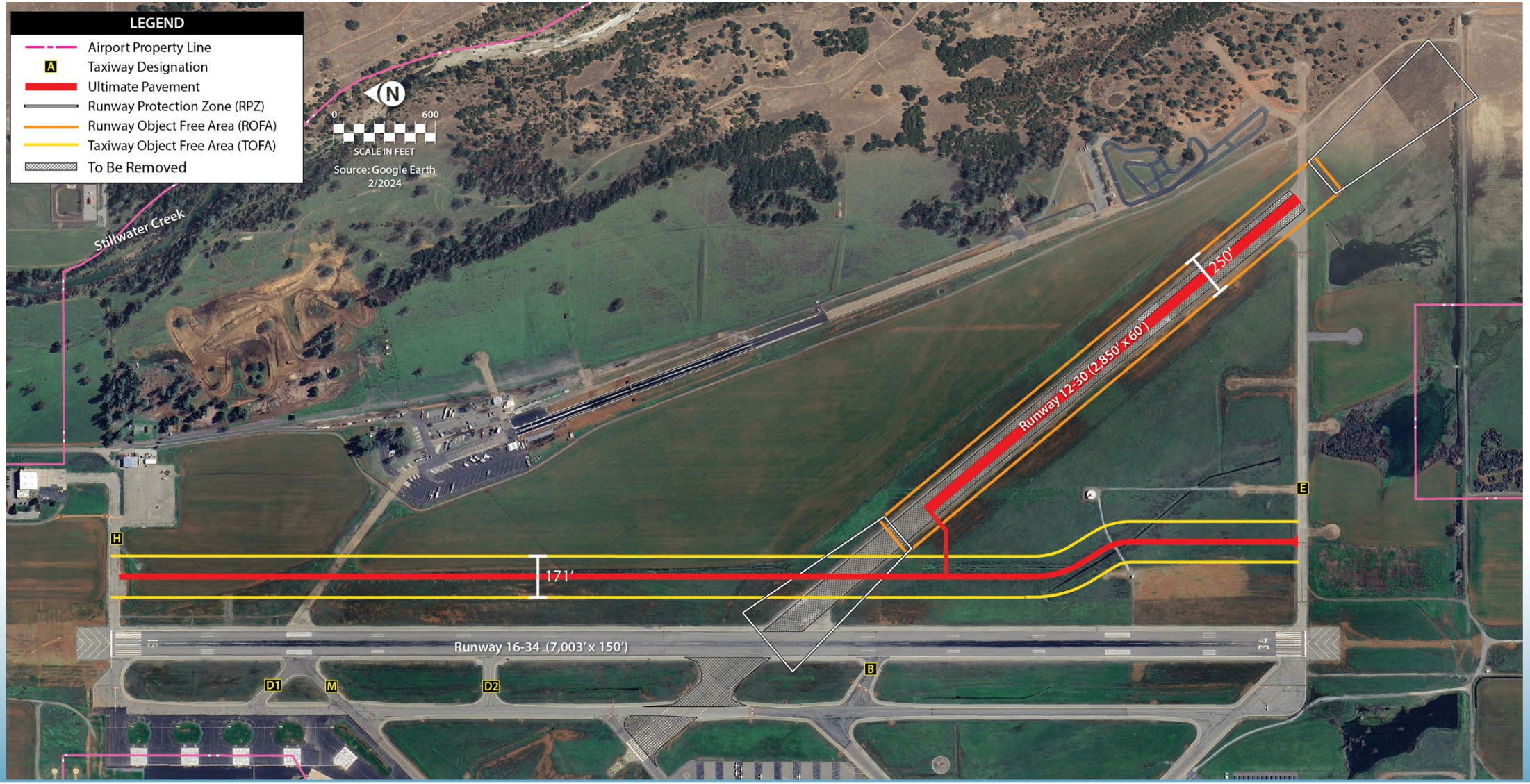


Exhibit 5B: Runway 12-30 A/B-I Standards



RUNWAY LENGTH SUMMARY

- Commercial Aircraft: At 7,003 feet, Runway 16-34 is adequate for the current critical aircraft (737) for most destinations including Denver.
- Commercial Aircraft: An additional 1,000 feet would accommodate more distant destinations (Dallas, Chicago, etc.).
- Airtankers (DC-10/C-130): Currently weight restricted. Cal Fire/USFS desire an additional 2,000 feet of runway length.

Exhibit 3F: Terminal Space Requirements

			Planning Activity Levels			
		Existing	Current Need 100,890	Short 139,402	Intermediate 148,602	Long 154,500
DEPARTURES PROCESSING						
Ticket Counters						
Utilization Factor	90%	0	164	226	241	251
Agent Positions	#	5	7	9	10	10
Frontage	LF	94	42	54	60	60
Area	SF	650	460	590	660	660
Ticket Lobby						
Queing Area	SF	1,650	920	1,270	1,360	1,410
TSA Baggage Check	SF	580	840	1,080	1,200	1,200
Outbound Baggage	SF	Outside	2,020	2,590	2,880	2,880
Airline Ticket Office/Baggage Screening	SF	2,240	1,720	2,210	2,460	2,460
Ticket Lobby Circulation	SF	1,750	480	620	690	690
Subtotal Airline Operations	**SF**	**6,220**	**5,980**	**7,770**	**8,590**	**8,640**
Public Area						
Circulation	SF	2,500	11,930	16,460	17,560	18,280
Lobby/Waiting Area	SF	3,180	Included in Circulation			
Security Stations						
Number	#	1	1	2	2	3
Queing Area	SF	1,050	590	810	860	900
Station Area	SF	2,360	360	720	720	1,080
TSA Administration/Operations	SF	0	700	1,400	1,400	2,100
CONCOURSE FACILITIES						
Passenger Holdrooms						
Gates	#	1	2	2	2	3
Gate Area	SF	1,760	Included in Holdroom Area			
Holdroom Area	SF	1,740	3,540	4,570	4,830	5,860
Airline Operations	SF	0	2,000	2,000	1,500	1,500
Concourse Circulation						
Circulation Area	SF	850	1,062	1,371	1,449	1,758

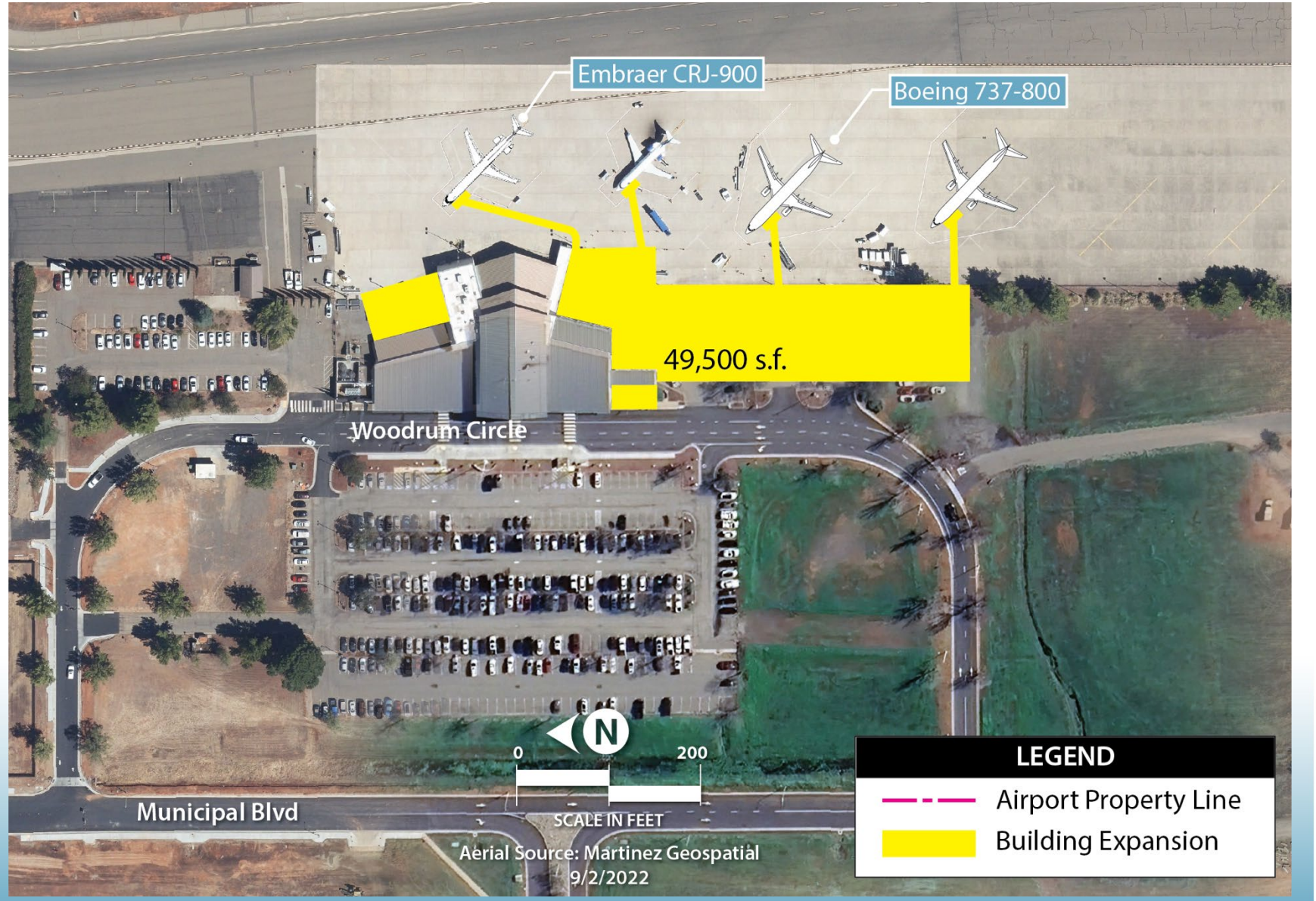
Note: Level of Service C+ is applied

Exhibit 3F: Terminal Space Requirements

			Planning Activity Levels			
		Existing	Current Need 100,890	Short 139,402	Intermediate 148,602	Long 154,500
ARRIVALS PROCESSING						
Baggage Claim						
Passengers claiming bags	85%	207	207	286	305	318
Claim Display Frontage	LF	45	150	200	220	220
Claim Device Floor Area	SF	670	750	1,000	1,100	1,100
Inbound Baggage	SF	0	1,800	2,400	2,640	2,640
Baggage Service Office	SF	0	300	400	440	440
Claim Lobby						
Area Excl. Device Area	SF	600	4,930	6,810	7,260	7,560
Circulation Area	SF	600	2,970	4,100	4,360	4,550
PUBLIC SPACES						
Restrooms						
Area	SF	1,465	2,040	2,820	3,010	3,130
Concessions						
Food & Beverage	SF	5,365	1,210	1,670	1,780	1,850
Retail	SF	0	500	700	740	770
Support	SF	0	340	470	500	520
Rental Car						
Counter Frontage	LF	50	43	59	63	65
Counter and Office Area	SF	1,100	640	880	940	980
Counter Queuing Area	SF	690	340	470	500	520
Airport Administration						
Administration/Operations	SF	1,690	5,100	7,100	7,500	7,800
Business Center	SF	230	Included in Admin			
FUNCTIONAL AREA TOTAL						
Total Functional Area	**SF**	**32,720**	**46,702**	**63,431**	**67,139**	**71,483**
BUILDING SYSTEMS/SUPPORT						
Mechanical/HVAC	SF	2,450	1,870	2,540	2,690	2,860
Vertical Circulation/Structural Space	SF	1,290	1,900	2,500	2,700	2,900
General Storage	SF	1,090	3,270	4,440	4,700	5,000
TOTAL TERMINAL						
Gross Building Area	**SF**	**37,550**	**53,742**	**72,911**	**77,229**	**82,198**

Note: Level of Service C+ is applied

Exhibit 4E: Terminal Expansion Alternative 1



Terminal Building: The Bottom Line

- Existing Size: 37,550 sf
- Current Need: 53,742 sf (16,192 sf needed now)
- 20-Year Need: 82,198 sf (44,648 needed within 20-years)

Areas of Focus:

Hold Room: Need 4,000+sf
Ticket Lobby: Need 2,000+ sf
Bag Processing (inbound/outbound): Need +3,200 sf
General Circulation (all areas): +12,800 sf
Concessions (excluding existing restaurant): Need +1,000 sf
Gates: 1 currently/3 needed

Figure 4.4: Vehicle Parking Expansion Options

Exhibit 4H: Terminal Apron Alternatives

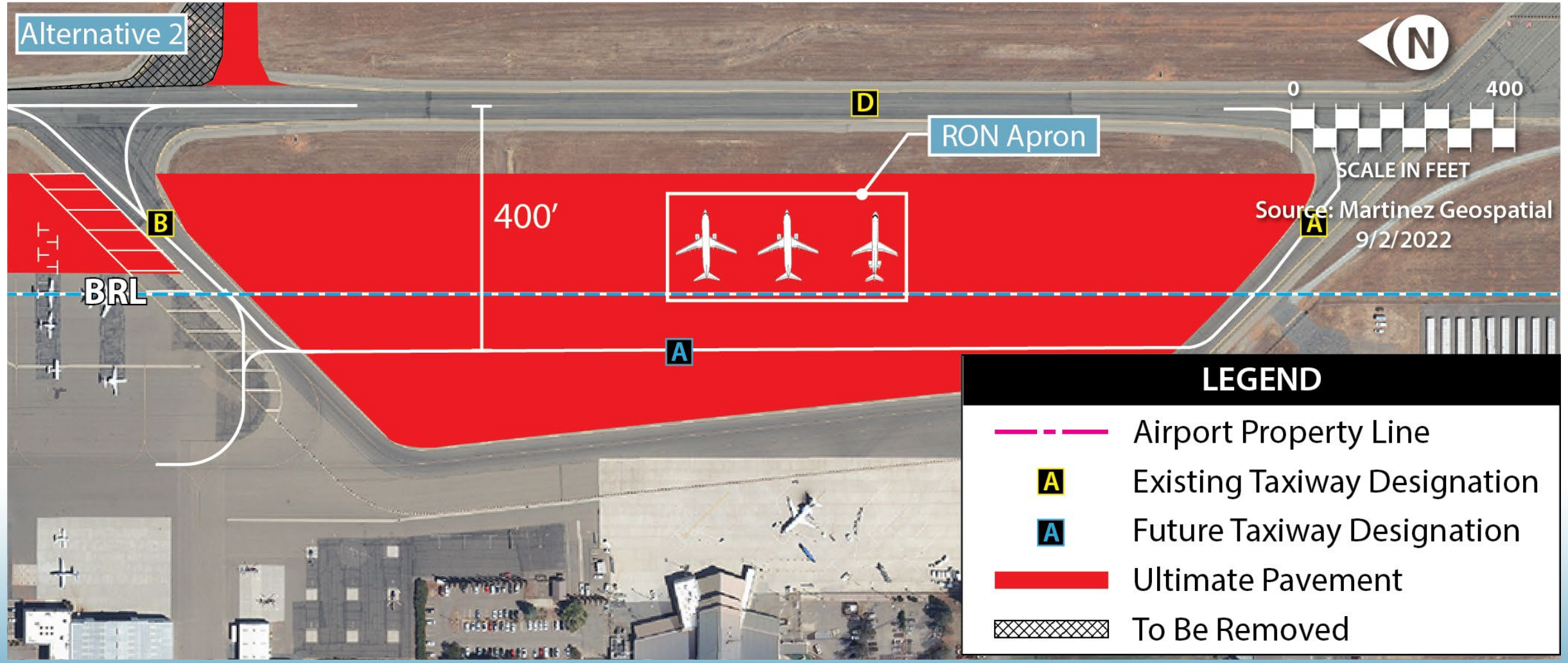


Figure 4.5: Air Cargo Facilities

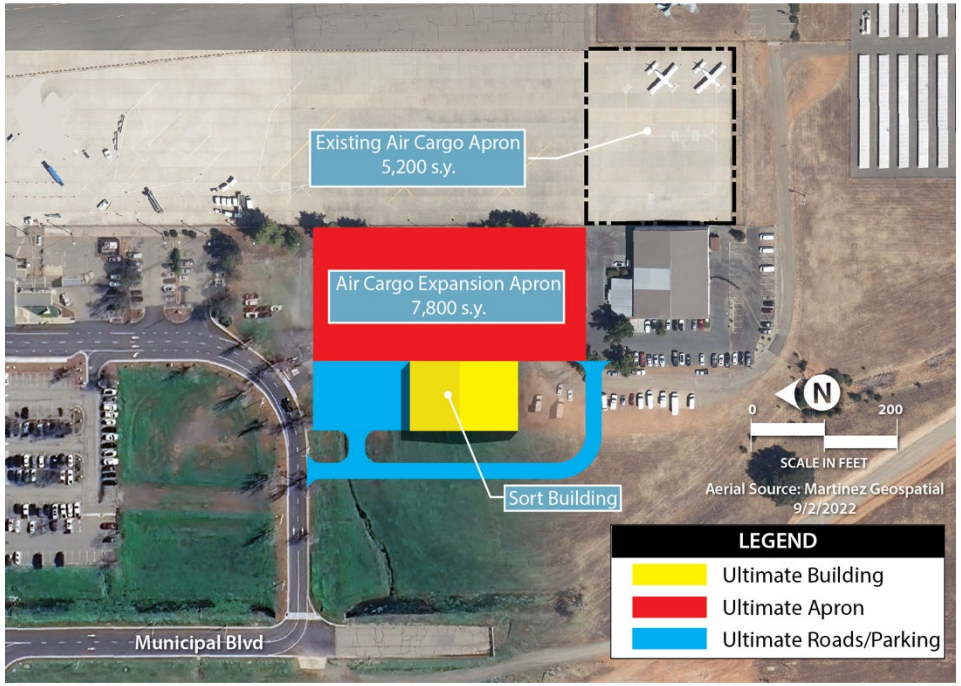


Table 3S: Hangar Needs

	Currently Available	Short Term	Intermediate Term	Long Term	Total Need
Based Aircraft	240	249	262	290	–
Aircraft to be Hangared	192	204	220	249	58
Hangar Positions					
T-Hangar Positions	104	107	113	124	20
Box Hangar Positions	19	37	39	44	25
Conventional Hangar Positions	27	37	42	51	24
Hangar Area Requirements					
T-Hangar Area	122,000	149,000	158,000	173,000	51,000
Box Hangar Area	47,000	92,000	98,000	111,000	64,000
Conventional Hangar Area	82,100	112,000	126,000	153,000	70,900
Total Storage Area (sf)	**251,100**	**353,000**	**382,000**	**437,000**	**185,900**
Maintenance Area	19,365	30,600	33,600	39,600	20,235

