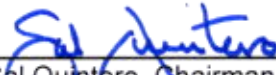


1 THE FOREGOING, was passed and adopted by the following vote of the Board of Supervisors
2 of the County of Fresno this 7th day of November, 2023, to wit:

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AYES: Supervisors Brandau, Magsig, Mendes, Pacheco, Quintero
NOES: None
ABSENT: None
ABSTAINED: None



Sal Quintero, Chairman of the
Board of Supervisors of the County of Fresno

ATTEST:
BERNICE E. SEIDEL
Clerk of the Board of Supervisors
County of Fresno, State of California

BY 

Deputy

STAMOULES AIRPORT PLAN FOR CONSTRUCTION

Land Use Authorized by the Planning Commission's approval of Conditional Use Permit

No. 3694, June 22, 2023.

Owner/Operator:

N. D. Stola, LLC

A California Limited Liability Company

904 S. Lyon Avenue, Mendota, CA 93640-9375

Applicant:

Mr. Dio Stefanopoulos, Vice President

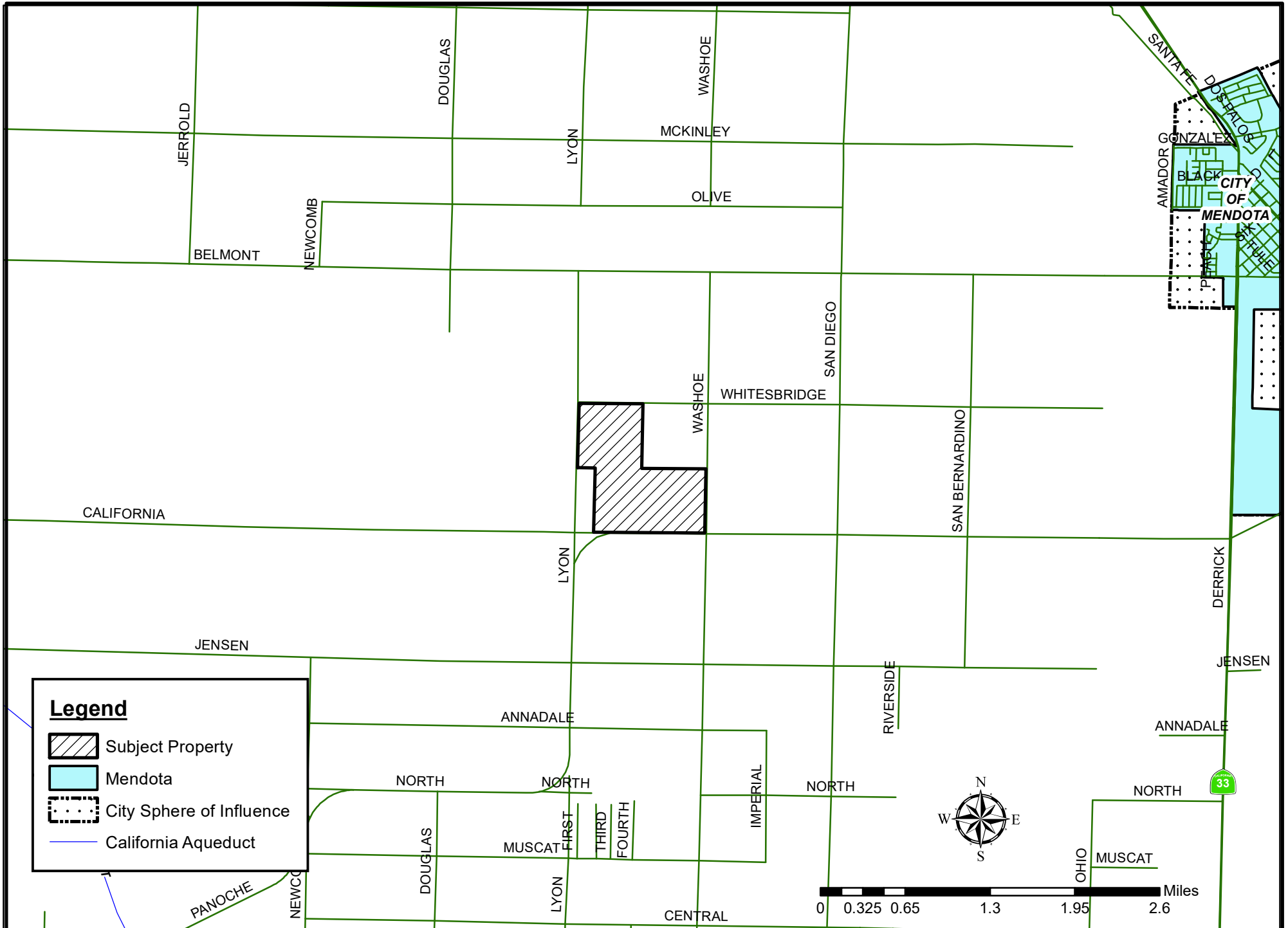
Stamoules Produce Co., Inc.

