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ALUC Application

Napa County Airport Land Use Commission Application

Project Summary:

The Amalia Palmaz Living Trust ("Palmaz") is proposing to construct a non-commercial, private use heliport, inclusive of a helipad and hangar for personal use on their Napa County property. The heliport will be located at a property with an APN of 033-110-080 or an alternative parcel with an APN is 033-110-079 ("Property"). Both properties should be considered when the ALUC determines consistency.

The hangar and the adjacent storage structures total approximately 4,080 square feet. The hangar is a one story structure with a peaked roof that reaches a maximum height of 28'3". The hangar and helipad would total approximately 11,800 square feet of new impervious surface.

The helipad and hangar will be used to land and store the Palmaz helicopter, which is a Bell 429 or a similar aircraft. The maximum number of people who will occupy the site at one time will be four people.

The project would include limited nighttime security lighting on the hangar building. Additionally, low intensity lights would illuminate the touchdown and liftoff area and the final approach and take off areas. These lights would be sunken LED fixtures that sit flush with the concrete surface. They will not produce a sky glow. These lights will be programed to illuminate for only 15 minutes.

The helipad would be used for a maximum of four arrivals and four departures per week. Operations may fluctuate based on many factors (including weather, wind, visibility and cloud ceiling). All maintenance and fueling would occur off site. No employees would be required for project operation.

Neither of the proposed heliport sites are located within the Airport Influence Area (AIA) for Napa County Airport or within 2 miles of Napa County Airport as set forth in PUC Section 21675.1(b).

In accordance with Section 1.3.3(d) of the Napa County ALUC's "Airport Land Use Compatibility Plan", and PUC Section 21661.5, the ALUC is herein requested to review both of the identified heliports, although only one (1) landing site will be developed and utilized, for consistency with the ALUC's "Airport Land Use Compatibility Plan" as adopted by the Commission on April 22, 1991 and subsequently revised and updated.

FAA Determination

Palmaz submitted to the FAA, pursuant to Federal Aviation Regulation 157 (14 CFR 157), "*Notice of Construction, Alteration, Activation and Deactivation of Airports*", a separate FAA Form 7480-1 ("*Notice for Construction, Alteration and Deactivation of Airports*") for each of the two (2) heliports being considered. Each submittal was supplemented with drawings, maps and aeronautical charts which depicted the *primary* approach and departure flight-tracks (headings, ground-tracks, etc.) and the *secondary* approach and departure flight-tracks for both of the candidate heliport sites.

Upon receiving Form 7480-1 and the supplemental material for each candidate heliport site, FAA conducted an Aeronautical Study, to include an "airspace study" for each of the candidate heliport sites. This process also included an on-site assessment of each candidate site, and the proposed primary and secondary arrival/departure flight-tracks, by an FAA Principal Operations Inspector who subsequently submitted a written report to the FAA's central coordinating office regarding the acceptability of each proposed site (and the supporting flight-tracks) from an operational perspective.

After collecting and analyzing field data, technical studies, and various operational assessments from different FAA Divisions (air traffic control, flight standards, airports, airways, etc.) the FAA provided Palmaz with separate documentation for each candidate heliport site titled "NOTICE OF HELIPORT AIRSPACE ANALYSIS DETERMINATION – ESTABLISH PRIVATE USE HELIPORT **CONDITIONAL NO OBJECTION**". In both communications to Palmaz, the FAA concluded the following:

- "Our aeronautical study has determined that the private use heliport will not adversely affect the safe and efficient use of airspace by aircraft provided the following conditions are met and maintained."
 - "Reference FAA Advisory Circular (AC) 150/5390-2, "Heliport Design" (Current versions)."
 - "Private Use only, day and night VFR operations."

FAA Advisory Circular 150/5390-2 provides recommendations and guidelines regarding various technical and engineering considerations, such as recommended load-bearing capacity of the pavement, landing area dimensions and layout, marking and stripping of the heliport's paved surfaces, and guidelines for perimeter lighting and illumination of aeronautical fixtures. The applicant is agreeable to complying with this FAA "condition".