Exhibit 4K: Airport Alternative 2

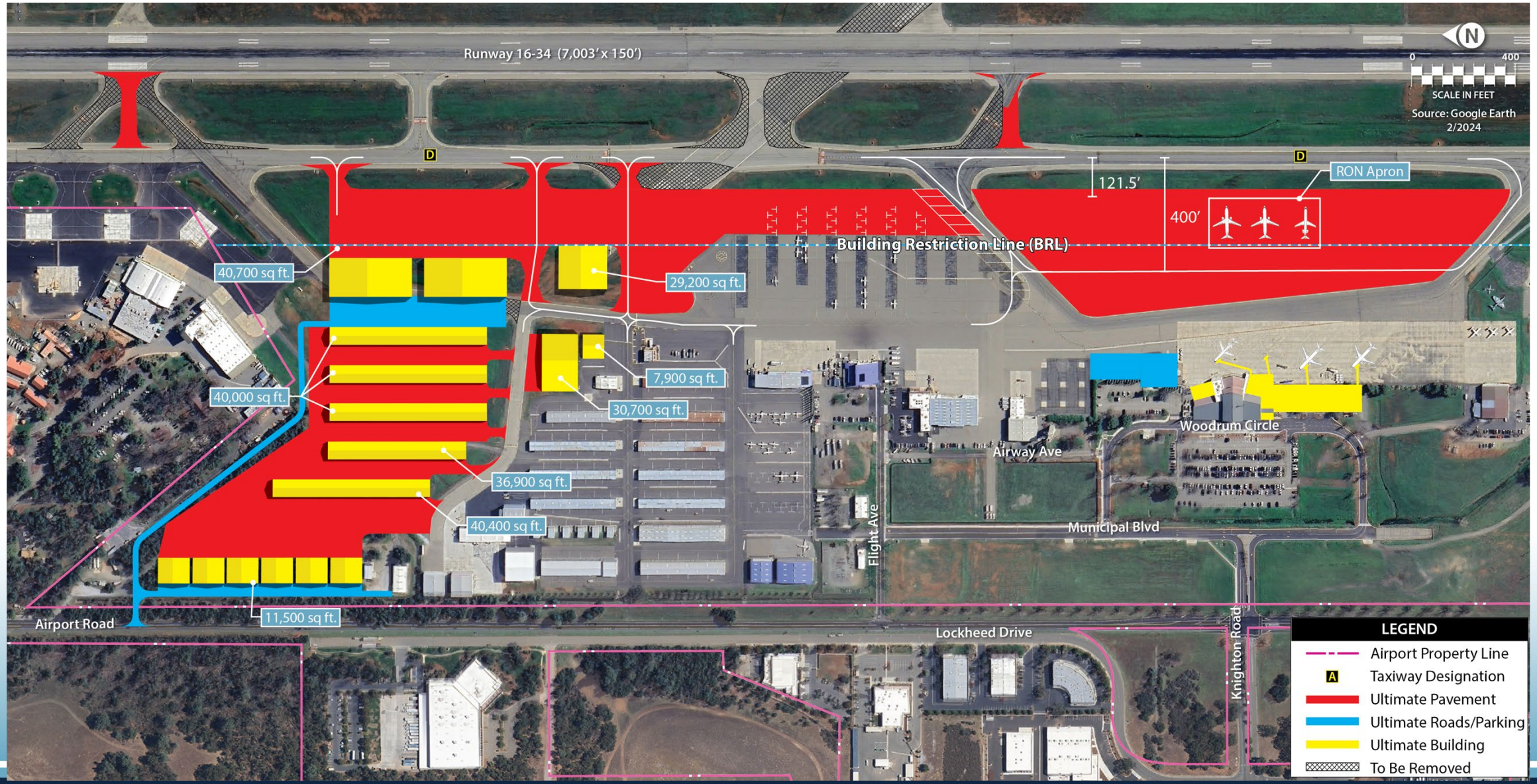
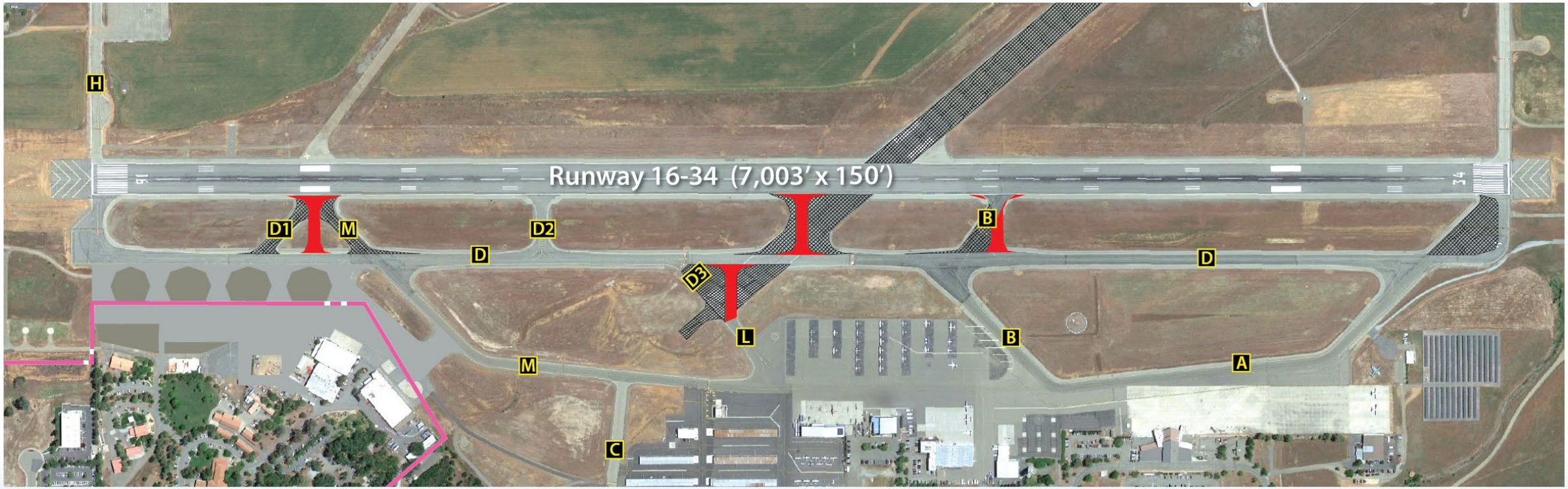


Table 3T: Aircraft Apron Requirements

		FORECAST			
	Currently Available	Short Term	Intermediate Term	Long Term	Total Need
Local Apron Positions	36	55	52	51	15
Local Apron Area (sy)	12,500	27,400	26,000	25,300	12,800
Transient Apron Positions	77	43	47	58	-19
Piston Transient Positions	*69*	*21*	*24*	*29*	*-40*
Turbine Transient Positions	*8*	*21*	*24*	*29*	*21*
Transient Apron Area (sy)	30,000	27,700	30,900	37,400	7,400
Total Apron Area (sy)	**42,500**	**55,100**	**56,900**	**62,700**	**20,200**

Figure 4.2: Taxiway Geometry Options



PREFERRED DEVELOPMENT CONCEPT

Exhibit 5A: Recommended Development Concept

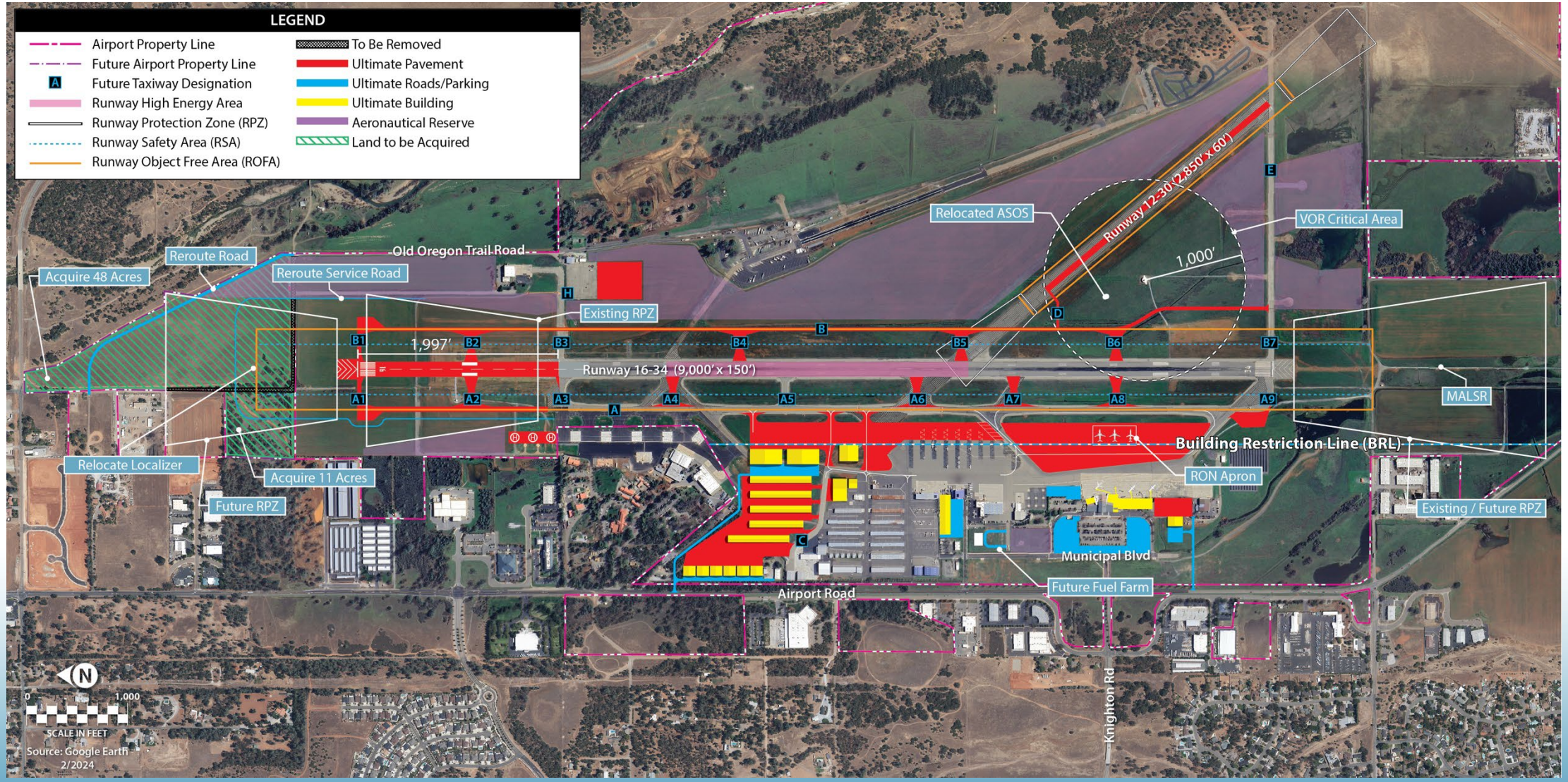


Exhibit 5C: On Airport Land Use Plan

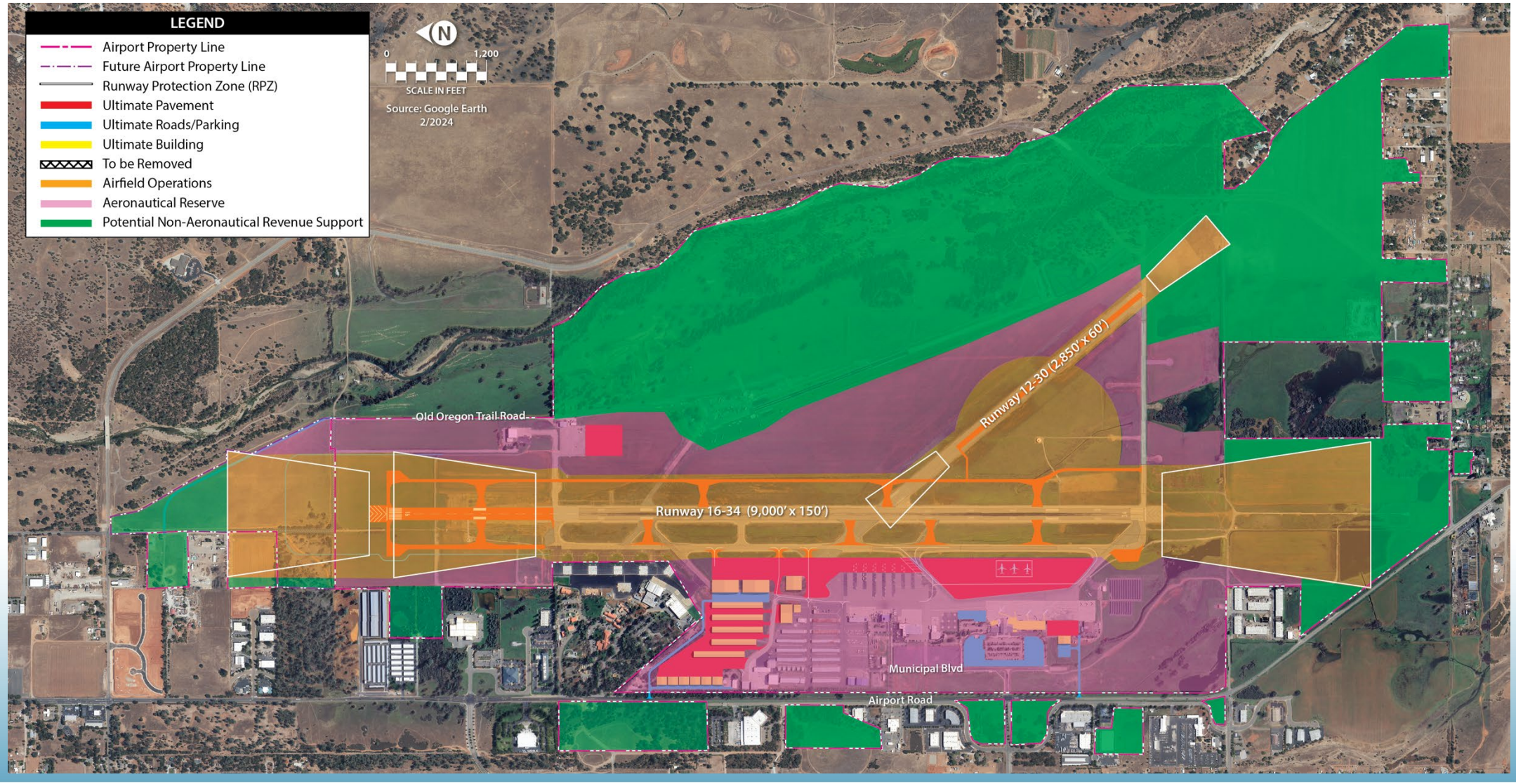


Exhibit 6A: Capital Improvement Program

Project No.	Timeframe (Fiscal Year)	PROJECT DESCRIPTION	NPR	Federal Share	Local Share	Total
		SHORT TERM (Years 1-5)				
1	2025	Rehabilitate Runway 16-34	81	$27,899,980	$1,468,420	$29,368,400
2	2025	Master Drainage Study - Reimbursement	64	$555,940	$29,260	$585,200
3	2026	Design of Runway 16-34 RSA Improvements	90	$1,089,840	$57,360	$1,147,200
4	2027	Design Reconstruction of Twys D/Future A/Connectors	79	$1,812,021	$186,679	$1,998,700
5	2028	Construction of Runway 16-34 RSA Improvements	90	$12,375,090	$1,274,910	$13,650,000
6	2028	Wildlife Hazard Assessment & Management Plan	64	$158,655	$16,345	$175,000
7	2029	Construction of Twys D/Future A/Connectors	79	$24,931,500	$2,568,500	$27,500,000
8	2029	Acquire SRE (Plow & Broom)	73	$285,579	$29,421	$315,000
9	2030	Design of Passenger Terminal Expansion - Phase I	47	$5,439,600	$560,400	$6,000,000
10	2030	Acquire ARFF Vehicle	75	$1,427,895	$147,105	$1,575,000
		SHORT TERM TOTAL		**$75,976,100**	**$6,338,400**	**$82,314,500**

