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## Building Area Development

### OVERVIEW



The building area of an airport encompasses all of the airport property not devoted to runways, major taxiways, required clear areas, and other airfield-related functions. Among the building area facilities found at most public-use airports are:

- Based aircraft tiedowns and storage hangars
- Transient aircraft parking
- Fixed base operations (FBO) facilities
- Fuel storage and dispensing equipment
- Access roads and automobile parking
- Perimeter/security fencing and access gates
- Lights, markings, and signs
- Aircraft washing area(s)
- Public restrooms
- Public telephones



At busy general aviation airports the following additional facilities are also common:

- A terminal building with pilots lounge
- Air traffic control tower
- Emergency response equipment and storage facility
- Corporate aircraft storage hangars/offices
- Airport maintenance facilities
- Air freight handling facilities
- Tenant aircraft maintenance shelter(s)
- Public airport viewing area(s)
- Aviation support facilities, such as restaurant/coffee shop, rental car facilities, etc.
- Commercial/industrial buildings and other nonaviation revenue-producing uses

This chapter examines the factors that affect the siting and development of future building area facilities at Jacqueline Cochran Regional Airport and recommends ways to accommodate projected demand. The focus is on providing direction for the appropriate expansion and use of the available building areas on the airport, particularly on the north side. Secondary consideration is given to other building areas, particularly with respect to long term planning.

## DESIGN FACTORS

Several factors will influence the planning and, later, the development decisions associated with Jacqueline Cochran Regional Airport's building areas. Most of these factors can be grouped under four basic headings:

- ▶ **Demand** — The demand for additional aviation-related facilities at Jacqueline Cochran Regional Airport is forecast to continue over the 20-year planning period. This projected growth is based on such factors as the airport's location, the availability of new airport facilities, the increased value of new aircraft, and local socioeconomic factors and development policies.

As documented in Chapter 2, Desert Resorts based aircraft are forecast to increase by 259 percent over the 20-year planning period – from the current 71 based aircraft to 255 aircraft. This represents a net increase of 184-based aircraft. Based single-engine aircraft are anticipated to grow by 110 aircraft. Twin-engine aircraft would grow by 40 new aircraft and jets by 30 new aircraft. Based helicopters would grow by 4 new aircraft. These new aircraft will need to be accommodated in new or expanded facilities on the airport. This projected demand can be accommodated within the airport's currently available north side building area.

The various types of aircraft that will use the airport in the future are not expected to differ significantly from the types of aircraft currently using the airport today – that is, primarily personal/recreational aircraft, small to mid-size business/corporate aircraft, and a range of larger business/corporate aircraft (e.g., Gulfstream V to BBJ2).

- ▶ **Setback Distances** — The interior boundary of the airport building area is determined in large part by the necessary setback distances from the runways and taxiways. As discussed in

the preceding chapter, the following design criteria are recommended:

- › Setbacks of 750-feet (BRL [building restriction line] 35' and 850-feet (BRL 50') from the centerline of Runway 17-35 to any future buildings on the airport's east and west sides.
- › A minimum of 390-feet from the centerline of Runway 12-30 to any future buildings to the north of the runway (BRL= 20'). The same criterion should be applied to the south side of Runway 12-30 after the new Taxiway G becomes operational and Taxiway C is closed. This would leave over 200 feet of depth between the BRL and the airport property line. Alternatively, the adjacent Redevelopment Agency property could gain airfield access through this area, as well.
- › A minimum of 49-feet from apron edge taxiway centerlines to aircraft parking positions and hangars adjacent to Runway 12-30.
- › A minimum of 66-feet between facing T-hangars and a minimum of 86-feet between facing large box-hangars.
- › A minimum of 75-feet between helicopter parking and maneuver areas and buildings or other objects.