The second FAA condition limits the use of either site to "only private-use" helicopters flights and such operations must be conducted in accordance with Visual

Flight Rules (VFR), i.e., the landing area cannot be utilized when Instrument Meteorological Conditions (IMC) prevail or when Instrument Flight Rules (IFR) are applicable. *The applicant is agreeable to complying with this FAA "condition".*

In explaining the scope of FAA's analysis, and concluding "determination", FAA's communication states:

- "It is a determination with respect to the safe and efficient use of the navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

- "In making the determination, the FAA has considered matters such as;
 - "the effect the proposal would have on existing or planned traffic patterns of neighboring airports,
 - "the effects it would have on the existing airspace structure and projected programs of the FAA,
 - "the effects it would have on the safety of persons and property on the ground, and
 - "the effects that existing and proposed man-made objects (on file with the FAA) and known natural objects within the affected area would have on the heliport proposal."

Based upon the findings, conclusions and determinations presented in FAA Aeronautical Study 2016-AWP-409-NRA (Site # 1) and 2016-AWP-408-NRA (Site # 2), it is our opinion that FAA has reviewed, analyzed, assessed and approved the flight-tracks proposed by Palmaz for arriving and departing either candidate site and has concluded that the operational flight-tracks proposed by the applicant "will not adversely affect the safe and efficient use of (navigable) airspace by aircraft" provided the FAA's two (2) "conditions are met and maintained."

We believe that the FAA is not opposed to either of the candidate heliport sites in the context of managing "the efficient use and safety of the navigable airspace" and with respect to giving due consideration "to the safety of persons and property on the ground."

In compliance with Section 2.1.8 of the Napa County ALUC's "Airport Land Use Compatibility Plan", the Napa County Planning Commission (the referring local agency) has previously "noticed" and duly convened a public hearing on the proposed heliport sites on March 1, 2017.

Failure to Act by ALUC

If the ALUC fails to act on this referral within sixty (60) days of the date of receipt of the referral shall result in the proposed action being deemed consistent by operation of law. (PUC 21675.2)



May 16, 2016

TO:
 Amalia Palmaz Living Trust
 Attn: Amalia Palmaz
 4031 Hagan Road
 Napa, CA 94558
 christian@palmazvineyards.com

**NOTICE OF HELIPORT AIRSPACE ANALYSIS DETERMINATION
 ESTABLISH PRIVATE USE HELIPORT
 CONDITIONAL NO OBJECTION**

The Federal Aviation Administration (FAA) has conducted an aeronautical study under the provisions of Title 14 of the Code of Federal Regulations, Part 157, concerning:

RE: *(See attached Table 1 for referenced case(s))*

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Heliport Name	Description	Location	Latitude (NAD83)	Longitude (NAD83)	Heliport Elevation (feet)
2016-AWP-409-NRA		PALMAZ FAMILY HELIPORT	Establishment of Heliport. Private use only, day and night VFR operations. Landing area is pavement, TLOF is 36 feet by 36 feet, FATO is 64.5 feet by 64.5 feet. Ingress/Egress is 061 degrees.	Napa, CA	38-19-29.83N	122-13-34.77W	320

We have completed an airspace analysis to establish the subject private use heliport. As studied, the location is approximately 4 nautical miles ENE of Napa, CA.

Our aeronautical study has determined that the private use heliport will not adversely affect the safe and efficient use of airspace by aircraft provided the following conditions are met and maintained. Reference FAA Advisory Circular (AC) 150/5390-2, Heliport Design (Current version).

Private Use only, day and night operations

This determination does not mean FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of the navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making the determination, the FAA has considered matters such as the effect the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the

FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the heliport proposal.