Exhibit 6A: Capital Improvement Program

Project No.	Timeframe (Fiscal Year)	PROJECT DESCRIPTION	NPR	Federal Share	Local Share	Total
		INTERMEDIATE TERM (Years 6-20)				
11	IT	Construction of Passenger Terminal Expansion - Phase II	47	$36,264,000	$3,736,000	$40,000,000
12	IT	Security Fencing, Access Control System, Wildlife Mitigation	56	$4,283,685	$441,315	$4,725,000
13	IT	Airfield Lighting Improvements Study (Environmental/Pre-Design)	74	$309,423	$31,877	$341,300
14	IT	Expand Terminal Apron/Relocate Twy A	68	$15,956,160	$1,643,840	$17,600,000
15	IT	Construct USFS Helicopter Parking Apron	-	$0	$0	$3,200,000
16	IT	Acquire 59 Acres for Airspace Protection and Rwy Extension	66	$2,184,906	$225,094	$2,410,000
17	IT	Airfield Lighting Improvement Projects Based on Previous Study	83	$5,439,600	$560,400	$6,000,000
18	IT	Runway/Taxiway Extension (1,997 feet)	80	$38,802,480	$3,997,520	$42,800,000
19	IT	Construct Replacement Access Road to East Side	38	$1,903,860	$196,140	$2,100,000
20	IT	Pavement Rehabilitation	67	$1,813,200	$186,800	$2,000,000
		INTERMEDIATE TERM TOTAL		**$106,957,314**	**$11,018,986**	**$121,176,300**

Exhibit 6A: Capital Improvement Program

Project No.	Timeframe (Fiscal Year)	PROJECT DESCRIPTION	NPR	Federal Share	Local Share	Total
		LONG TERM (Years 11-20)				
21	LT	Expand Terminal Apron/Add RON Positions	68	$23,662,260	$2,437,740	$26,100,000
22	LT	Reconfigure Runway 12-30	74	$12,783,060	$1,316,940	$14,100,000
23	LT	Construct East Side Parallel Taxiway/Connectors	75	$52,220,160	$5,379,840	$57,600,000
24	LT	Construct Air Cargo Complex (Apron, Building, Parking, Road)	68	$16,046,820	$1,653,180	$17,700,000
25	LT	Add Terminal Surface Parking	36	$7,887,420	$812,580	$8,700,000
26	LT	Construct Transient GA Apron Expansion	68	$6,074,220	$625,780	$6,700,000
27	LT	Construct GA Taxilanes - Phase I	65	$9,519,300	$980,700	$10,500,000
28	LT	Construct GA Apron Expansion	68	$14,958,900	$1,541,100	$16,500,000
29	LT	Construct GA Taxilanes - Phase II	65	$5,348,940	$551,060	$5,900,000
30	LT	Construct GA Taxilanes - Phase III	65	$4,442,340	$457,660	$4,900,000
31	LT	Pavement Rehabilitation	67	$3,626,400	$373,600	$4,000,000
32	LT	Eastside Apron Expansion	68	$5,167,620	$532,380	$5,700,000
33	LT	Master Plan Update	69	$1,813,200	$186,800	$2,000,000
		LONG TERM TOTAL		**$163,550,640**	**$16,849,360**	**$180,400,000**
		GRAND TOTAL		**$346,484,054**	**$34,206,746**	**$383,890,800**

Exhibit 6B: Recommended Development Staging

SHORT TERM (Years 1-5)		
Project No.	Year	Project Description
1	2025	Rehabilitate Runway 16-34
2	2025	Master Drainage Study - Reimbursement
3	2026	Design of Runway 16-34 RSA Improvements
4	2027	Design Reconstruction of Twys D/Future A/Connectors
5	2028	Construction of Runway 16-34 RSA Improvements
6	2028	Wildlife Hazard Assessment & Management Plan
7	2029	Construction of Twys D/Future A/Connectors
8	2029	Acquire SRE (Plow & Broom)
9	2030	Design of Passenger Terminal Expansion - Phase I
10	2030	Acquire ARFF Vehicle

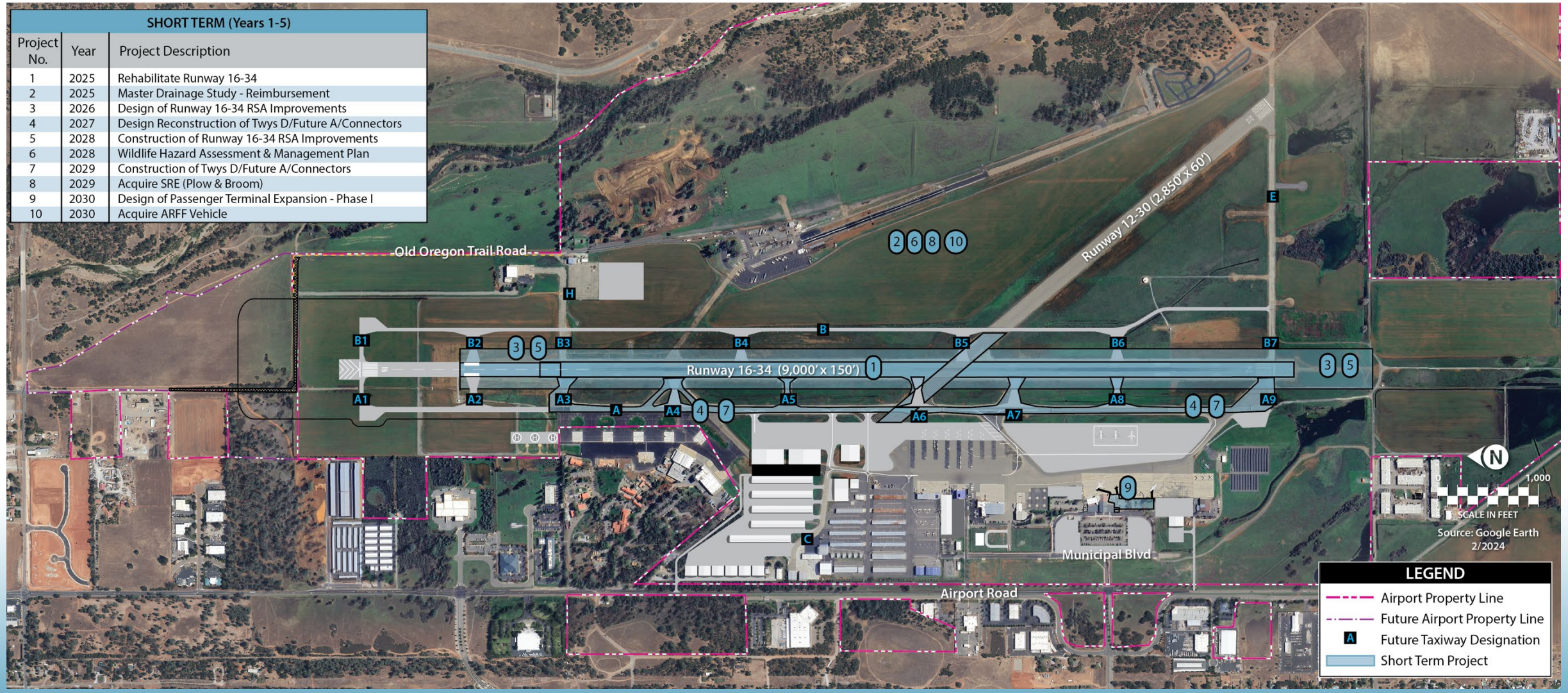


Exhibit 6B: Recommended Development Staging

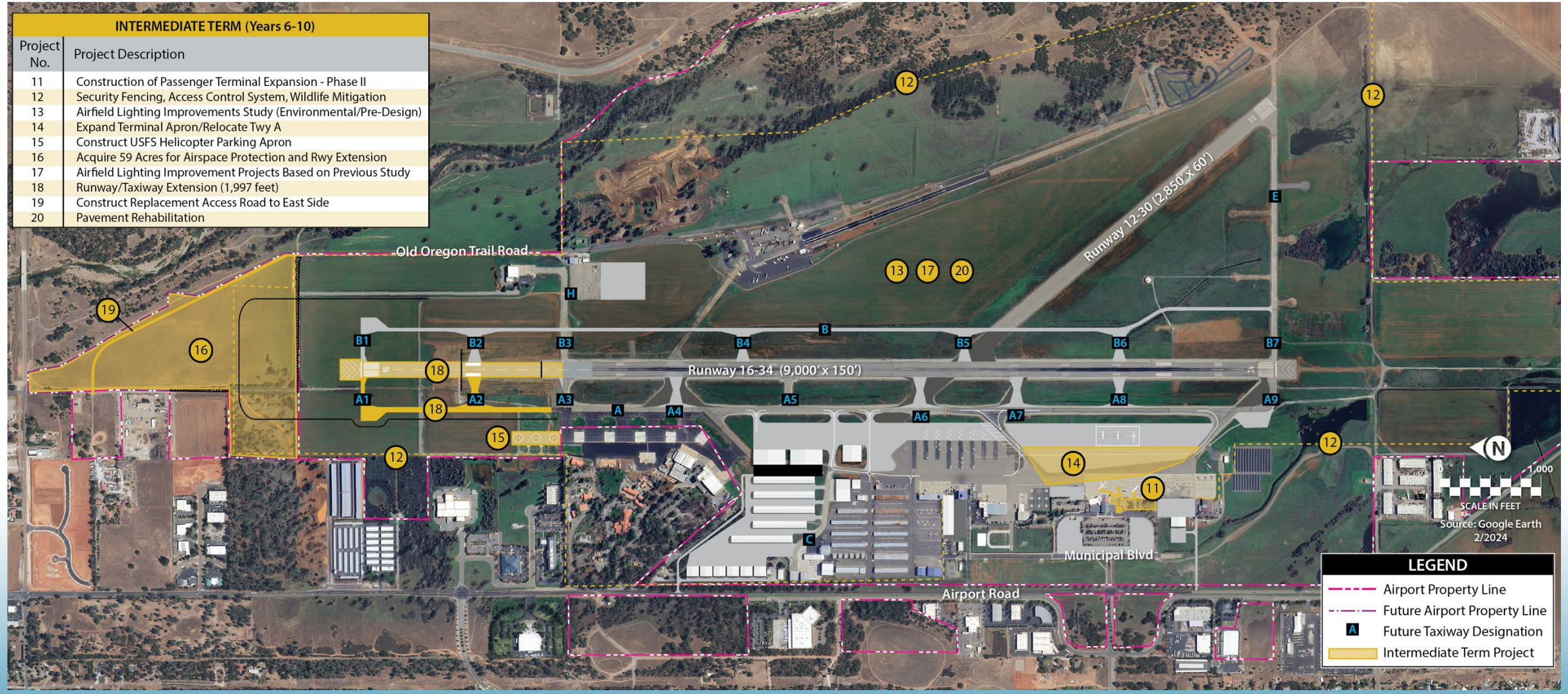
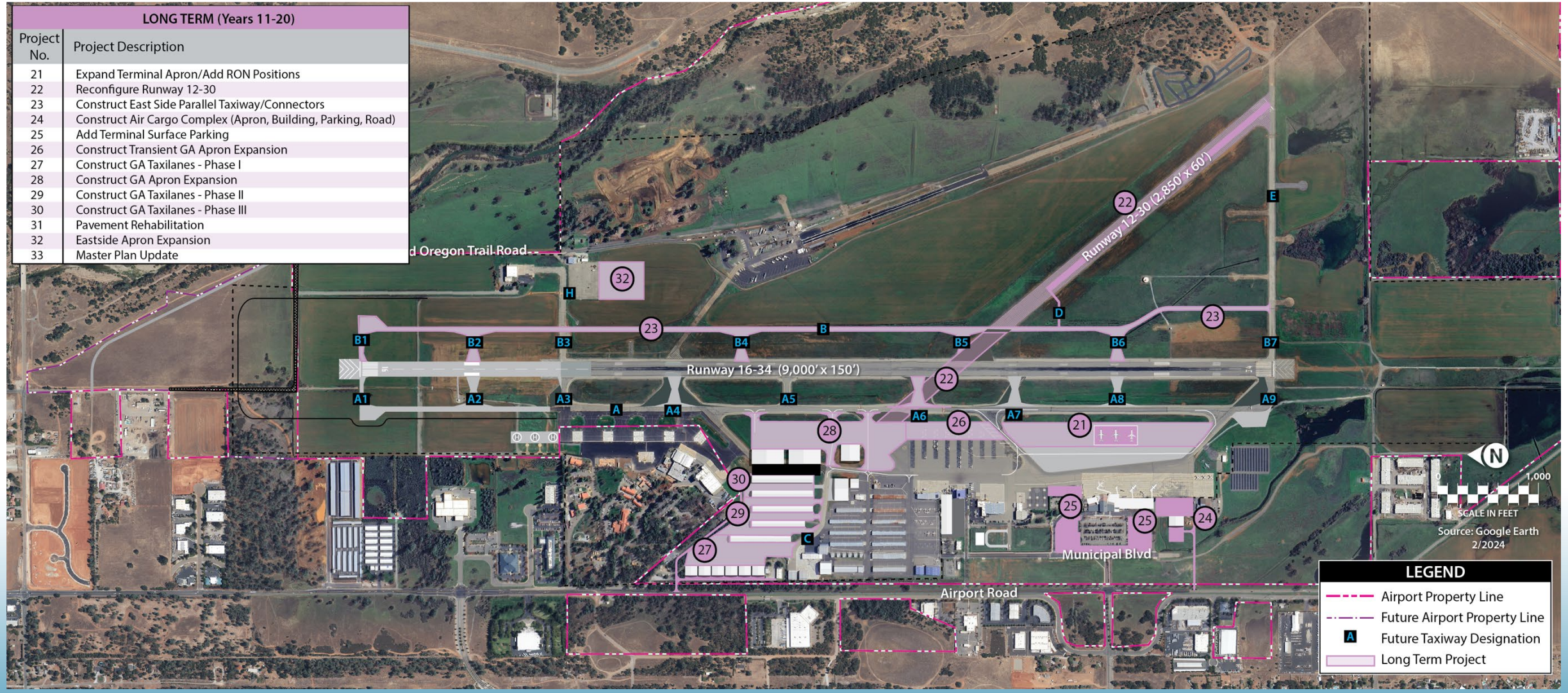


Exhibit 6B: Recommended Development Staging



Redding Regional Airport
Energy Audit
04/23/2025

Process and Objectives

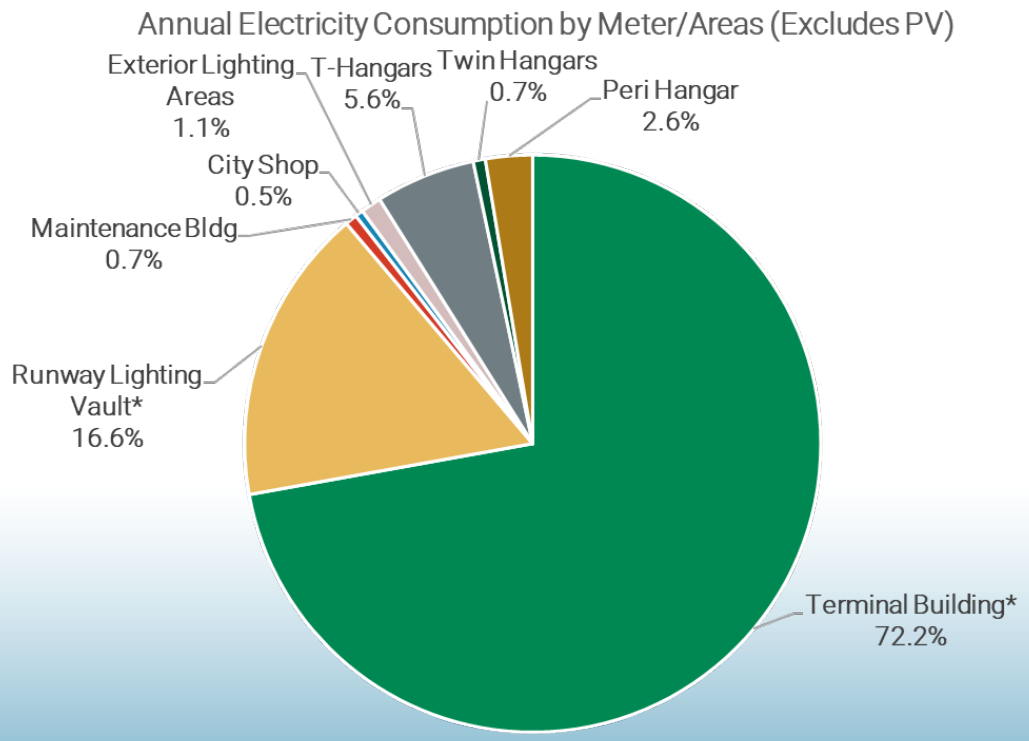
1. **Assess Baseline Energy Use**
   - Site Visit:
     - Data Collection
     - Staff Interviews
   - Review Utility Data
   - Develop Calibrated Energy Models

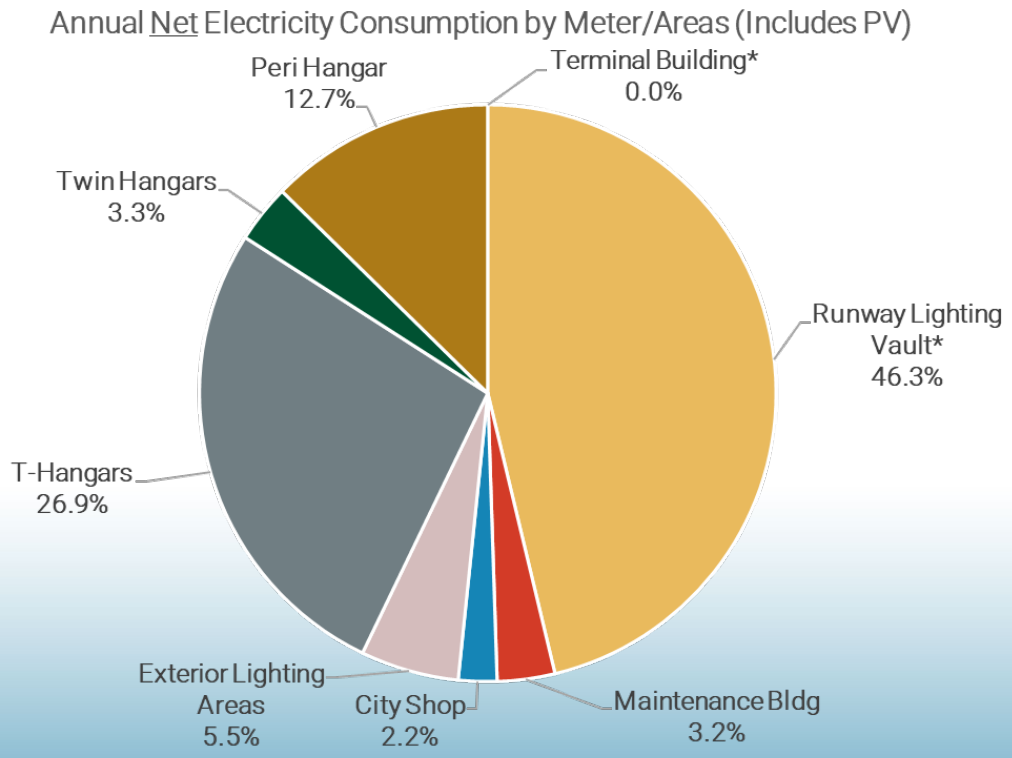
2. **Identify/Quantify Savings Opportunities:**
   - Upgrades to lighting, HVAC, DHW, Renewable Energy
   - Guidelines and best practices for New Construction/Major Renovations

#	Building/Location in Scope
1	Terminal Building
2	Runway Lighting Vault
3	Maintenance Bldg
4	City Shop
5	Eastside Sec Ltg
6	Terminal Parking
7	Transient Ramp
8	Gate 25/OldTermPrkg
9	Hangar A
10	Hangar B
11	Hangar C
12	Hangar D
13	Hangar E
14	Hangar H
15	Hangar I
16	Hangar J
17	Hangar K
18	Hangar L
19	Hangar M
20	Twin Hangars
21	Peri Hangar

Baseline Energy Breakdown

In CY 2023, the City of Redding buildings consumed **1,307,105 kWh per year,** and solar PV generated **1,118,232 kWh per year** for a net electricity consumption of 188,873 kWh per year at an annual cost of **$89,035 per year.**

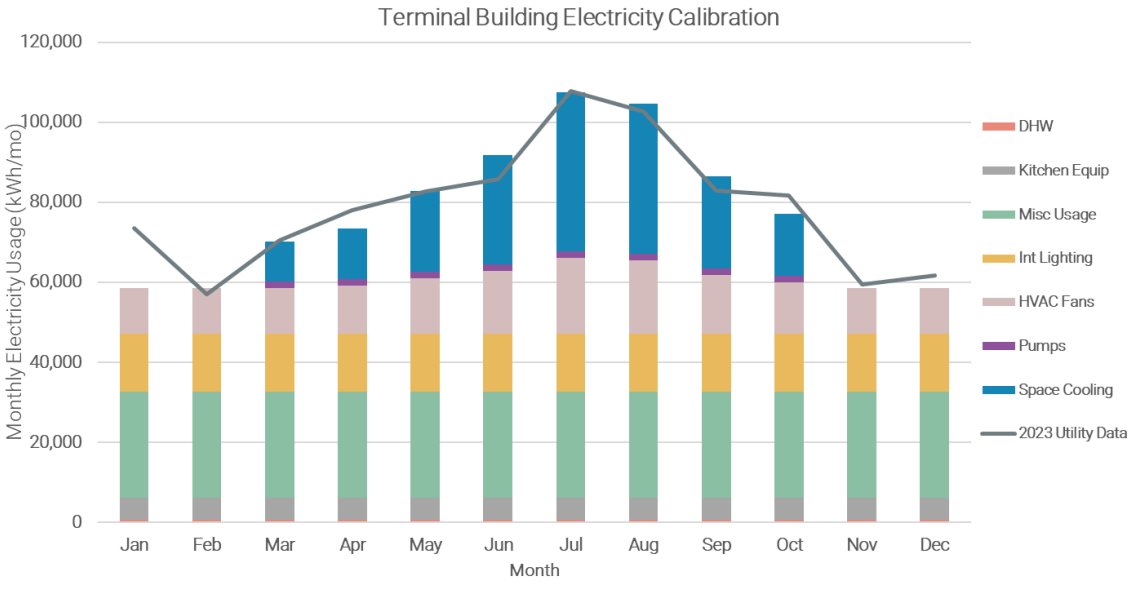




Terminal Building Calibration

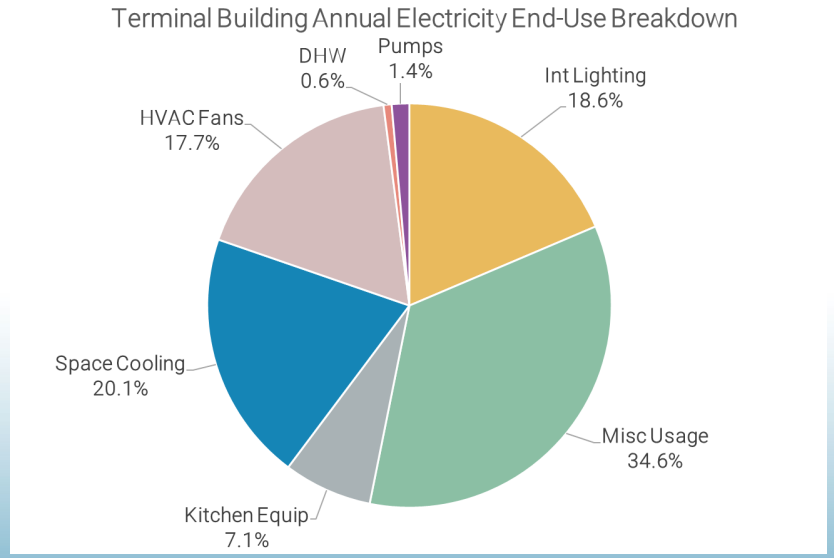
Monthly, 2023 utility calibration was created utilizing the following inputs:

- Utility bills
- On-site investigations, photos, interviews
- Base building design drawings
- HVAC specs and logs
- Solar PV data/production



Key Takeaways:

- Space cooling (chiller) increases significantly during warm, summer months.
- HVAC systems represent 38% of total energy usage.
- Kitchen Equipment and Misc Usage represents over 40% of total energy usage

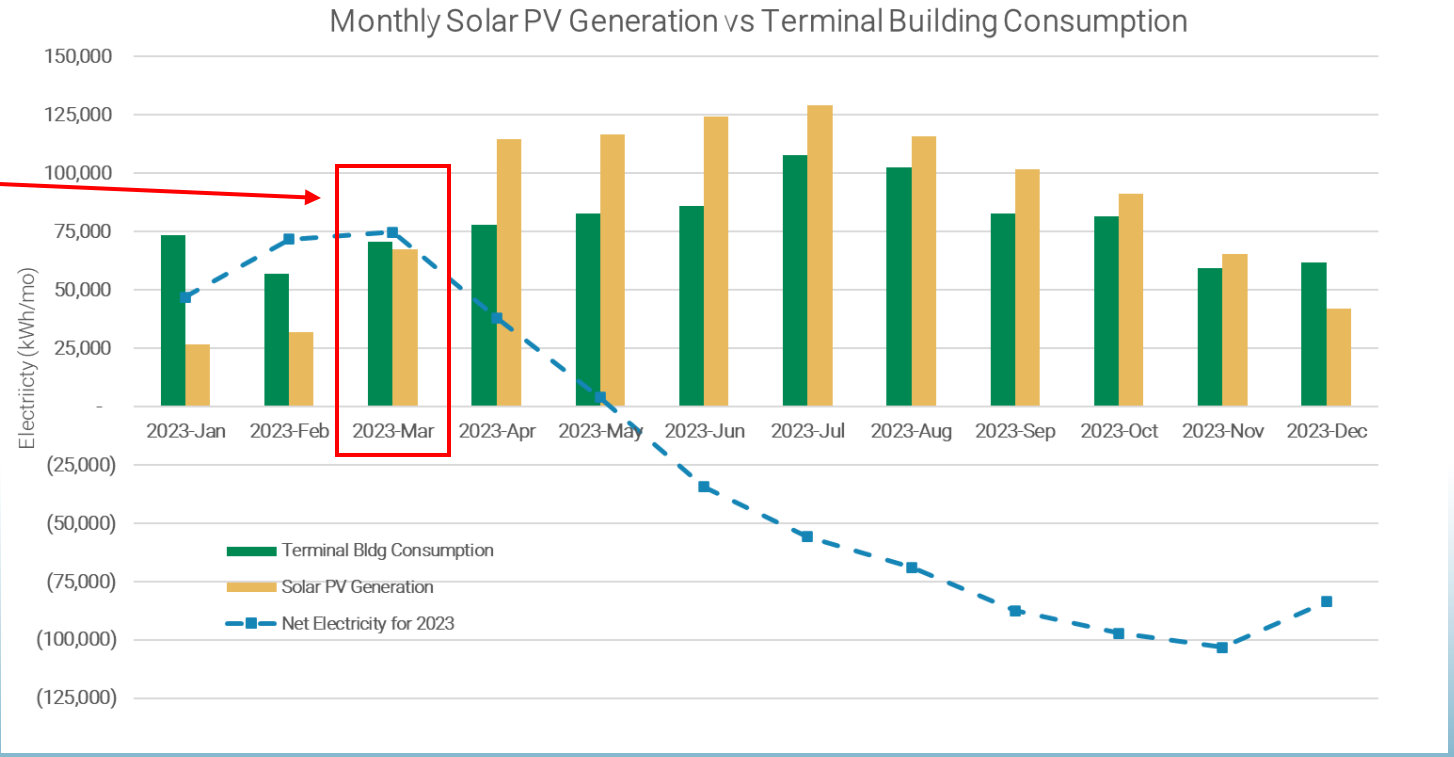


Terminal Building: Net Zero Energy

In 2023, the 600-kW PV system generated **1,026,792 kWh per year** while the Terminal Building consumed **943,412 kWh per year**, thus achieving **Net Zero Energy.**

- During summer months, solar PV system generates more electricity than the Terminal Building consumes
- During winter months, Terminal Building consumes more electricity than solar PV system generates.

Inverter 2 comes back online



Terminal Building: Energy Conservation Measures

Given that there are plans for major renovations to the Terminal Building, the following are recommendations to improve existing equipment controls and could result in a **5%** reduction in annual energy usage.

1. **Retro Commission Existing HVAC Systems and Controls**
   - Review HVAC programming and schedules
   - Verify calibration on sensors
   - Thermostat scheduling to better track occupancy and occupied/unoccupied spaces

2. **Retro Commission Chilled Water Storage Tank and Demand Reduction**
   - Utilize thermal storage tanks to reduce the peak demand charges
   - Operate air-cooled chiller overnight and dissipate stored CHW during peak hours ($21 per kW).

3. **Continue to Replace Fluorescent/Halogen Lighting Fixtures**
   - As fixtures fail, replace BOH lighting with LEDs
   - LEDs output similar lighting levels at a fraction of energy consumption
   - LEDs have longer lifespans and streamlined recycling process.

New Construction Design Considerations: HVAC

Given the highly variable occupancy and operating hours of a terminal, HVAC systems should consider the following design considerations:

- High efficiency systems at part load conditions
- Utilization of zonal systems and controls to respond to variable occupancy and space types
- Demand control ventilation for HVAC and Kitchen
- Energy recovery opportunities to offset simultaneous heating and cooling

Design Options for Airside HVAC Systems

- VRF or CHW/HW Fan coils provide the most optimal zonal control and part load flexibility
- VSD AHUs with VAVs require complex SAT and SP reset controls to optimize part load efficiencies

Airside System Types				
Airside System Type	Part Load Efficiency	Energy Savings	First Cost	Financial Payback
Package CV AHU	Poor	Low	Low	Short
VSD AHU w/ VAV	Average	Mid	Mid	Medium
CHW/HW Fan Coils	Good	Mid	Mid	Medium
VRF Fan Coils	Good	High	High	Long