904 S. Lyon Avenue, Mendota, CA 93640-9375

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Site Layout Plan.....	4
Project Description and Operational Statement.....	5

LOCATION MAP





9/28/2012 AC 150/5300-13A

Table 3-5. Runway design standards matrix

ITEM	DIM ¹	B-II			
		Visual	Not Lower than 1 mile	Not Lower than 3/4 mile	Lower than 3/4 mile
Runway Design					
Runway Length	A	Refer to paragraph 202 and 204			
Runway Width	B	75 ft	75 ft	75 ft	100 ft
Shoulder Width		10 ft	10 ft	10 ft	10 ft
Blas Pad Width		45 ft	45 ft	45 ft	120 ft
Blas Pad Length		150 ft	150 ft	150 ft	150 ft
Crosswind Component		13 knots	13 knots	13 knots	13 knots
Runway Protection					
Runway Safety Area (RSA)					
Length beyond departure end ^{1, 10}	R	300 ft	300 ft	300 ft	600 ft
Length prior to threshold	P	300 ft	300 ft	300 ft	600 ft
Width	C	150 ft	150 ft	150 ft	300 ft
Runway Object Free Area (ROFA)					
Length beyond runway end	R	300 ft	300 ft	300 ft	600 ft
Length prior to threshold	P	300 ft	300 ft	300 ft	600 ft
Width	Q	500 ft	500 ft	500 ft	800 ft
Runway Obstacle Free Zone (ROFZ)					
Length		Refer to paragraph 208			
Width		Refer to paragraph 208			
Precision Obstacle Free Zone (POFZ)					
Length		N/A	N/A	N/A	200 ft
Width		N/A	N/A	N/A	800 ft
Approach Runway Protection Zone (RPZ)					
Length	L	1000 ft	1000 ft	1700 ft	2500 ft
Inner Width	U	500 ft	500 ft	1000 ft	1000 ft
Outer Width	V	700 ft	700 ft	1150 ft	1750 ft
Acres		13.770	13.770	48.978	78.914
Departure Runway Protection Zone (RPZ)					
Length	L	1000 ft	1000 ft	1000 ft	1000 ft
Inner Width	U	500 ft	500 ft	500 ft	500 ft
Outer Width	V	700 ft	700 ft	700 ft	700 ft
Acres		13.770	13.770	13.770	13.770
Runway Separation					
Runway centerline to:					
Parallel runway centerline	H	200 ft	Refer to paragraph 316	200 ft	250 ft
Holding position	D	240 ft	240 ft	240 ft	300 ft
Parallel taxiway/ taxiway centerline ^{2, 4}	D	240 ft	240 ft	240 ft	300 ft
Aircraft parking area	G	250 ft	250 ft	250 ft	400 ft
Helicopter touchdown pad		Refer to NC 150/5390-2			

Notes:
 * Appendix C contains non-interactive tables for all RDCs.
 † Value in the table are rounded to the nearest foot. 1 foot = 0.305 meters.