The FAA cannot prevent the construction of structures near a heliport. The heliport environment can only be protected through such means as local zoning ordinances or acquisitions of property in fee title or aviation easements, letters of agreement, or other means. This determination in no way preempts or waives any ordinances, laws, or regulations of any government body or agency.

Please complete, sign, date, and return the enclosed Airport Master Record 5010 Form. Instructions for completing the form can be found online at <https://www.faa.gov> in AC 150/5200-35A, "Submitting the Airport Master Record in Order to Activate a New Airport". This action will ensure your heliport is activated.

In order to avoid placing any unfair restrictions on users of the navigable airspace, this determination is valid until 05/16/2017. Should the airport not be established and the Airport Master Record 5010-5 Form not returned by 05/16/2017, an extension of our determination should be requested in writing by 04/16/2017. Should you not elect to establish the airport, please notify the FAA in writing by 04/16/2017.

Be advised, in accordance with 14 CFR Part 157, any construction, alteration to, or abandonment of the subject heliport requires notice to the FAA for aeronautical review. Notice for these actions can be given using FAA Form 7480-1, "Notice for Construction, Alteration, and Deactivation of Airports", and returned to my attention.

If you have any questions concerning this determination or completion of the Airport Master Record form, please contact me at Neil.Kumar@faa.gov or at (650) 827-7627.

Sincerely,

Neil Kumar

ADO

Attachment: Airport Master Record 5010 Form



> 1 ASSOC CITY: Napa	4 STATE: CA	LOC ID:	FAA SITE NR: 0.
> 2 AIRPORT NAME: PALMAZ FAMILY HELIPORT		5 COUNTY: Napa	
3 CBD TO AIRPORT (NM): 4 ENE	6 REGION/ADO: AWP/SFO	7 SECT AERO CHT: SAN FRANCISCO	

GENERAL	SERVICES	BASED AIRCRAFT
10 OWNERSHIP: PR	70 FUEL:	90 SINGLE ENG: 0
11 OWNER:		91 MULTI ENG: 0
12 ADDRESS:		92 JET: 0
13 PHONE NR:		TOTAL: 0
14 MANAGER:		93 HELICOPTERS: 0
15 ADDRESS:		94 GLIDERS: 0
16 PHONE NR:		95 MILITARY: 0
17 ATTENDANCE SCHEDULE:		96 ULTRA-LIGHT: 0

MONTHS DAYS HOURS

FACILITIES

18 AIRPORT USE: Private	> 80 ARPT BCN:	
19 ARPT LAT: 38-19-29.8300N	> 81 ARPT LGT SKED:	
20 ARPT LONG: 122-13-34.7700W	> 82 UNICOM: 0.0	
21 ARPT ELEV: 320.0	83 WIND INDICATOR:	
22 ACREAGE: 0	84 SEGMENTED CIRCLE:	
> 23 RIGHT TRAFFIC:	85 CONTROL TWR: NO	
24 NON-COMM LANDING:	86 FSS:	
	87 FSS ON ARPT: NO	
	88 FSS PHONE NR:	
	89 TOLL FREE NR:	

RUNWAY DATA

> 30 RUNWAY IDENT:	H1
> 31 LENGTH:	36
> 32 WIDTH:	36
> 33 SURF TYPE-COND:	

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:
> 42 RWY MARK TYPE-COND:

OBSTRUCTION DATA

50 FAR 77 CATEGORY:
51 DISPLACED THR:
52 CTLG OBSTN:
53 OBSTN MARKED/LGTD:
54 HGT ABOVE RWY END:
55 DIST FROM RWY END:

(-) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

111 OWNER/MANAGER SIGNATURE 113 DATE:



May 16, 2016

TO:
 Amalia Palmaz Living Trust
 Attn: Amalia Palmaz
 4029 Hagan Road
 Napa, CA 94558
 christian@palmazvineyards.com