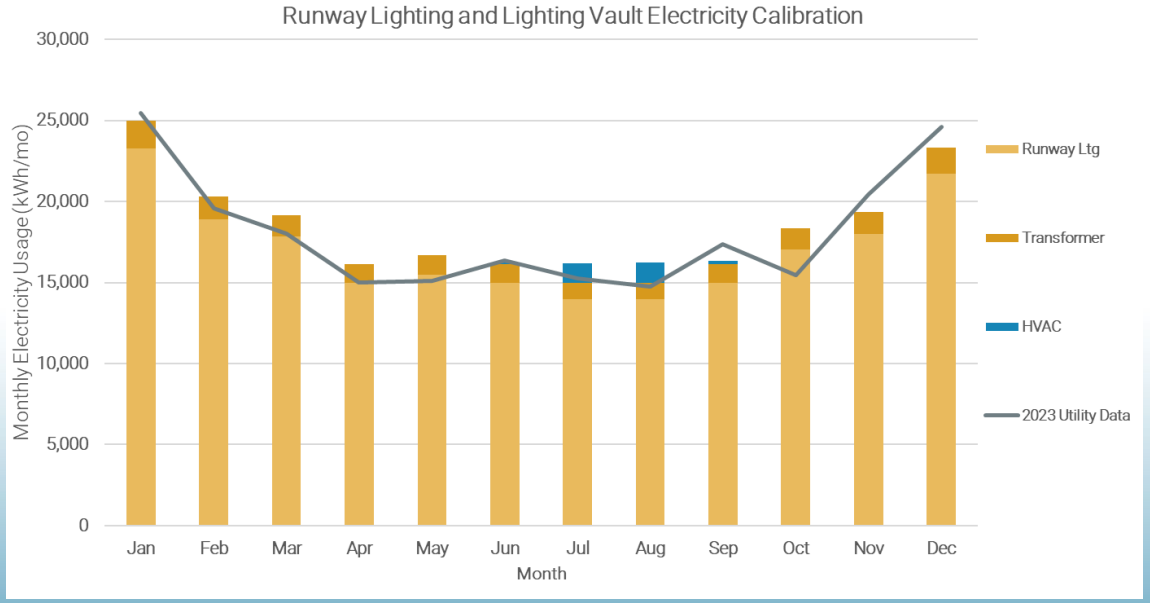
Runway Lighting Calibration

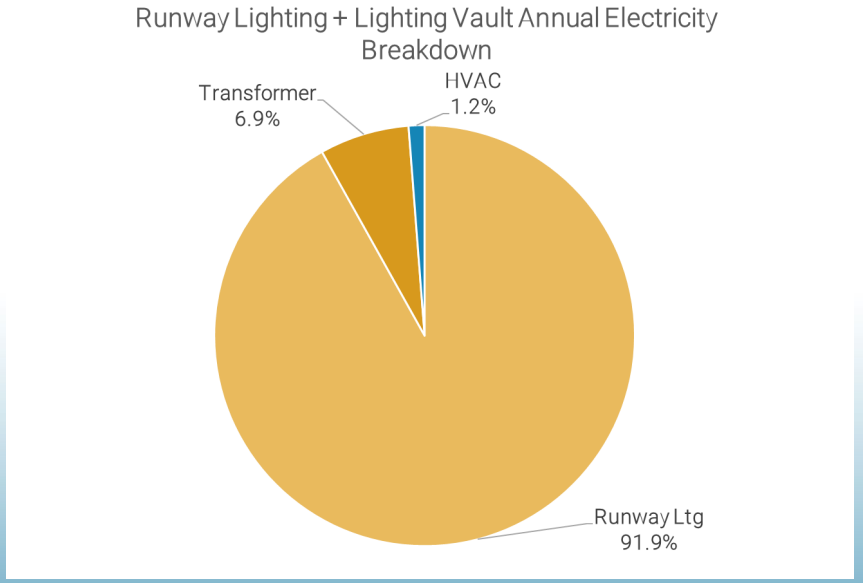
Monthly, 2023 utility calibration was created utilizing the following inputs:

- Utility bills
- On-site investigations, photos, interviews
- Base building design drawings
- HVAC specs and logs
- Solar PV data/production

Key Takeaways:

- As daylight hours increase, runway lighting operating hours decrease (vice versa as daylight hours decrease)
- Runway lighting comprises over 90% of electricity consumption for this meter.



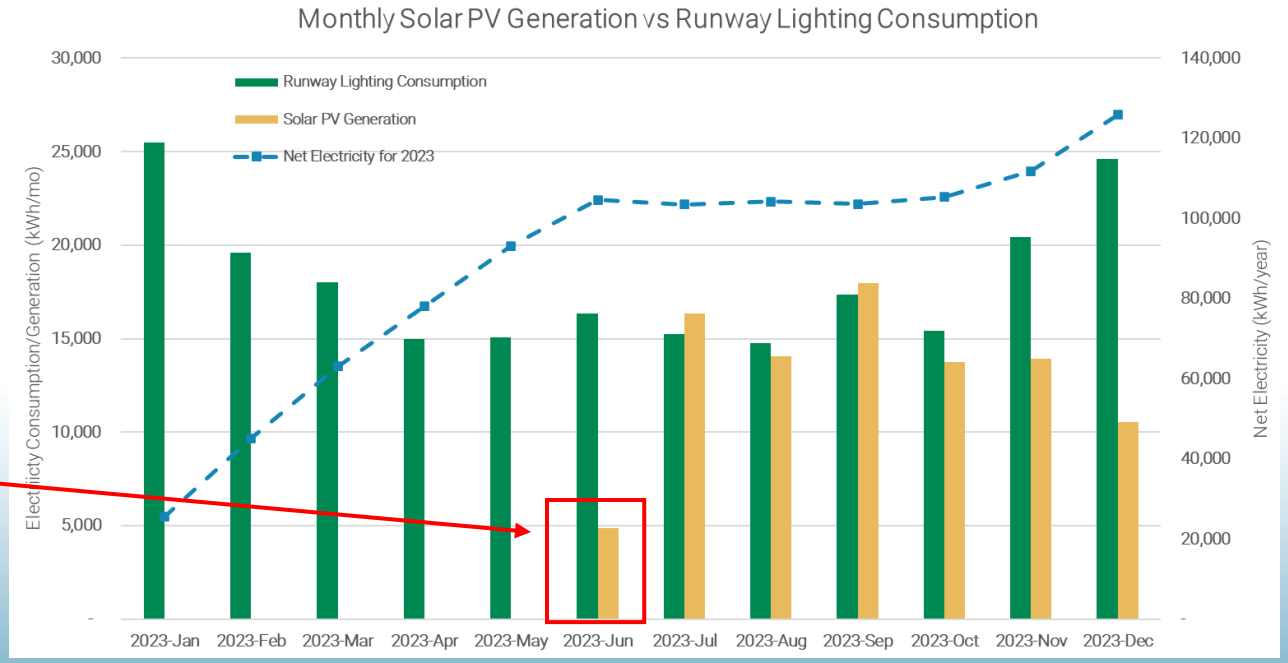


Runway Lighting: Solar PV System

In 2023, the 150-kW PV system generated **91,440 kWh per year** while the Runway Lighting consumed **217,360 kWh per year**, thus PV system offset **41%** of total electricity consumption.

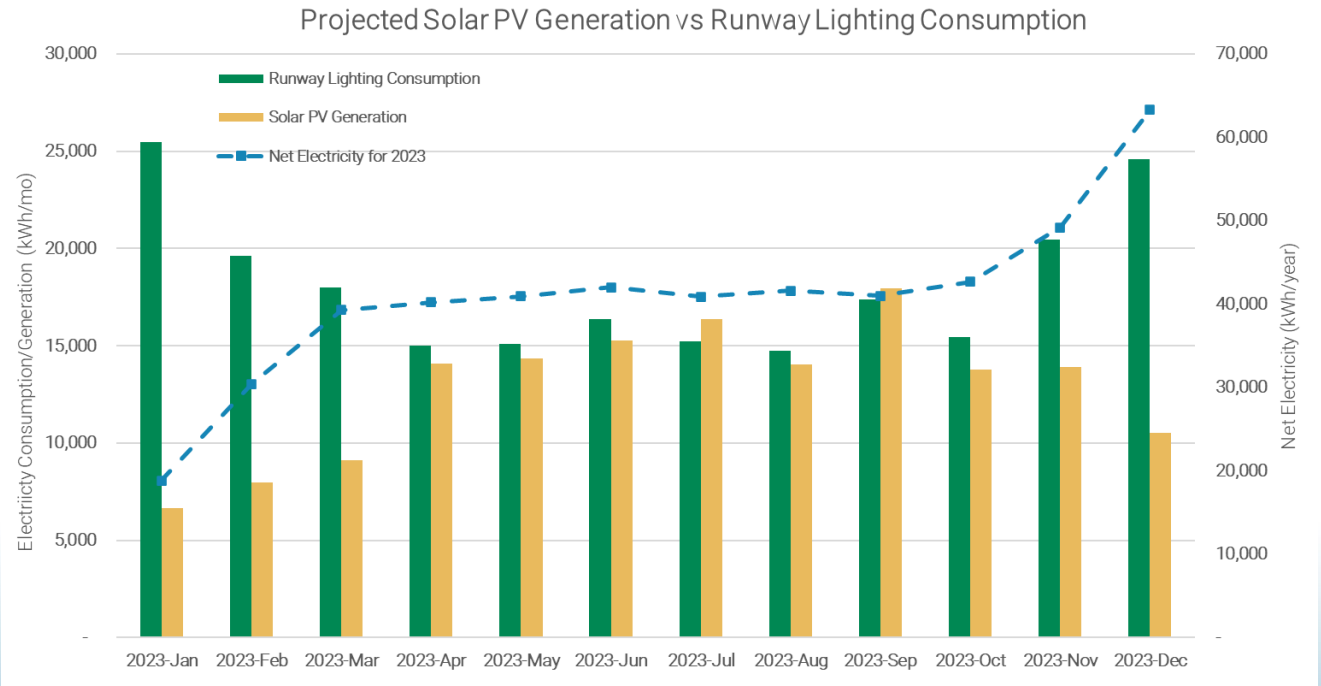
- Solar PV system was offline until June 2023
- During summer months, solar PV system generation is equal to runway lighting electrical consumption
- During winter months, runway lighting electrical consumption is significant more than solar PV generation.

PV System comes back online



Runway Lighting: Solar PV System

If the 150-kW solar PV system would have operated all year, the system would have generated **154,093 kWh per year,** thus offsetting **71%** of total electricity consumption for the runway lighting system.



Runway Lighting: Energy Conservation Measures

Given that there are plans for major renovations to the Runway, the following are recommendations to be considered during such renovations:

1. **Specify 100% LED Lighting Fixtures**
   - Beacon, runway, signage, and PAPI (precision approach path indicator) lights

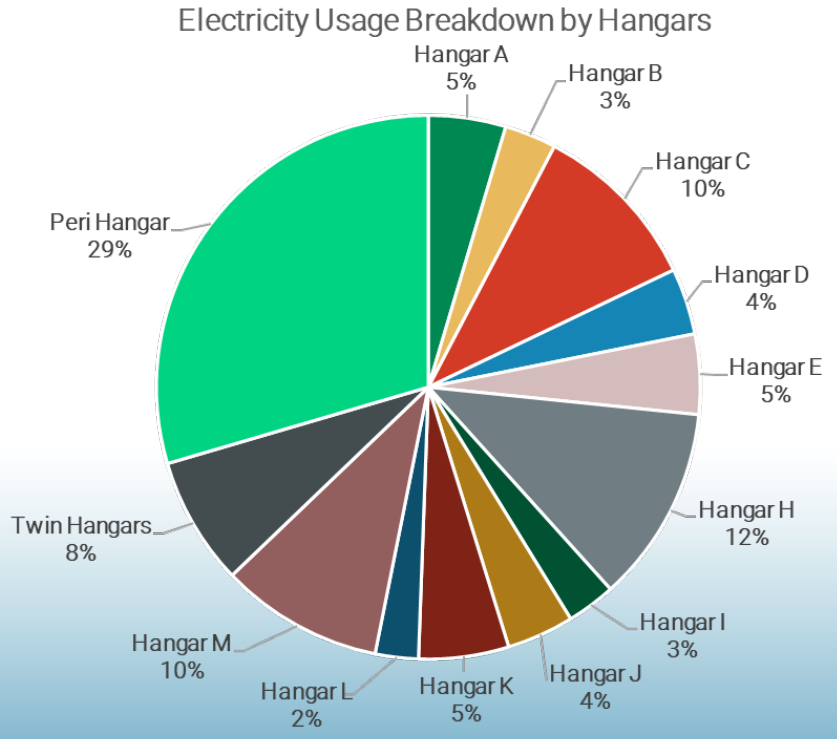
2. **Utilize high efficiency transformers**
   - Optimize transformer type and size to meet lighting loads.
   - Minimize electrical losses across the transformer.

3. **As the runway lighting loads expand, consider increasing the size of the solar PV system**

Storage Hangars Energy and Cost Breakdown

In 2023, the Hangars consumed **116,640 kWh per year** at an annual cost of **$25,610** per year.

- Peri Hangar comprised nearly 30% of total usage
- Hangar Rows C, H, and M are next largest consumers.



Summary of Aircraft Hangar Electricity Costs			
Building	Electricity Usage (kWh/year)	Total Cost ($/year)	Unit Cost ($/kWh)
Hangar A	5,367	$1,367	$0.25
Hangar B	3,586	$1,069	$0.30
Hangar C	11,929	$2,466	$0.21
Hangar D	4,603	$1,239	$0.27
Hangar E	5,558	$1,399	$0.25
Hangar H	13,656	$2,753	$0.20
Hangar I	3,389	$1,036	$0.31
Hangar J	4,663	$1,249	$0.27
Hangar K	6,245	$1,514	$0.24
Hangar L	2,993	$970	$0.32
Hangar M	11,308	$2,361	$0.21
Twin Hangars	8,894	$1,957	$0.22
Peri Hangar	34,449	$6,230	$0.18
Total	**116,640**	**$25,610**	**$0.22**

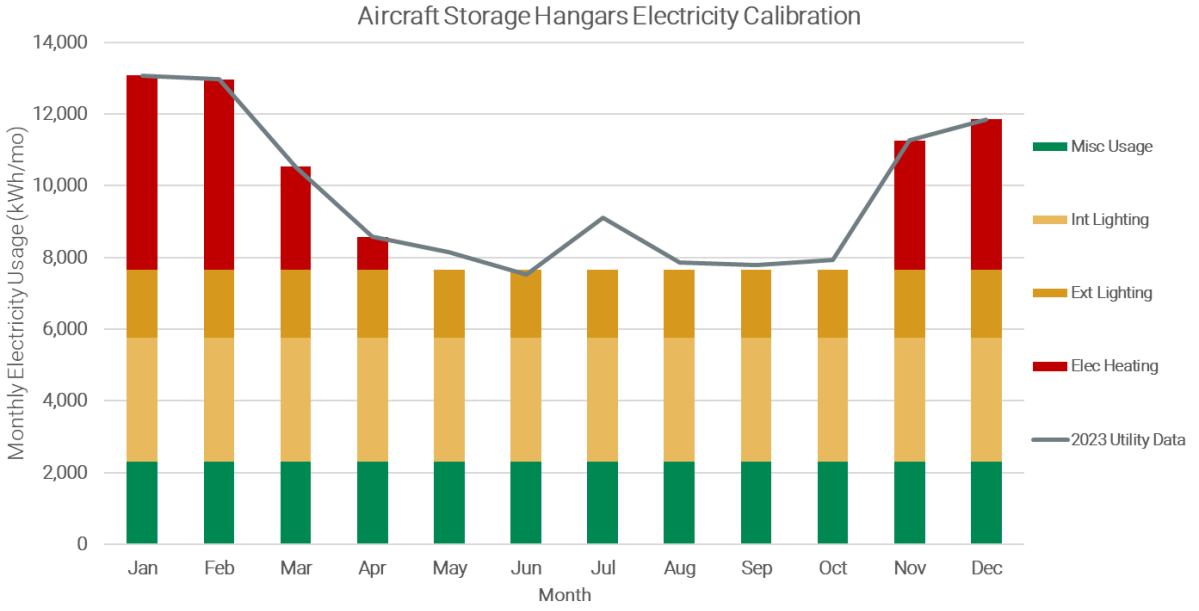
Storage Hangar Calibration

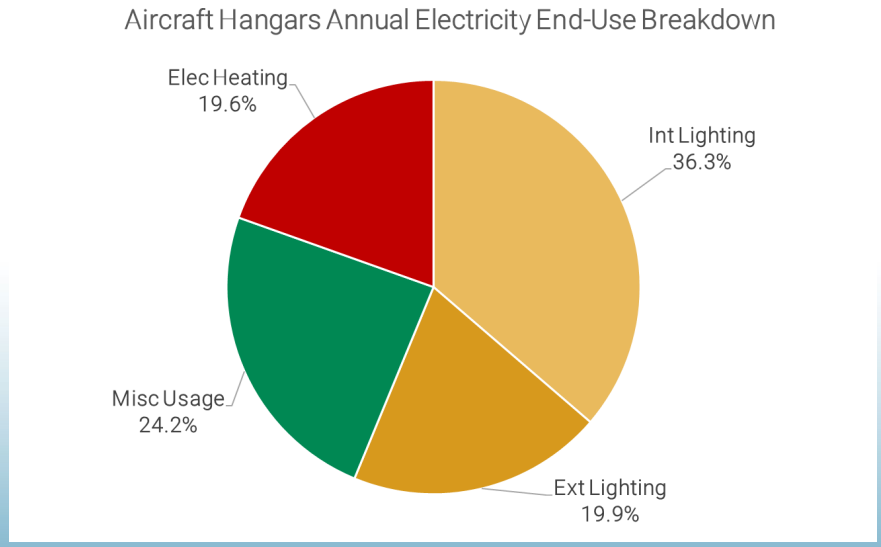
Monthly, 2023 utility calibration was created utilizing the following inputs:

- Utility bills
- On-site investigations, photos, interviews
- Base building design drawings
- HVAC specs and logs
- Solar PV data/production

Key Takeaways:

- Interior + exterior lighting comprises 56.2% of annual energy use.
- Significant increase in winter electricity usage due to electric space heating.





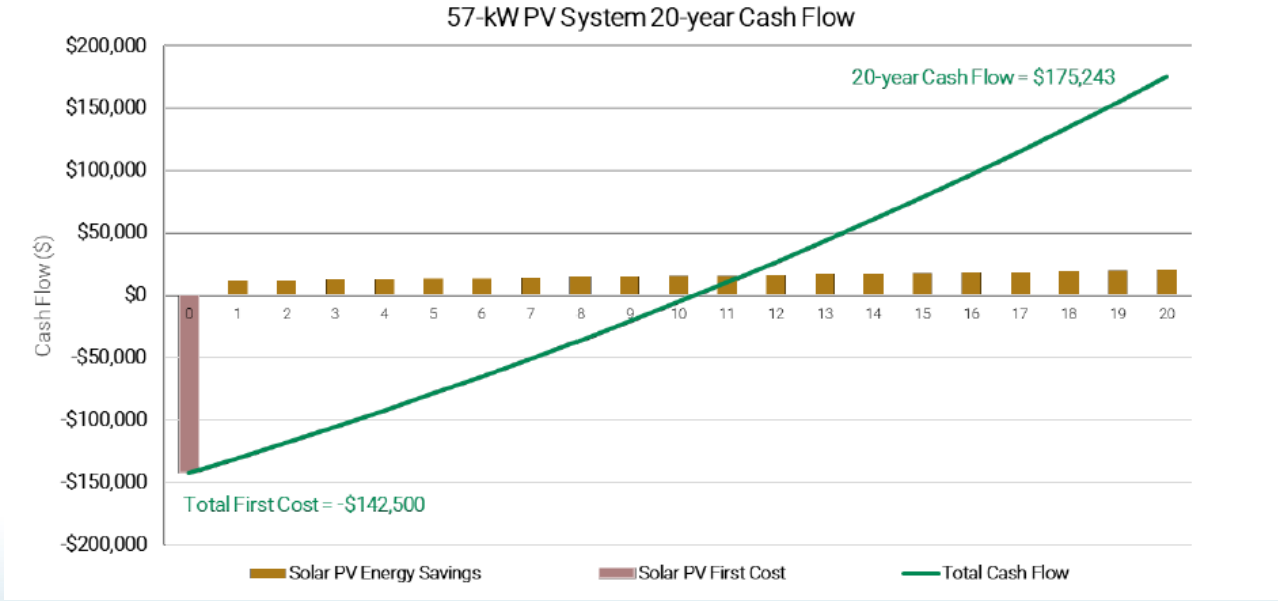
Storage Hangar: Energy Conservation Measures

Given that there are plans for major renovations to the Runway, the following are recommendations to be considered during such renovation:

1. **Replace Interior and Exterior Fluorescent Fixtures with LED Fixtures**

2. **Retro Commission Exterior Lighting Controls**
   - Confirm exterior lights turn off during daylight hours.
   - Recalibrate or replace existing photosensors

3. **Consider the installation of Solar PV to offset T-Hangar and Box Hangar A-M Electricity Usage**
   - Investigate utility meter consolidation
   - 57-kW PV system (~6,000 SF) to offset 100% of Hangar electricity usage.
   - 10-11 year payback (without Federal Credits)



Tenant-Operated Buildings

Tenant-operated buildings were also investigated for energy efficiency opportunities; however, their utility data was not available.

Lighting Measures:

- Replacing Metal Halide and Fluorescent Fixtures with LEDs
- Clean Skylights and install daylighting controls

HVAC Measures:

- Retro-commission HVAC systems
- Install Smart Thermostats to Control RTUs
- Replace Inefficient units with High Efficiency Heat Pumps

Plumbing Measures:

- Replaced Gas-Fired units POU Electric or Heat Pump Units
- Install POU Electric units to replace Electric Storage Tanks

#	Building	Building Area (SF)
1	ARFF (Fire Station)	12,000
2	Air Chasta (FBO-Helicopter Services0	10,500
3	FedEx (Cargo Operator)	13,200
4	REACH Air Ambulance Service	1,200
5	Redding Jet Center (FBO)	20,000
6	Baker-Barr Hangar (Corporate Hangar)	11,200
7	Sierra Pacific (Corporate Hangar)	17,400
8	Stringer Hangar (Corporate Hangar)	6,400
9	Tullis Hangar (Corporate Hangar)	8,000
10	Wong Hangar (Corporate Hangar)	6,400
Total		106,300

Utilize Tenant High Performance Design Guidelines to standardize lighting, HVAC, DHW, controls, etc. across tenant operated buildings.

Tenant-Operated Buildings

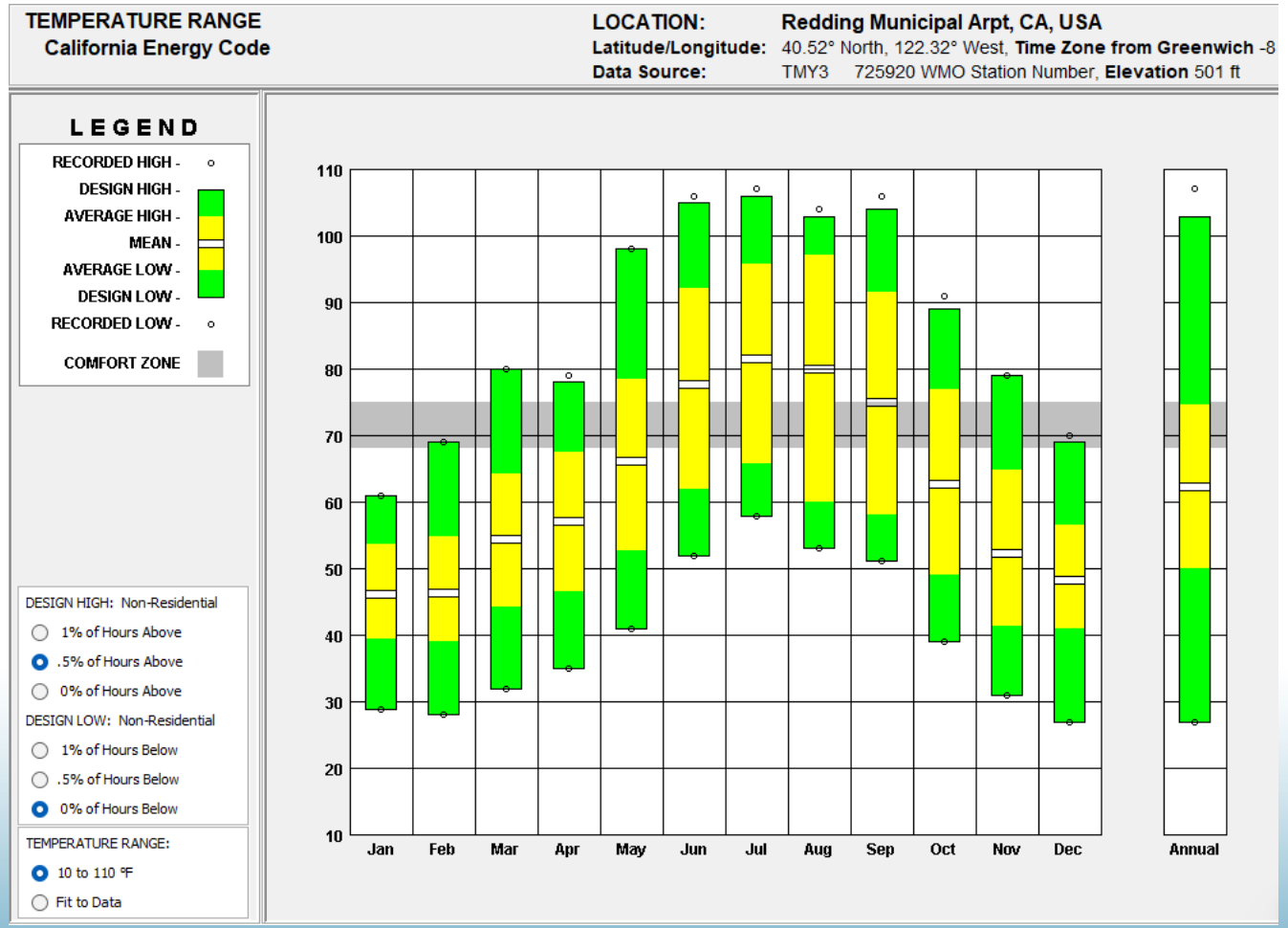
Summary ECMs for Tenant Operated Buildings				
#	Building (s)	Energy System	ECM Description	Simple Payback
1	Redding Jet Center	Lighting	Replace 480W and 1000W Metal Halide Lighting Fixtures with LED Fixtures in the Hangar	1-2 years
2	Redding Jet Center	Lighting	Clean Skylights and Implement Daylighting Controls on Fixtures in the Hangar	3-5 years
3	Redding Jet Center	Lighting	Replace T12/T8 Lighting Fixtures with LED Fixtures in the Hangar and Office Spaces	3-5 years
4	Redding Jet Center	HVAC	Install Smart Thermostats to Control Roofop Heat Pumps	5+ years
5	Redding Jet Center	HVAC	Replace Old Rooftop Heat Pumps with High Efficiency RHEEM RQPL (or similar) heat pumps	5+ years
6	Redding Jet Center	Renewable Energy	Install Solar PV System on South Facing Hangar Roof	5+ years
7	Air Shasta	Lighting	Clean Skylights and Implement Daylighting Controls on Fixtures in the Hangar	3-5 years
8	ARFF	HVAC	Retro Commission Purafil, FC-1, and FC-2 HVAC Units	1-2 years
9	ARFF	Lighting	Clean Skylights and Implement Daylighting Controls on Fixtures in the High Bay	3-5 years
10	ARFF	HVAC	Install Smart Thermostats to Control Roofop Heat Pumps	3-5 years
11	ARFF	DHW	Replace Gas Hot Water Heater with Air Source Heat Pump	5+ years
12	REACH Air Ambulance	Lighting	Replace 480W Metal Halide Lighting Fixtures with LED Fixtures in the Hangar	1-2 years
13	REACH Air Ambulance	DHW	Instal POU DHW or Heat Pump to Replace Electric Resitance DHW Storage Tank	5+
14	Rental Car Service	Lighting	Replace T12/T8 Lighting Fixtures with LED Fixtures	3-5 years
15	Tullis Hangar	Lighting	Clean Skylights and Implement Daylighting Controls on Fixtures in the Hangar	3-5 years
16	Tullis Hangar	DHW	Instal POU DHW or Heat Pump to Replace Electric Resitance DHW Storage Tank	5+
17	Sierra Pacific Hangar	DHW	Instal POU DHW or Heat Pump to Replace Electric Resitance DHW Storage Tank	5+

Questions?

Appendix: Redding Weather Conditions

Key Takeaways:

- Mild winters with average lows in 35-40F range (HDD = 2,600)
- Warmer summers with averages 90-100F range (CDD = 2,400)
- Significant temperatures swings in summer
  - Highs in the 90-100F range
  - Lows in the 60-65F range



Appendix: New Construction Design Considerations: HVAC

Design Options for Waterside HVAC Systems

- Water-cooled systems provide best cooling efficiencies; however, require larger first cost and maintenance
- Utilization of AC-heat pump chillers minimizes quantity of equipment and would incorporate heat recovery.
- It is not recommended to utilize gas-fired systems given solar PV production and mild winter conditions.

Waterside System Types							
Central Plant	COP Cooling		COP Heating		Heat Recovery	First Cost	Financial Payback
	Part Load	Full Load	Part Load	Full Load			
AC-Chiller w/ HW Boiler	COP 5.0	COP 3.5	COP 0.8	COP 0.9	No	Low	Low
WC-Chiller w/ HW Boiler	COP 8.0	COP 5.0	COP 0.7	COP 0.8	No	High	High
AC-Heat Pump Chillers	COP 5.0	COP 3.5	COP 5.0	COP 2.0	Yes	Mid	Mid
Geothermal Heat Pumps	COP 8.0	COP 5.5	COP 8.0	COP 4.0	Yes	High	High

RDD
REDDING REGIONAL AIRPORT

2024

Airport Land Use Compatibility Plan Update

LAND USE COMPATIBILITY PLANNING

- PUC [Public Utilities Code) Section 21674 outlines in the duties of the Airport Land Use Commissions (ALUC)
- ALUCs 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 within areas around public airports to the extent that these areas are not already devoted to incompatible uses.
- Adopt and maintain and Airport Land Use Compatibility Plan
- Redding Regional Airport Compatibility Plan last updated in 1984

LAND USE COMPATIBILITY PLANNING

An Airport Land Use Compatibility Plan Does Not:

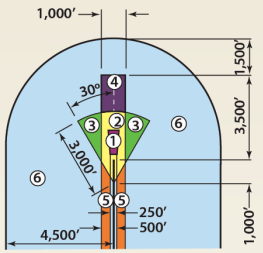
- Have authority over operations (PUC, Sec. 216749(e)
- Specify land uses on parcels near an airport
- Remove existing incompatible land uses
- Authorize the airport to expand

LAND USE COMPATIBILITY PLANNING

Key Planning Assumptions

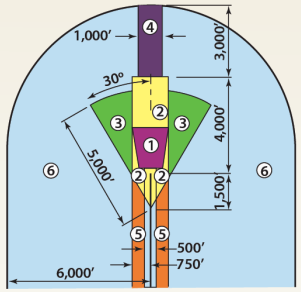
- Airport Layout Plan (ALP) and Airspace Drawing
- Updated 20-year aviation activity forecasts
- Updated noise exposure contours

Exhibit C1: California Airport Land Use Planning Handbook Safety Zones



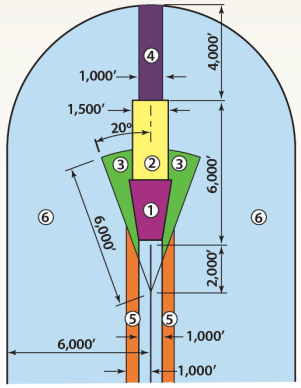
SHORT GENERAL AVIATION RUNWAY

Assumptions:
- Length less than 4,000 feet
- Approach visibility minimums ≥ 1 mile or visual approach only
- Zone 1 = 250′ x 450′ x 1,000′



MEDIUM GENERAL AVIATION RUNWAY

Assumptions:
- Length 4,000 to 5,999 feet
- Approach visibility minimums ≥ ¾ mile and < 1 mile
- Zone 1 = 1,000′ x 1,510′ x 1,700



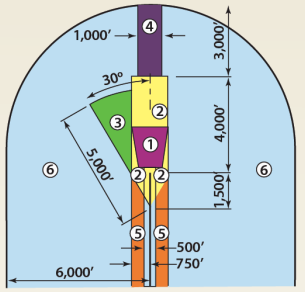
LONG GENERAL AVIATION RUNWAY

Assumptions:
- Length 6,000 or more
- Approach visibility minimums < ¾ mile
- Zone 1 = 1,000′ x 1,750′ x 2,500

LEGEND

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

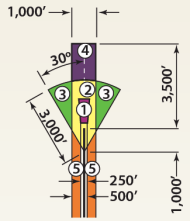
Source: California Airport Land Use Planning Handbook, 2011.



GENERAL AVIATION RUNWAY WITH SINGLE-SIDED TRAFFIC PATTERN

Assumptions:
- Length 4,000 to 5,999 feet
- Approach visibility minimums ≥ ¾ mile and < 1 mile
- Zone 1 = 1,000′ x 1,510′ x 1,700

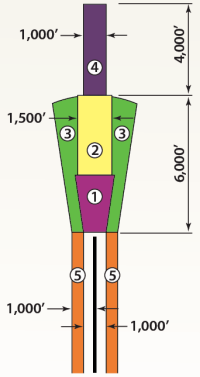
See Note.



LOW ACTIVITY GENERAL AVIATION RUNWAY

Assumptions:
- Less than 2,000 takeoffs and landings per year at individual runway end.
- Length less than 4,000 feet
- Approach visibility minimums ≥ 1 mile or visual approach only

See Note.



LARGE AIR CARRIER RUNWAY

Assumptions:
- Minimal light-aircraft general aviation activity
- Predominately straight-in and straight-out flight routes
- Approach visibility minimums <¾ mile

See Note.

Note:
RPZ (Zone 1) size in each example is as indicated by FAA criteria for the approach type assumed. Adjustment may be necessary if the Approach type differs.

These examples are intended to provide general guidance for establishment of airport safety compatibility zones. They do not represent California Department of Transportation standards of policy.

LEGEND

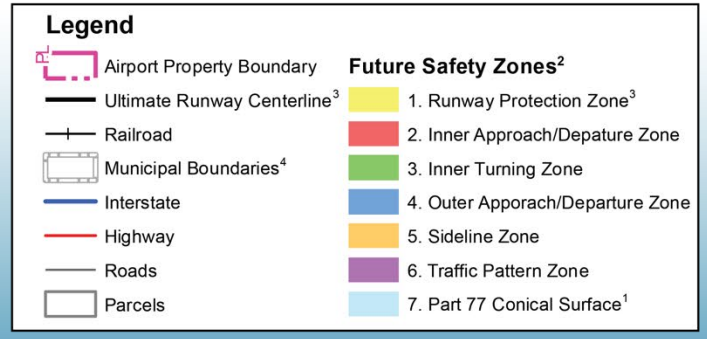
① Runway Protection Zone
② Inner Approach/Departure Zone
③ Inner Turning Zone
④ Outer Approach/Departure Zone
⑤ Sideline Zone
⑥ Traffic Pattern Zone

Source: California Airport Land Use Planning Handbook, 2011.

Exhibit 2A: Safety Zones

Runway 16-34 are based on the *long general aviation runway* example

Runway 12-30 are based on the *short general aviation runway* example



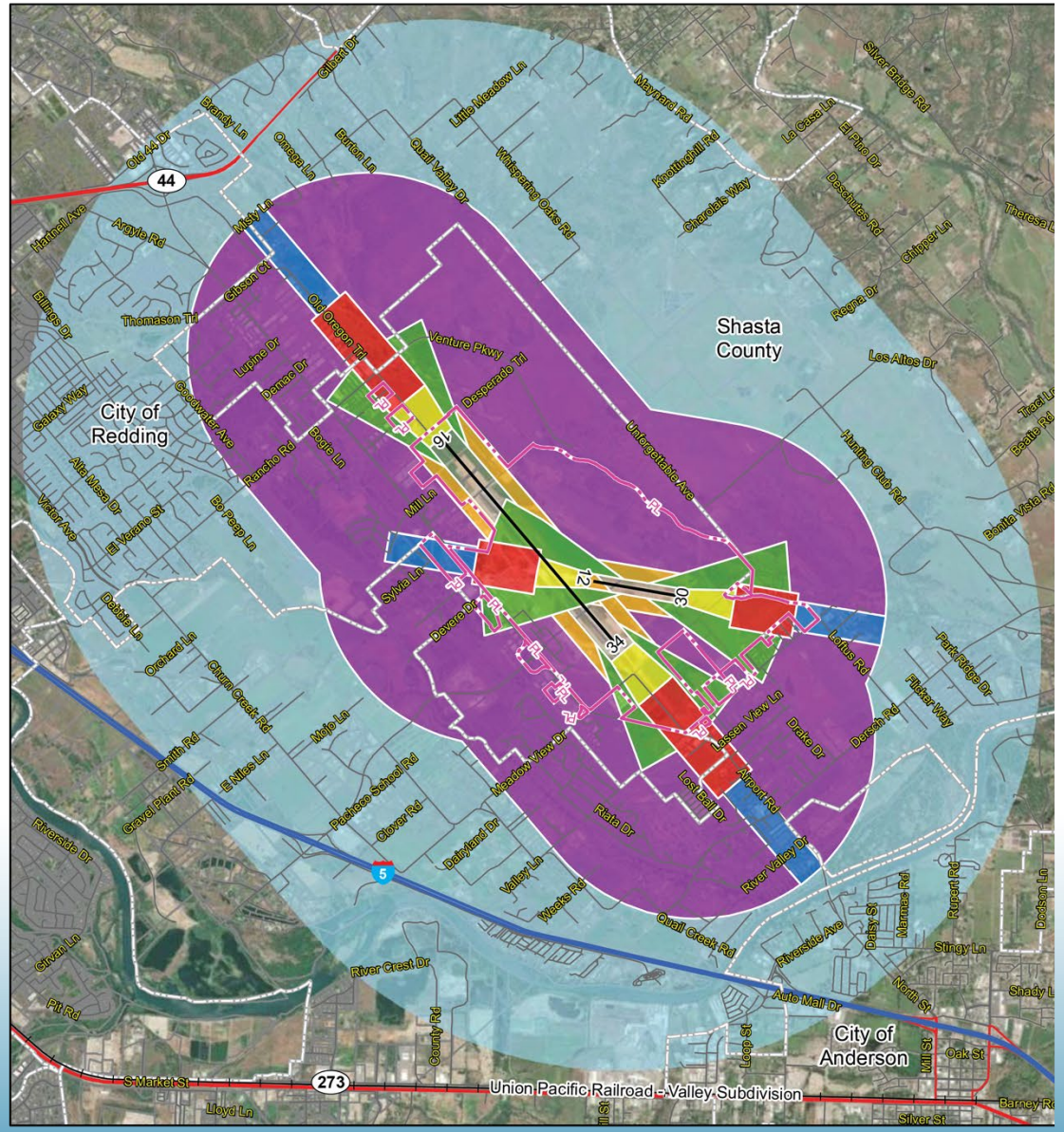
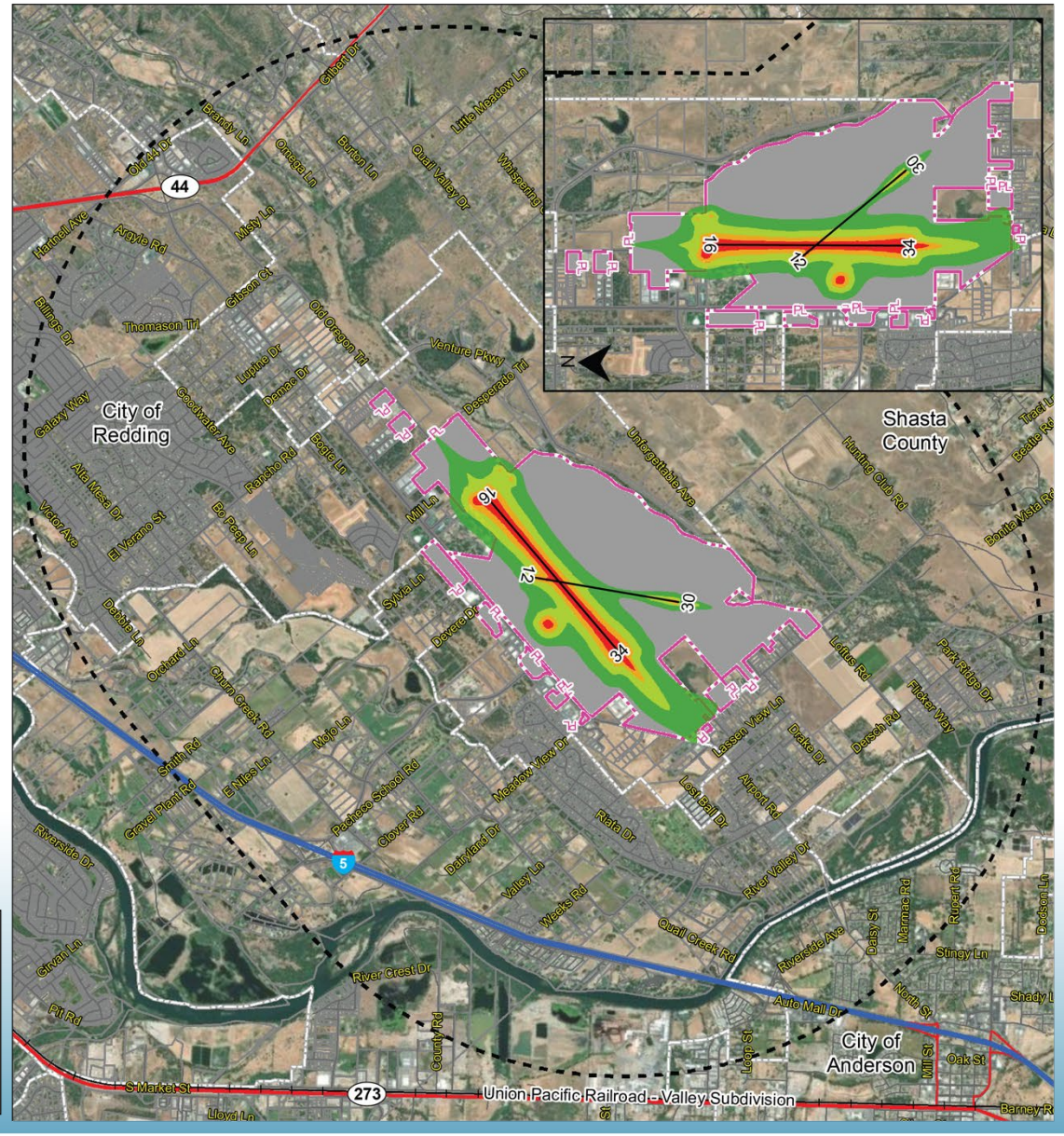


TABLE 4A | Safety Zone Compatibility Criteria Matrix (continued)

Zone 3: Inner Turning	
Dwelling Units (d.u.) per Acre[1]	1 d.u. per 2 acres
Max. Nonresidential Intensity[2]	70 persons per acre
Required Open Land	20%
Allow	Uses allowed in Zone 2; Greenhouses
Allow With Conditions	Uses allowed with conditions in Zone 2; Office, retail, and other commercial uses
Not Recommended[3]	Major shopping centers, theaters, meeting halls, and other assembly facilities; Children's schools, day-care centers, hospitals, nursing homes; Stadiums, recreation facilities; Hazardous materials
Other Development Conditions[4]	Airspace review in accordance with 14 CFR Part 77.9 (FAA Form 7460)[7]; Dedication of avigation easement[6]; Locate structures maximum distance from extended runway centerline; Minimum NLR of 45 dB residences (including mobile homes) and office buildings[7]
Zone 4: Outer Approach/Departure	
Dwelling Units (d.u.) per Acre[1]	1 d.u. per 2 acres
Max. Nonresidential Intensity[2]	100 persons per acre
Required Open Land	30%
Allow	Uses allowed in Zones 2-3
Allow With Conditions	Uses allowed with conditions in Zones 2-3
Not Recommended[3]	Theaters, meeting halls, and other assembly facilities; Children's schools, day-care centers, hospitals, nursing homes; Stadiums, recreation facilities; Hazardous materials
Other Development Conditions[4]	Airspace review in accordance with 14 CFR Part 77.9 (FAA Form 7460)[5]; Dedication of avigation easement[6]; Minimum NLR of 45 dB in residences (including mobile homes) and office buildings[7]

Exhibit 2B: Existing (2022) Noise Contours



62,387 operations

Legend

- Airport Property Boundary
- Existing Runway
- Airport Influence Area (AIA)[2]
- Railroad
- Municipal Boundaries[1]
- Parcels
- Interstate
- Highway
- Roads

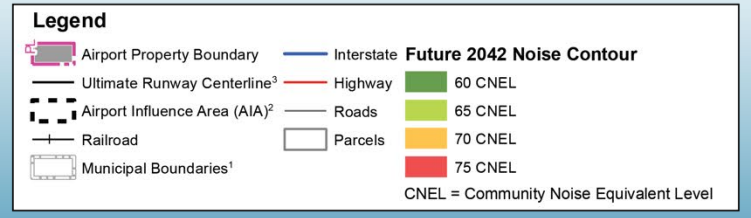
Existing 2022 Noise Contour

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

CNEL = Community Noise Equivalent Level

Exhibit 2C: Future (2042) Noise Contours

93,871 operations



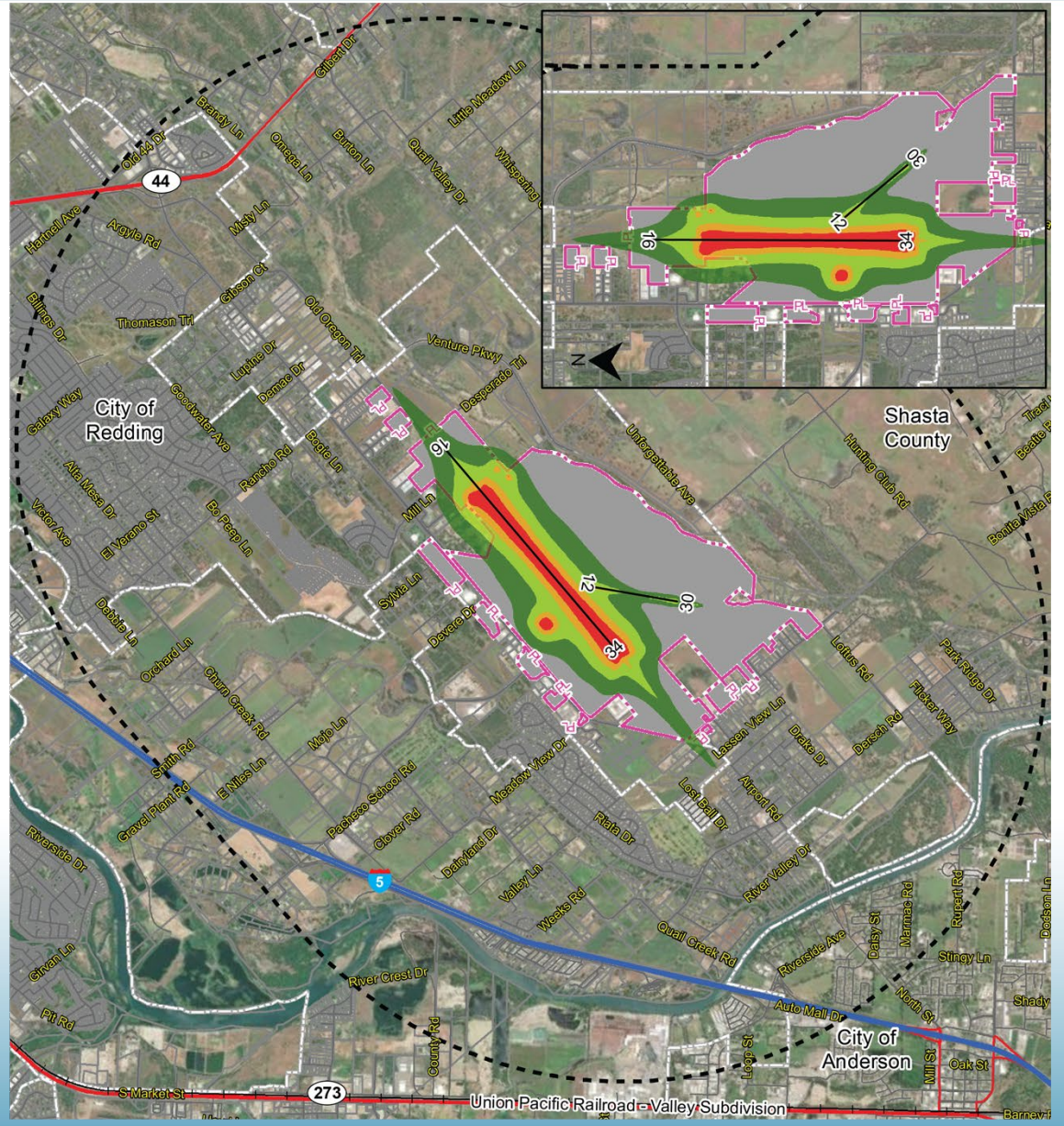
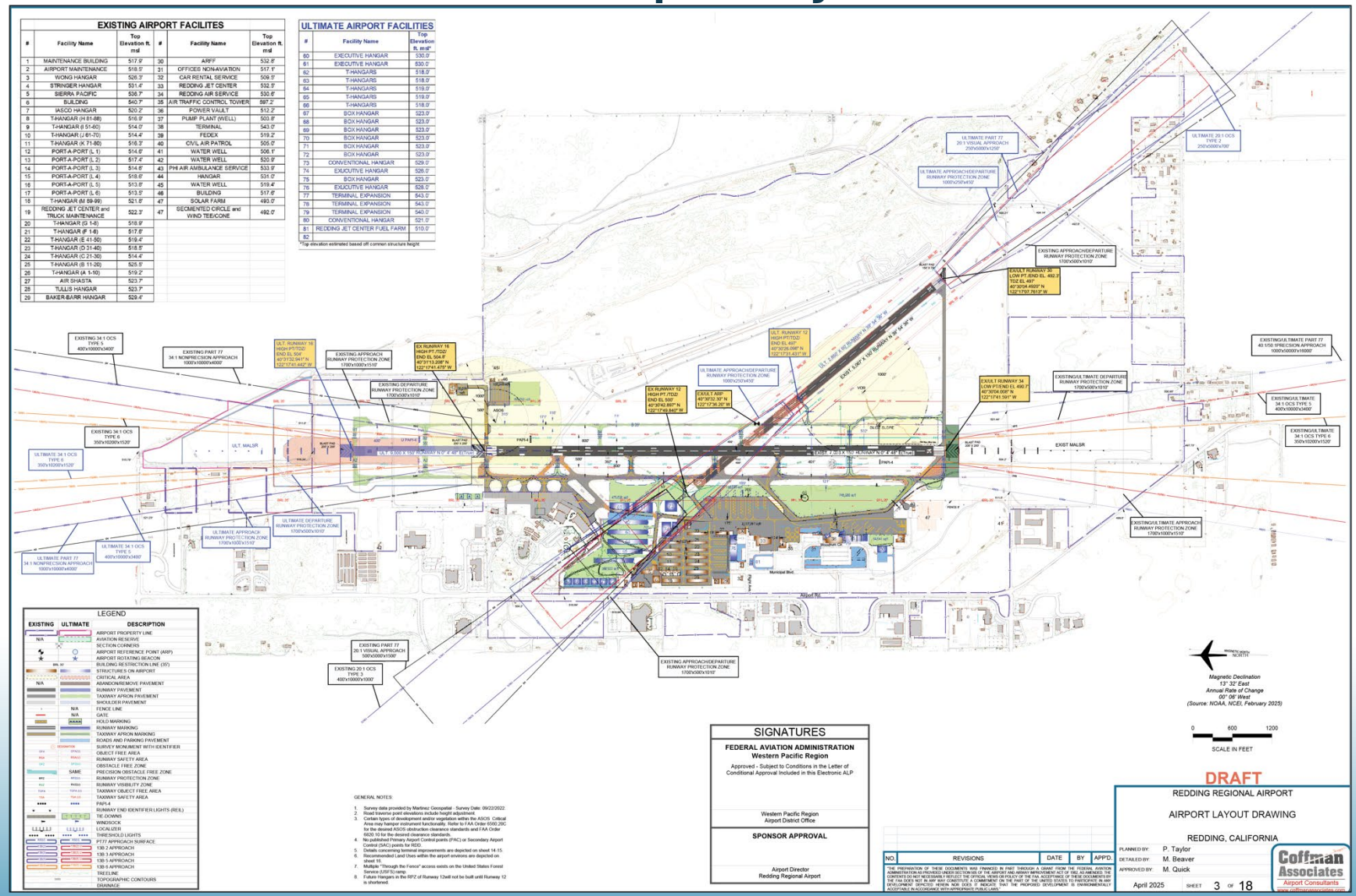


Exhibit 2E: Airport Layout Plan



EXISTING AIRPORT FACILITES

#	Facility Name	Top Elevation ft. msl	#	Facility Name	Top Elevation ft. msl
1	MAINTENANCE BUILDING	517.0'	30	ARFF	532.8'
2	AIRPORT MAINTENANCE	518.5'	31	OFFICES NON-AVIATION	517.1'
3	WONG HANGAR	526.3'	32	CAR RENTAL SERVICE	509.5'
4	STRINGER HANGAR	531.4'	33	REDDING JET CENTER	532.0'
5	SIERRA PACIFIC	536.7'	34	REDDING AIR SERVICE	530.6'
6	BUILDING	540.7'	35	AIR TRAFFIC CONTROL TOWER	597.2'
7	IASCO HANGAR	520.2'	36	POWER VAULT	512.2'
8	T-HANGAR (H 81-88)	516.9'	37	PUMP PLANT (WELL)	503.8'
9	T-HANGAR (I 51-60)	514.0'	38	TERMINAL	543.0'
10	T-HANGAR (J 61-70)	514.4'	39	FEDEX	519.2'
11	T-HANGAR (K 71-80)	516.3'	40	CIVIL AIR PATROL	505.0'
12	PORT-A-PORT (L 1)	514.6'	41	WATER WELL	506.1'
13	PORT-A-PORT (L 2)	517.4'	42	WATER WELL	520.9'
14	PORT-A-PORT (L 3)	514.8'	43	PHI AIR AMBULANCE SERVICE	533.9'
15	PORT-A-PORT (L 4)	518.6'	44	HANGAR	531.0'
16	PORT-A-PORT (L 5)	513.9'	45	WATER WELL	519.4'
17	PORT-A-PORT (L 6)	513.5'	46	BUILDING	517.6'
18	T-HANGAR (M 89-96)	521.8'	47	SOLAR FARM	493.0'
19	REDDING JET CENTER and TRUCK MAINTENANCE	522.3'	47	SEGMENTED CIRCLE and WIND TEE/CONE	492.0'
20	T-HANGAR (G 1-8)	518.9'			
21	T-HANGAR (F 1-8)	517.6'			
22	T-HANGAR (E 41-50)	519.4'			
23	T-HANGAR (D 31-40)	518.5'			
24	T-HANGAR (C 21-30)	514.4'			
25	T-HANGAR (B 11-20)	525.5'			
26	T-HANGAR (A 1-10)	519.2'			
27	AIR SHASTA	523.7'			
28	TULLIS HANGAR	523.7'			
29	BAKER-BARR HANGAR	529.4'			

ULTIMATE AIRPORT FACILITIES

#	Facility Name	Top Elevation ft. msl*
60	EXECUTIVE HANGAR	530.0'
61	EXECUTIVE HANGAR	530.0'
62	T-HANGARS	518.0'
63	T-HANGARS	518.0'
64	T-HANGARS	519.0'
65	T-HANGARS	519.0'
66	T-HANGARS	518.0'
67	BOX HANGAR	523.0'
68	BOX HANGAR	523.0'
69	BOX HANGAR	523.0'
70	BOX HANGAR	523.0'
71	BOX HANGAR	523.0'
72	BOX HANGAR	523.0'
73	CONVENTIONAL HANGAR	529.0'
74	EXJUCUTIVE HANGAR	526.0'
75	BOX HANGAR	523.0'
76	EXJUCUTIVE HANGAR	528.0'
77	TERMINAL EXPANSION	543.0'
78	TERMINAL EXPANSION	543.0'
79	TERMINAL EXPANSION	540.0'
80	CONVENTIONAL HANGAR	521.0'
81	REDDING JET CENTER FUEL FARM	510.0'
82		

*Top elevation estimated based off common structure height

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
N/A		AVIATION RESERVE
		SECTION CORNERS
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		BUILDING RESTRICTION LINE (35')
		STRUCTURES ON AIRPORT
		CRITICAL AREA
N/A		ABANDON/REMOVE PAVEMENT
		RUNWAY PAVEMENT
		TAXIWAY APRON PAVEMENT
		SHOULDER PAVEMENT
N/A		FENCE LINE
N/A		GATE
		HOLD MARKING
		RUNWAY MARKING
		TAXIWAY APRON MARKING
		ROADS AND PARKING PAVEMENT
		SURVEY MONUMENT WITH IDENTIFIER
		OBJECT FREE AREA
		RUNWAY SAFETY AREA
		OBSTACLE FREE ZONE
SAME		PRECISION OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY VISIBILITY ZONE
		TAXIWAY OBJECT FREE AREA
		TAXIWAY SAFETY AREA
		PAPI-4
		RUNWAY END IDENTIFIER LIGHTS (REIL)
		TIE-DOWNS
		WINDSOCK
		LOCALIZER
		THRESHOLD LIGHTS
		PT77 APPROACH SURFACE
		13th 2 APPROACH
		13th 3 APPROACH
		13th 5 APPROACH
		13th 6 APPROACH
		TREELINE
		TOPOGRAPHIC CONTOURS
		DRAINAGE

GENERAL NOTES:

1. Survey data provided by Martinez Geospatial - Survey Date: 09/22/2022.
2. Road traverse point elevations include height adjustment.
3. Certain types of development and/or vegetation within the ASOS Critical Area may hamper instrument functionality. Refer to FAA Order 6560.20C for the desired ASOS obstruction clearance standards and FAA Order 6820.10 for the desired clearance standards.
4. No published Primary Airport Control points (PAC) or Secondary Airport Control (SAC) points for RDD.
5. Details concerning terminal improvements are depicted on sheet 14-15.
6. Recommended Land Uses within the airport environs are depicted on sheet 16.
7. Multiple "Through the Fence" access exists on the United States Forest Service (USFS) ramp.
8. Future Hangars in the RPZ of Runway 12will not be built until Runway 12 is shortened.

SIGNATURES

FEDERAL AVIATION ADMINISTRATION
Western Pacific Region

Approved - Subject to Conditions in the Letter of Conditional Approval Included in this Electronic ALP

Western Pacific Region
Airport District Office

SPONSOR APPROVAL

Airport Director
Redding Regional Airport

NO.	REVISIONS	DATE	BY	APP'D.

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AUTHORIZED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEW OR POLICY OF THE FAA AND DO NOT CONSTITUTE A STANDARD. THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

Magnetic Declination
13° 33' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, February 2025)

0 600 1200
SCALE IN FEET

DRAFT

REDDING REGIONAL AIRPORT

AIRPORT LAYOUT DRAWING

REDDING, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: M. Beaver
APPROVED BY: M. Quick

April 2025 SHEET 3 OF 18

Coffman Associates
Airport Consultants
www.coffmanassociates.com

Exhibit 2F: Zoning

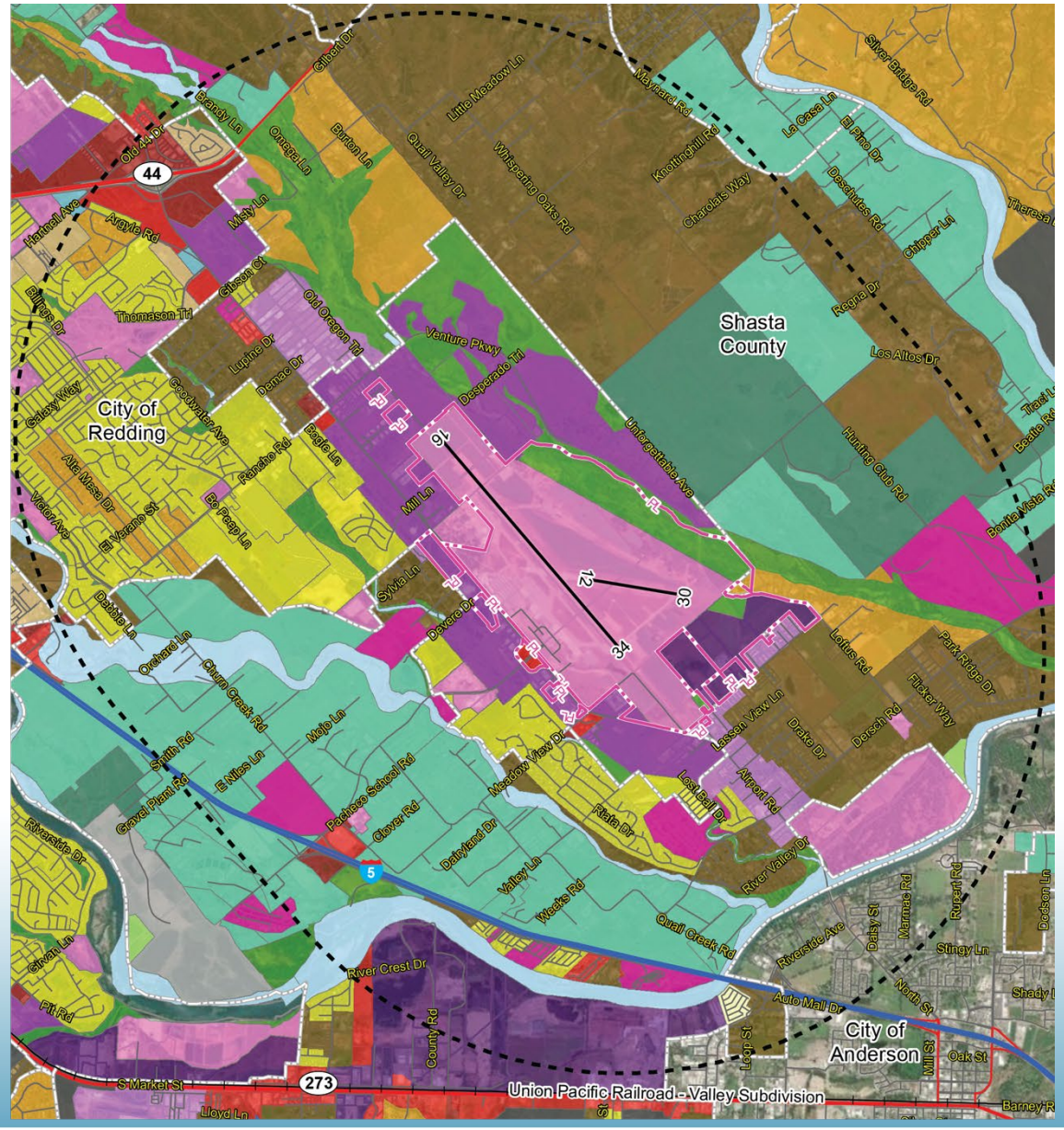
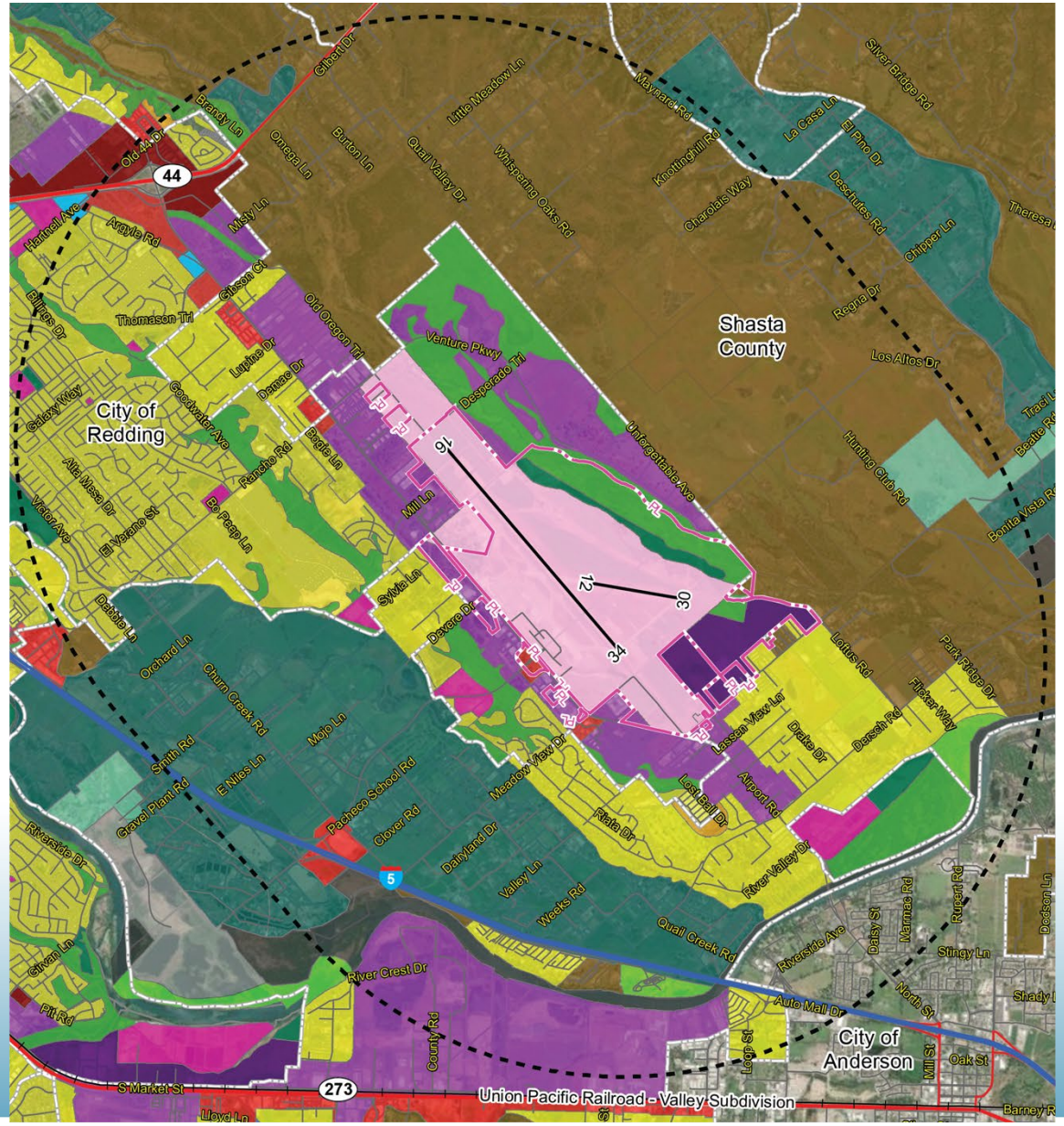


Exhibit 2G: General Plan



LAND USE COMPATIBILITY PLANNING

Next Steps

- Share this draft information with Airport Land Use Commission
- Public participation
- CEQA, as needed
- Adoption by ALUC

NEXT STEPS

- Last public information workshop
- Apply final comments/edits
- Local approvals
- Finalize ALP and submit to FAA
- Final Deliverables
  - Executive summary brochure
  - Final Master Plan document
  - FAA approved ALP