Interactive Form

RUNWAY DATA

ITEM	VALUES
RUNWAY CATEGORY	UNCLASSIFIED
PHYSICAL LENGTH/WIDTH AND SURFACE	4864x75' CONC. 12(10)
THRESHOLD DISPLACEMENT (D) OR RELOCATION (R)	0.025
EFFECTIVE GRADIENT (%)	0.025
PAVEMENT STRENGTH (1000g) SINGLE WHEEL GEAR	360 (RECOMPT)
LIGHTING AND VISUAL AIDS	MRL/REL
MARKING	NON-PRECISION
ORIGINAL DESIGN AIRCRAFT	360
INSTRUMENT APPROACH TYPE/ RUNWAY FIX PART 73 CATEGORY	360
APPROACH SLOPE REQUIRED/CLEAR	20:1 / 20:1
RUNWAY REFERENCE POINT	LAT N 30° 45' 44.33" ELEV MSL=233.00 LONG W 120° 28' 14.99"
RUNWAY END COORDINATES	LAT N 38° 43' 25.39" ELEV MSL=232.5 LONG W 120° 27' 58.68"
RUNWAY SAFETY AREA DIMENSIONS	WIDTH 300 LENGTH (200' BEYOND END) 200'
RUNWAY PROTECTION ZONE DIMENSIONS	INNER/OUTER/LENGTH 150'/500/700/1000
RUNWAY OBSTACLE FREE ZONE AIRCRAFT	CLASS A & B
CROSSWIND COMPONENT	13 KNOTS

LEGEND

SYMBOL	FACILITY DATA	
	PROPOSED	FUTURE
—	—	—
—	—	—
—	—	—
—	—	—
—	—	—
—	—	—
—	—	—
—	—	—
—	—	—
—	—	—

NOTES

1. RUNWAY SHALL COMPLY WITH ALL CALTRANS AND FAA REQUIREMENTS
2. ANY AVIATION EASEMENT REQUIRED TO BE OBTAINED



DATE: 8/10/23

AIRFIELD, RUNWAY AND HANGER
 STAMBOLES, PRODUCE CO.
 FRESNO COUNTY
 CALTRANS EXHIBIT

REV. NO.	DESCRIPTION	DATE

ENGINEER: MAH
 LICENSE NO: 76721
 DRAWN BY: MAH
 CHECKED BY: DMB
 SCALE: AS SHOWN
 PROJECT NO: 20-062
 SHEET
 1 1

**Stamoules Produce Co., Inc.
Private Use Airport Plan for
Construction/
Operational Statement
August 11, 2023**

Applicant:

Mr. Dio Stefanopoulos, Vice President
Stamoules Produce Co., Inc.
904 S. Lyon Ave.
Mendota, Ca. 93640-9735

Record Owners:

N. D. Stola, LLC
A California Limited Liability Company
904 S. Lyon Ave.
Mendota, CA 93640-9735

APN: 019-040-28s

Parcel Size: 434.93+/- acres (Note: the airport area is approximately 8.5 +/- acres)

Location: 904 S. Lyon Ave., Mendota, Ca.

Request: Approval of plan for construction of an airport in the AE-20 Zone District.

Background

The applicant operates a large crop producing facility in the unincorporated community of Mendota. For various business purposes, connectivity with major metropolitan areas is necessary via airplane. Equipment parts, staff and customers of the immediate adjacent processing facility can conveniently visit the site.

The applicant seeks approval from the County Board of Supervisors of a plan for construction of an existing 4,847-foot-long and 75-foot-wide concrete runway on an existing 434.93+/- acre parcel (note the airport area is approximately 8.5+/- acres). The airport (land use) was approved by the Planning Commission on June 22, 2023. The applicant also needs permit approval to operate from the California Department of Transportation, Division of Aeronautics.

1. Nature of the Operation

The two highest performing aircraft that may use this airport are the King Air 360 and the Cessna CJ2. In accordance with the manufacturer's recommendations, each of the applicant's fully loaded aircraft will require about 2,700' of runway for landing and 3,500' for take-off depending upon outside air temperature and relative wind velocity. Only invited guests will use the airport. Licensed pilots will be aware of the strip's landing and takeoff limitations. Invited guest's aircraft using the airport will not require a greater distance for take-off and landing. Many small single engine aircraft are capable of take-off and landing in less than 1,000'.

In the future, crop dusting aircraft may utilize the site.

2. Operational Time Limits

The airport will be available for emergencies on a 24/7 basis but operational from 7am to 10pm. The airport will be limited to the applicant's business travel, private family and invited guests only.

The airport will have no tower and will not be manned which is typical of such private airports which will not be an issue as the use of the proposed airport is by invitation only. Fresno Air Traffic Control (ATTC) will advise and monitor the airport's activities per FAA guidelines. IFR and VFR pilot and airplane capabilities will be possible at this airport depending on the pilots, aircraft and environmental circumstances.

3. Number of Customers/Visitors

The airport is not open to the public. Expect for flight emergencies of other aircraft that must land at this facility, only the applicant and his invited guests may use the facility.

4. Employees

The existing packing facility has 40- 75 employees depending on the season. No new employees are required for the facility. One to two ranch personnel will perform airport maintenance such as cleaning the runway of debris, and performing other tasks as required. Due to the limited use of the airport, a ranch employee will be at the at the facility as needed.

Specialized aircraft maintenance, fueling and related tasks will be undertaken by third party purveyors. All major engine, hydraulics, body, glass, electronics, mechanical, and similar specialty maintenance work, etc. will be done off site at a certified competent maintenance facility. All such work will be on an *as needed* basis per manufacturers and FAA recommendations.

5. Service/Delivery Vehicles

Fuel will be delivered to the aircraft by a third-party purveyor in a special vehicle designed, built and permitted for such use on an as needed basis. No fuel will be stored onsite.

General light airplane inspections and light vehicle maintenance will occur in accordance with manufacturers and FAA recommendations.

6. Site Access

The site is directly accessible from S. Lyon Ave., accessible from an existing service road to the Stamoules Produce facility and accessible from N. Washoe Ave., directly west of the airport.

7. Number of Parking Spaces for Employees

There will be parking spaces for 10 vehicles. The airport and adjacent parking areas will be concrete slab on grade. A private airplane hangar is also proposed with 10 additional parking spaces.

8. Goods Sold on Site

No product is sold on site.

9. Equipment Used

Project equipment requirements are:

- a. Tractor for moving airplanes.
- b. All storage tanks will meet applicable containment and other safety standards.

10. Supplies/Materials

- a. Typical aircraft basic parts and lubricants. All lubricants, solvents etc., will meet applicable containment and disposal standards.
- b. No hazardous materials will be stored onsite. As noted above, no fuel will be stored on site.
- c. Future crop-dusting operations will comply with all applicable materials handling, storage and usage protocols.

11. Does the Use Cause an Unsightly Appearance, Noise, Glare, Dust, Odor

Appearance

The site is within a larger 434.93 +/- acre ranch that often has visitors to discuss the purchasing of the applicant's agricultural products. A variety of food safety regulations also apply to the site. Therefore, the site will not be unsightly in appearance.

Noise

Aircraft

The proposed airport and related buildings will occupy about 28 +/- acres of the ranch. The applicant will limit the use of the airport to their personal use and invited guests. Aircraft noise will be emitted by the applicant's aircraft and those of invited guests. Please see EXHIBIT "A" entitled Estimated Noise Contours that illustrates the location and length of the proposed airport and the closest receptor 4,200 +/- ft. from the proposed runway. The isolated nature of the proposed runway and the hours of operation being limited from 7 am to 10 pm except for emergencies ensures the project will meet applicable noise standards as confirmed by various studies conducted by LSA of Fresno and deemed accurate by the county.

It is estimated that the applicant's King Air will be flown an average of twice a week and the Cessna Citation flown once a week. Flight times will vary from 7am to 10pm. It is estimated invited guests will use the proposed airport twice a month and will operate aircraft of similar performance as the applicant's airplanes. Crop dusting, if ever, will be seasonal.

According to an article entitled COMMUNITY NOISE ANALYSIS OF G/A AIRCRAFT - LOCAL AIRPORTS CASE STUDY, *"It is a popular misconception that all jets are noisier than all turboprops which are noisier than all piston aircraft. Small piston engine aircraft can be quite noisy. The world's most popular aircraft the Cessna 172 is noisier on take-off than the most popular new generation business jets: Citation CJ, CJ2,..."*. Source: 5th Congress of Alps-Adria Acoustics Association 12-14 September 2012.

Review of the County of Fresno Airport Land Use Commission Sierra Sky Park Airport Land Use Plan indicates that airport can accommodate twin engine airplanes including the Beechcraft King Air and other airplanes of similar performance. This use profile was confirmed in a conversation with the Sierra Sky Park Homeowner Association president who is a professional pilot. Therefore, the Sierra Sky Park Airport Land Use Plan noise profiles are similar to the noise profiles that will be generated by the proposed airport.

EXHIBIT "A" illustrates the approximate location of the 70 and 60 CNEL noise profile of the proposed airport using the Sierra Sky Park Airport Land Use Plan noise profiles as a guide. Note the distance to the closest receptor is a substantial distance from the 60 CNEL noise profile clearly indicating the proposed airport will not cause adverse noise impacts to adjacent properties or residents.

A comprehensive noise evaluation of the proposed project was prepared by LSA of Fresno. That evaluation was prepared in consultation with county staff and concludes the proposed airport can operate in accordance with the project operational statement without adverse impacts to surrounding properties.

Other Noise Sources

All ground and aircraft equipment will comply with the FAA and the manufacturer's applicable regulations including mufflers, idling, etc. Interior roads and parking areas will be paved per Fresno County standards for all weather conditions.

Odors

The project will produce no odors.

12. Solid/Liquid Waste Produced

Project waste will be placed in appropriate 33-gallon capacity trash receptacles (separated by type of waste). Said waste is disposed of in county mandated trash receptacles for removal by a private hauler to be identified. When the proposed hanger is constructed, it will include lavatories.

13. Estimated Volume of Water Used

The airport will not require any water to be used on a regular basis. Aircraft will require washing and cleaning about once every month. The source of the water will be from an on-site agricultural well which is estimated to be 750 to 1,000 gallons per month.

14. Proposed Advertising

There will be no business signage. All signage for safety, as per Cal OSHA, Caltrans, FAA, etc. will be posted as required.

15. Existing or New Buildings Constructed

Please see the attached project site plan and elevations for the location of proposed buildings including an aircraft hangar. An office component, conference and restrooms rooms will also be included in the proposed hanger.

16. Building/Proportion of Buildings Used in the Operation

The applicant intends to construct an airplane hangar based on the design illustrated on the attached project site plan and related site renderings. The building will be of Type I construction with a metal roof skin and a CMU façade on three sides while the elevation of faces airport will have a storefront glazing.

An office component, conference and restrooms rooms will also be included in the proposed hanger.

17. Outdoor Lighting or Sound Amplification

During night operation, outdoor lighting will illuminate the runway. All building lighting will be hooded and diverted downward. Nighttime runway lighting will only be energized when the runway is operational. Runway lights will be turned on 30 minutes prior to sunset when planned nighttime operations occur.

The project will also utilize security cameras covering the facility 24/7. There will be no sound amplification system.

All building lighting will be hooded and directed downward. Airport lighting will be of a low intensity and meet all applicable standards. Further, due to the size of the applicant's ranch, there are no proximate residences that could be annoyed by glare.

During night operations, outdoor security lighting will illuminate the proposed buildings.

18. Landscaping/Fencing

The area around both sides and the southern end of the airport is planted with pistachio trees. No landscaping is proposed for the project.

19. Other Information Providing Clear Understanding of the Project Operations

Surface drainage and runoff control:

Site and drainage will occur in accordance with County of Fresno requirements.

Employee Training:

Employee training logs are retained corresponding to assigned equipment. The project will train employees and conduct safety meetings on pertinent subjects for operations. Special emphasis is placed on general safety, housekeeping and emergency procedures.

Fuel storage:

No fuel will be stored onsite.

Safety equipment:

The project will comply with all applicable design, construction, operational and safety standards including:

- Storage and use of fertilizers and pesticides
- Fire protection

Caltrans Division of Aeronautics

An Airport Site Plan Approval Application (Form DOA 100) has been submitted to the Caltrans Division of Aeronautics. The application has undergone initial review by Caltrans Aviation Safety Officer Christopher Brooks. Mr. Brooks provided initial recommendations regarding the airport plan prepared by Gateway Engineering. Caltrans requires approval of the airport plan by the Board of Supervisors before the permitting process can move forward. Caltrans will require that all appropriate state and FFA regulations for a special use airport be satisfied prior to approving the plans.

20. Owners, Officers and/or Board Members

Pagona Stefanopoulos, President and CEO of S. Stamoules, Inc. and S. & S. Ranch, Inc.
Mr. Dio Stefanopoulos, Vice President.

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