**NOTICE OF HELIPORT AIRSPACE ANALYSIS DETERMINATION
 ESTABLISH PRIVATE USE HELIPORT
 CONDITIONAL NO OBJECTION**

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RE: *(See attached Table 1 for referenced case(s))*

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Heliport Name	Description	Location	Latitude (NAD83)	Longitude (NAD83)	Heliport Elevation (feet)
2016-AWP-408-NRA		PALMAZ HELIPORT #2	Establishment of Heliport. Private use only, day and night VFR operations. Landing area is pavement, TLOF is 36 feet by 36 feet, FATO is 65 feet by 65 feet. Ingress/Egress is 030 degrees.	Napa, CA	38-19-56.31N	122-12-42.52W	1400

We have completed an airspace analysis to establish the subject private use heliport. As studied, the location is approximately 4 nautical miles NE of Napa, CA.

Our aeronautical study has determined that the private use heliport will not adversely affect the safe and efficient use of airspace by aircraft provided the following conditions are met and maintained. Reference FAA Advisory Circular (AC) 150/5390-2, Heliport Design (Current version).

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FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the heliport proposal.

The FAA cannot prevent the construction of structures near a heliport. The heliport environment can only be protected through such means as local zoning ordinances or acquisitions of property in fee title or aviation easements, letters of agreement, or other means. This determination in no way preempts or waives any ordinances, laws, or regulations of any government body or agency.

Please complete, sign, date, and return the enclosed Airport Master Record 5010 Form. Instructions for completing the form can be found online at <https://www.faa.gov> in AC 150/5200-35A, "Submitting the Airport Master Record in Order to Activate a New Airport". This action will ensure your heliport is activated.

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If you have any questions concerning this determination or completion of the Airport Master Record form, please contact me at Neil.Kumar@faa.gov or at (650) 827-7627.

Sincerely,

Neil Kumar

ADO

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AIRPORT MASTER RECORD

> 1 ASSOC CITY: Napa	4 STATE: CA	LOC ID:	FAA SITE NR: 0.
> 2 AIRPORT NAME: PALMAZ HELIPORT #2		5 COUNTY: Napa	
3 CBD TO AIRPORT (NM): 4 NE	6 REGION/ADO: AWP/SFO	7 SECT AERO CHT: SAN FRANCISCO	

GENERAL		SERVICES	BASED AIRCRAFT
10 OWNERSHIP: PR	70 FUEL:		90 SINGLE ENG: 0
11 OWNER:			91 MULTI ENG: 0
12 ADDRESS:			92 JET: 0
13 PHONE NR:			TOTAL: 0
14 MANAGER:			93 HELICOPTERS: 0
15 ADDRESS:			94 GLIDERS: 0
16 PHONE NR:			95 MILITARY: 0
17 ATTENDANCE SCHEDULE:			96 ULTRA-LIGHT: 0
MONTHS DAYS HOURS			

		FACILITIES	
18 AIRPORT USE: Private		> 80 ARPT BCN:	
19 ARPT LAT: 38-19-56.3100N		> 81 ARPT LGT SKED:	
20 ARPT LONG: 122-12-42.5200W		> 82 UNICOM: 0.0	
21 ARPT ELEV: 1400.0		83 WIND INDICATOR:	
22 ACREAGE: 0		84 SEGMENTED CIRCLE:	
> 23 RIGHT TRAFFIC:		85 CONTROL TWR: NO	
24 NON-COMM LANDING:		86 FSS:	
		87 FSS ON ARPT: NO	
		88 FSS PHONE NR:	
		89 TOLL FREE NR:	

RUNWAY DATA

> 30 RUNWAY IDENT:	H1
> 31 LENGTH:	36
> 32 WIDTH:	36
> 33 SURF TYPE-COND:	

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53 OBSTN MARKED/LGTD:	
54 HGT ABOVE RWY END:	
55 DIST FROM RWY END:	

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

111 OWNER/MANAGER SIGNATURE 113 DATE: