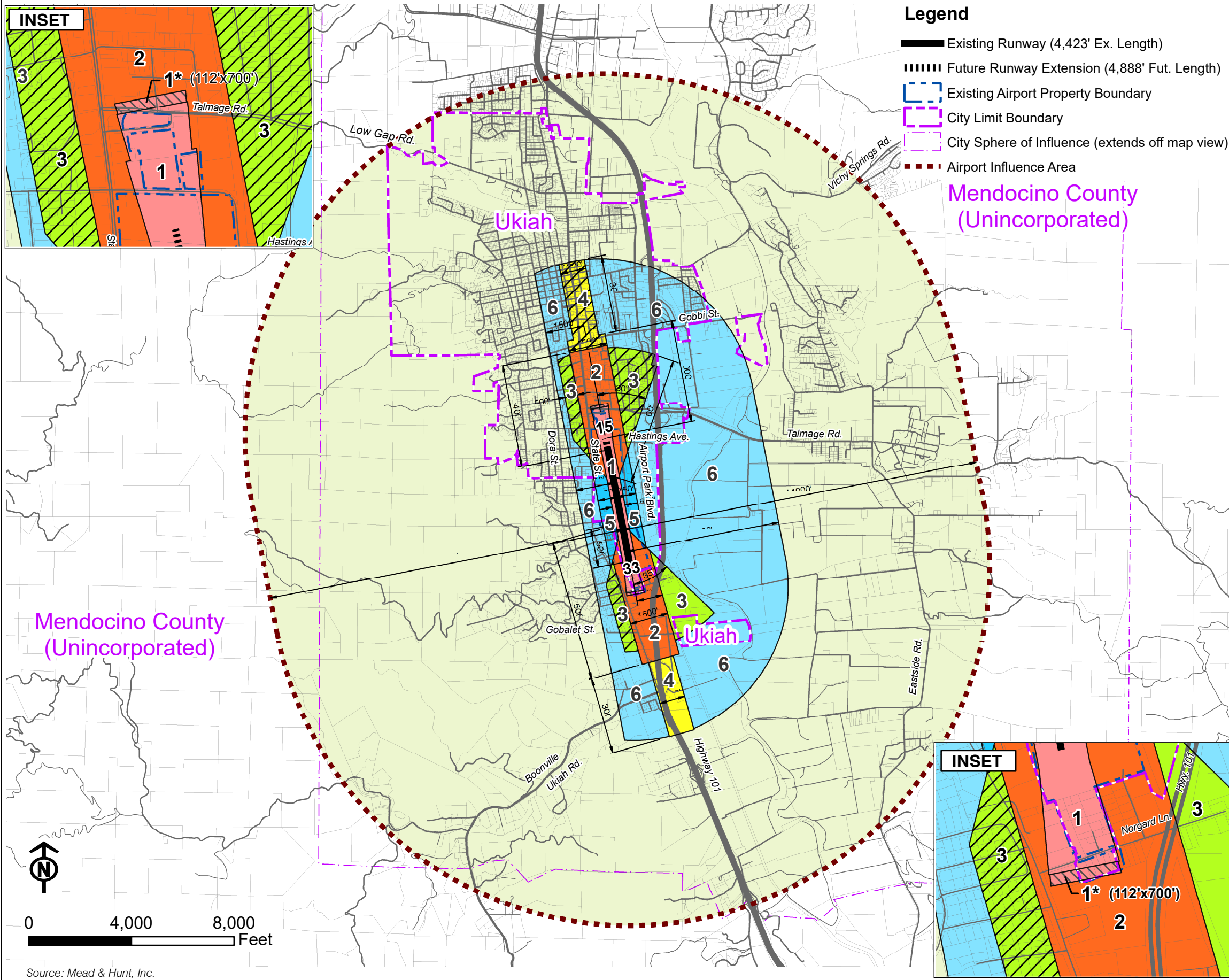


ATTACHMENT 7
UKIALUCP COMPATIBILITY MAP



Legend

- Existing Runway (4,423' Ex. Length)
- ▬▬▬▬ Future Runway Extension (4,888' Fut. Length)
- ▭ Existing Airport Property Boundary
- ▭ City Limit Boundary
- ▭ City Sphere of Influence (extends off map view)
- ▭ Airport Influence Area

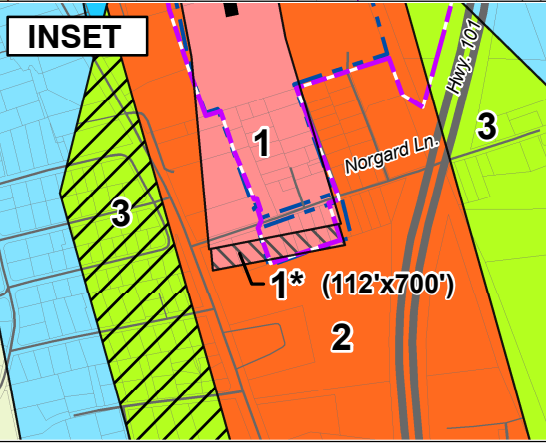
Mendocino County
(Unincorporated)

Compatibility Zones

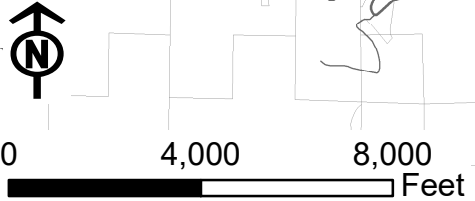
- ▭ Zone 1: Runway Protection Zone (RPZ)
- ▭ Zone 1*: Ultimate Runway Protection Zone (RPZ)
- ▭ Zone 2: Inner Approach/Departure Zone
- ▭ Zone 3: Inner Turning Zone
- ▭ Zone 4: Outer Approach/Departure Zone
- ▭ Zone 5: Sideline Zone
- ▭ Zone 6: Traffic Pattern Zone
- ▭ Urban Overlay Zone
- ▭ Other Airport Environs

Notes

1. All Compatibility Zones: Reflect safety zones for a General Aviation Runway with Single-Sided Traffic Pattern provided in the 2011 California Airport Land Use Planning Handbook (Handbook).
- Zone 1: Based on the Runway Protection Zones (RPZs) provided in City and FAA approved Airport Layout Plan (2016). Zone 1* reflects an ultimate Runway Protection Zone (RPZ) for an ultimate runway length of 5,000 feet to serve future operations by CalFire Lockheed C-130 aircraft.
- Zones 2 and 4 (north): Zone 2 reflects Handbook Safety Zone 2 for existing Runway 15 end. Zone 4 includes outer portions of Handbook Safety Zone 2 for future Runway 15 end. Future northerly runway extension is intended to provide additional runway length for departures to south; landing threshold at Runway 15 end will remain in its current position.
- Zones 2 – 4 (south): Offset by 5-degrees to reflect southern flight route where aircraft use Highway 101 as a landmark
- Urban Overlay Zone: Provides a density increase within Zones 3 and 4 to North and Zone 3 to Southwest to reflect existing land use patterns.



**Mendocino County
Airport Land Use Commission
Ukiah Municipal Airport
Land Use Compatibility Plan
(Addendum #1, January 2021)**



Source: Mead & Hunt, Inc.