These last three setbacks should be adequate to accommodate regular use by aircraft with wingspans of up to 54.5-feet (e.g., Beech Super King Air and other light twins) in the building area and helicopters with rotor spans of up to 54-feet in their designated facilities. Occasional use by aircraft/rotorcraft with greater wingspans/rotor spans should be acceptable, provided that the pilots of the larger aircraft/rotorcraft exercise appropriate care while maneuvering on the taxiways and apron areas. Non-operating areas to be used by larger fixed-wing aircraft (i.e., wingspans up to 118-feet) should be designed accordingly.

- › **Existing Facilities** — The airport's primary building area is located on the airport's north side at the south end of the main entrance road, Vic Higgins Drive. This Master Plan anticipates that the majority of building area development over the next twenty years will take place in this area, although provisions are also made for future development opportunities at other locations on the airport, as well.

The physical condition of the majority of existing structures and other facilities in this area is generally good, although there are several older structures of questionable quality in scattered

locations throughout the area. Some of these structures have already been removed, while others are slated for removal or relocation. With the exception of these few buildings, the other existing facilities are expected to be usable for 20 or more years and are assumed to remain in place and be fully functional.

- ▶ **Accessibility** — An important design consideration is the ease of access to individual portions of the building area from both the taxiway system and public roads. At Jacqueline Cochran Regional Airport, the full-length parallel taxiway (Taxiway F) adjacent to Runway 17-35 and Taxiway A provide good access between the runways and the building areas. In the future, extensions to Taxiway B and a new Taxiway G will provide good access to developable areas on both the east and south sides of the airport.

Direct public vehicular access to building area facilities on the north side is provided via Vic Higgins Drive to Avenger Boulevard and several new interior streets. There is no public vehicular access to the airport's east, south and west sides at this time.

- ▶ **Development Staging** — Another important factor in the preparation of a building area plan is the timing of future development. The objective is to have a plan that is flexible enough to adapt to changes in type and pace of facility demands, is cost-effective, and also makes sense at each stage of development. The existing configuration of the north side of the airport makes short-term versus long-term conflicts unlikely, particularly in light of the fact that there is considerable land area available for long-term development elsewhere on the airport. This particularly so for the east side which has sufficient land available to meet any air cargo, air carrier, or other aviation and non-aviation development requirements well beyond the scope of this master plan.

## PRINCIPAL BUILDING AREA FACILITIES

### North Side Development Area

The north side development area of the Jacqueline Cochran Regional Airport is currently the only development area on the airport. Over the life of this plan, the role of the north side of the

airport is expected to continue to evolve as the center of general and corporate aviation activity. Beyond the life of this master plan, the airport's east side has the capacity to be developed as the center of air cargo and/or air passenger activities. However, unless and until this occurs the north side will remain the airport's Terminal Area. Because of its size and configuration, the Terminal Area is divided into an east section (Figure 4-1) and a west section (Figure 4-2).

### Aircraft Storage and Parking

The forecasts and demand/capacity analyses prepared as part of the Master Plan Update indicate that about 255 aircraft could be based on the airport within twenty years. All of the projected future based aircraft (184) are expected to be accommodated within newly constructed aircraft storage hangars, and the demand for based tiedowns is expected to decrease as hangars become available.



North side

#### *Hangars*

In 2002 there were 64 hangar units at the airport. Of these hangars, only 7 were on land leased from the County and the remaining 57 were located on the Million Air leasehold. The availability of reasonably priced storage hangars is one of the key factors required to generate growth in the number of based aircraft at Jacqueline Cochran Regional Airport.

#### *Future Hangars*

The most efficient way for this demand to be generated is to set aside land for private parties to build both large and small hangars in selected areas. The demand for hangars at Jacqueline Cochran Regional Airport is expected to range from T-hangars to 10,000-square foot box-hangars and large corporate aircraft hangars. There is sufficient land available within the existing Terminal Area to accommodate development of the additional number of hangars required to meet projected demand over the 20-year planning period.

Figure 4-1 (Terminal Area Plan East) designates over 50-acres for future FBO facilities and/or large corporate or executive aircraft hangars. Development in the East Terminal Area is primarily oriented toward larger jet aircraft, up to and including the Boeing Business Jet 2 (BBJ2). To facilitate the development of this area the County recently completed the first phase of a multi-phase air-



Mid-field

craft apron at the north end of Taxiway F. The completed portion of this apron is in excess of 4-acres and includes two connecting (ramp) taxiways designed to accommodate Airplane Design Group III aircraft (wingspans of up to 118 feet). When completed the ramp will be over 1,800 feet long and cover over 10-acres.

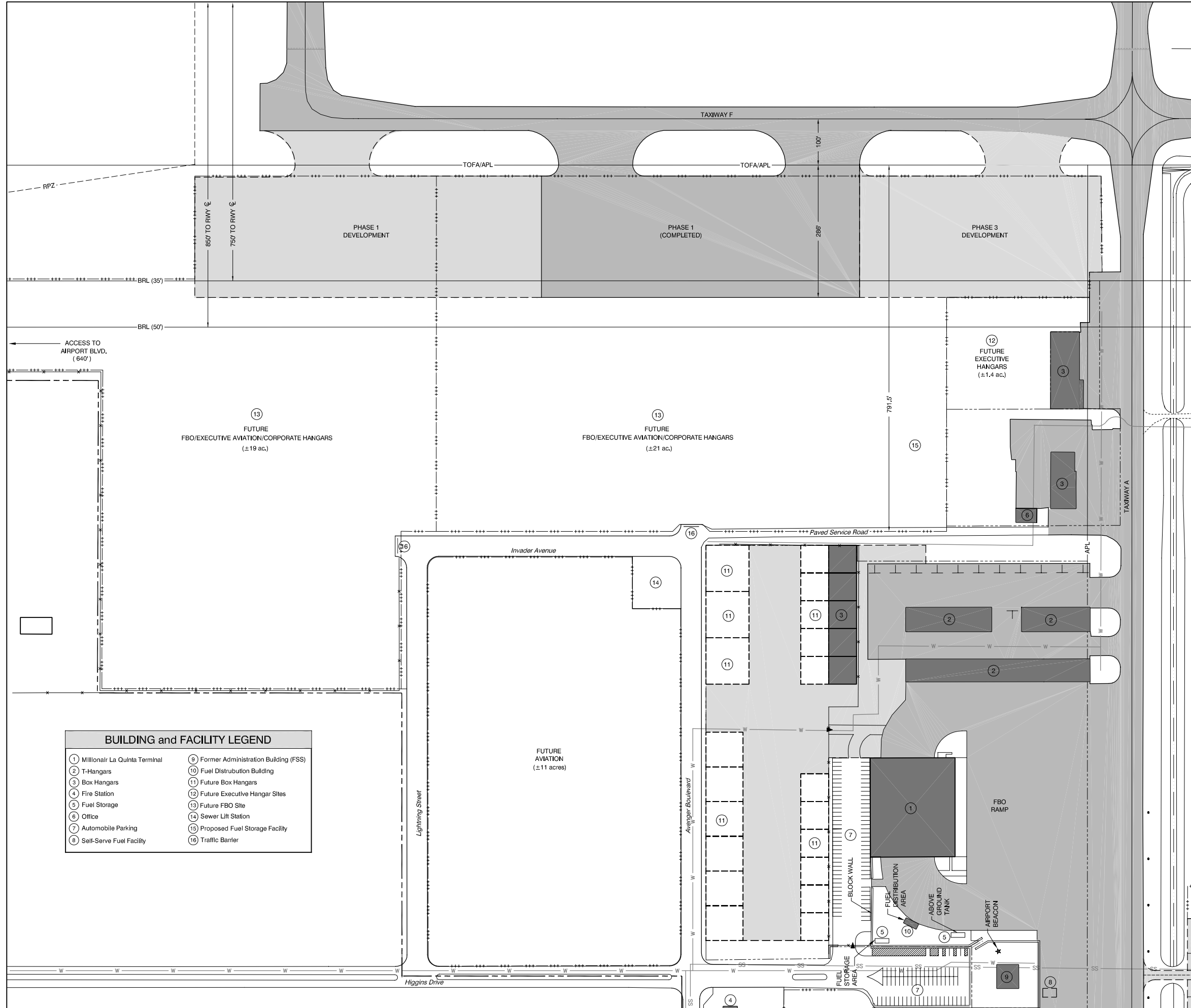
Figure 4-2 (Terminal Area Plan West) designates over 36 acres for the development of a range of general aviation hangar types, from basic T-hangars to medium-sized executive hangars, and other aviation-related uses. One 4-acre parcel centered on proposed new Taxiway T has already been leased. This area has the potential for up to 22 2,000-2,100 square-foot box hangars. A 9-acre parcel between Liberator Lane and Warhawk Way is proposed to be developed in three separate phases with the potential for up to 95 hangars of various configurations, from T-hangars to large box hangars.

Two additional sites of 7 and 8 acres each have been identified for development by a master developer. The County will issue Requests for Proposals (RFPs) for the development of these sites. An additional 7,200 square foot box hangar is also proposed on an existing leasehold. A 6-acre site located immediately to the north of the Million Air/La Quinta Aviation hangar is proposed to be used for the expansion of Million Air with the addition of 25 future box hangars. An additional 2.7-acres, suitable for infill with new hangars or for county facilities, is also available for development within the Terminal Area Plan West. There is sufficient developable land on the Terminal Area Plan West to accommodate all projected general aviation hangar demand for the next twenty-years. Any new hangars in these areas should also include provisions for restrooms, pay telephones, and office and storage areas, where appropriate.

### ***Based Airplane Parking Positions***



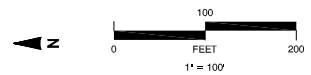
Jacqueline Cochran Regional Airport currently has an estimated 37 aircraft tiedown spaces that accommodate both based and transient aircraft. Of these spaces, 25 are county-owned and the other 12 are located at the Million Air FBO site. Other tiedown positions are located on individual leaseholds. Given the very high temperatures associated with the Desert Resorts region, and following a current industry trend, most aircraft owners now prefer to store their aircraft in hangars whenever possible. As a result, the existing number of based tiedown spaces should be adequate for the foreseeable future.



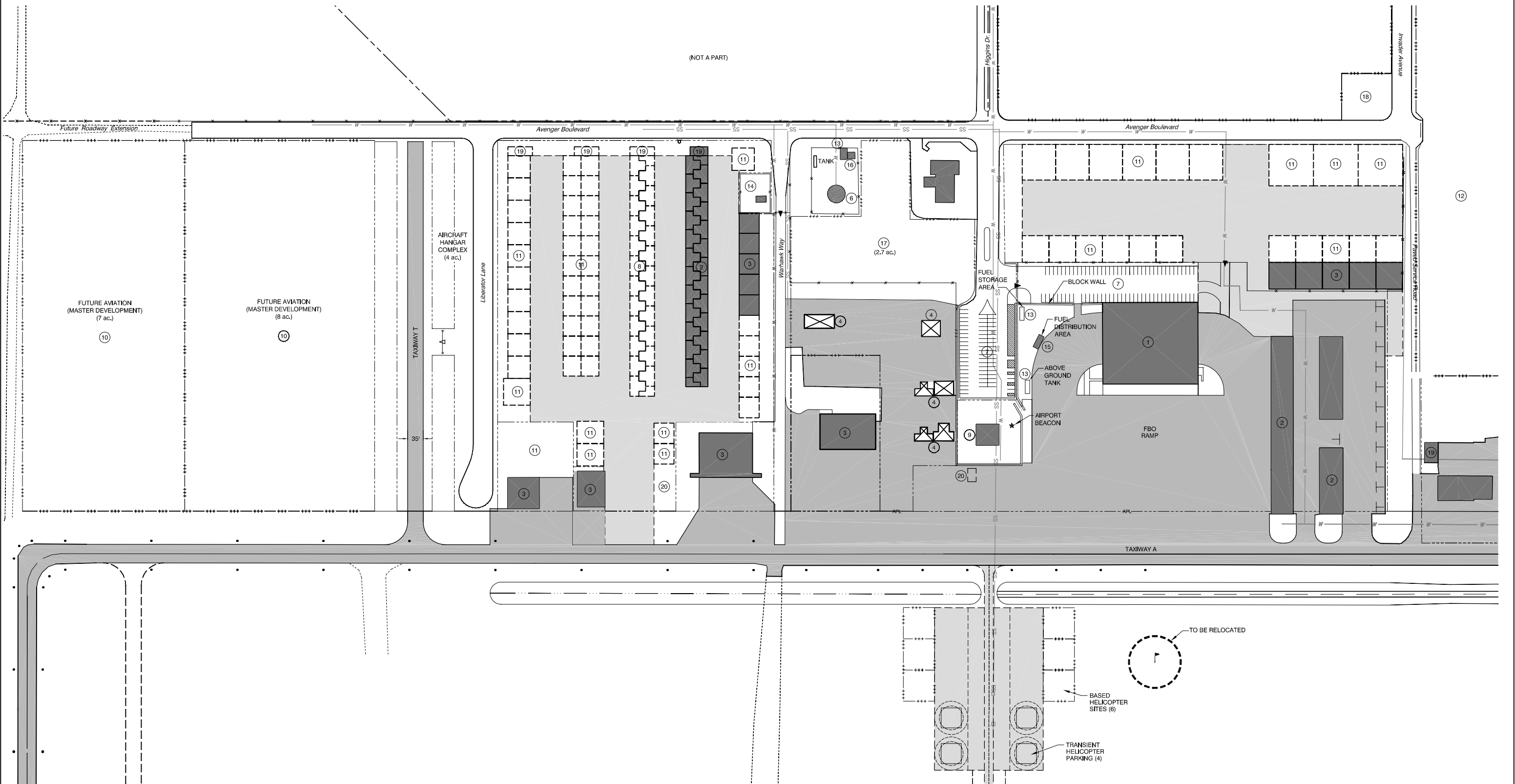
BUILDING and FACILITY LEGEND	
1 Millonair La Quinta Terminal	9 Former Administration Building (FSS)
2 T-Hangars	10 Fuel Distribution Building
3 Box Hangars	11 Future Box Hangars
4 Fire Station	12 Future Executive Hangar Sites
5 Fuel Storage	13 Future FBO Site
6 Office	14 Sewer Lift Station
7 Automobile Parking	15 Proposed Fuel Storage Facility
8 Self-Serve Fuel Facility	16 Traffic Barrier

DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT	[Symbol]	[Symbol]
OTHER PAVEMENT IN USE	[Symbol]	[Symbol]
DIRT OR GRAVEL ROAD	[Symbol]	[Symbol]
AIRPORT PROPERTY LINE	[Symbol]	[Symbol]
INTERNAL BOUNDARY (lease, R.O.W, etc.)	[Symbol]	[Symbol]
CRITICAL AIRFIELD AREAS <sup>1</sup>	[Symbol]	[Symbol]
UTILITY <sup>2</sup>	[Symbol]	[Symbol]
BUILDING	[Symbol]	[Symbol]
BUILDING TO BE REMOVED/RELOCATED	[Symbol]	[Symbol]
FENCE	[Symbol]	[Symbol]
VEHICLE GATE	[Symbol]	[Symbol]
WIND CONE	[Symbol]	[Symbol]
UTILITY POLE / POWER LINE	[Symbol]	[Symbol]
FLOW LINE	[Symbol]	[Symbol]

<sup>1</sup> APL - Aircraft Parking Limits  
<sup>2</sup> W - Domestic Water  
 SS - Sanitary Sewer



NO.	REVISION	SPONSOR	DATE
<b>JACQUELINE COCHRAN REGIONAL AIRPORT</b> THERMAL, CALIFORNIA <b>TERMINAL AREA PLAN EAST</b>			
707 Aviation Blvd., Santa Rosa, California 95403 - (707) 526-5010			
DESIGN:	MM/CB	DRAWN:	TE
DATE:	May 2004	SHEET	1 OF 2



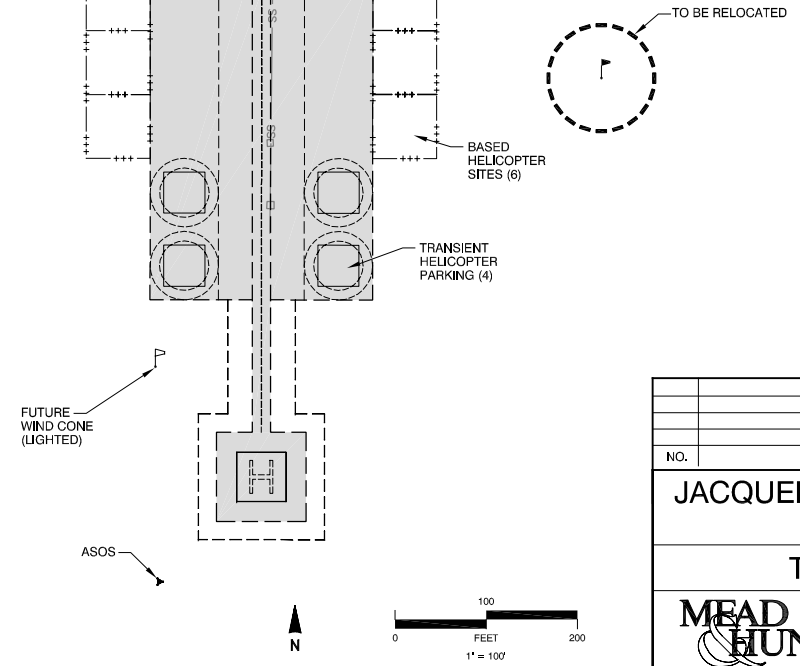
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DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT	[Symbol]	[Symbol]
OTHER PAVEMENT IN USE	[Symbol]	[Symbol]
DIRT OR GRAVEL ROAD	[Symbol]	[Symbol]
AIRPORT PROPERTY LINE	[Symbol]	[Symbol]
INTERNAL BOUNDARY (lease, R.O.W, etc.)	[Symbol]	[Symbol]
CRITICAL AIRFIELD AREAS <sup>1</sup>	[Symbol]	[Symbol]
UTILITY <sup>2</sup>	[Symbol]	[Symbol]
BUILDING	[Symbol]	[Symbol]
BUILDING TO BE REMOVED/RELOCATED	[Symbol]	[Symbol]
FENCE	[Symbol]	[Symbol]
VEHICLE GATE	[Symbol]	[Symbol]
WIND CONE	[Symbol]	[Symbol]
UTILITY POLE / POWER LINE	[Symbol]	[Symbol]
FLOW LINE	[Symbol]	[Symbol]

<sup>1</sup> APL - Aircraft Parking Limits  
BRL - Building Restriction Line

<sup>2</sup> W - Domestic Water  
SS - Sanitary Sewer

BUILDING and FACILITY LEGEND	
1 FBO Terminal and Hangar	12 Future Executive Hangar Sites
2 T-Hangars	13 Fuel Tank
3 Box Hangars	14 Maintenance Building and Power Vault
4 Portable Hangars (to be relocated)	15 Fuel Distribution Building
5 Fire Station	16 Pump House
6 Water Tank	17 Future Aviation Use
7 Automobile Parking	18 Sewer Lift Station
8 Future T-Hangars	19 Aviation Office
9 Former Administration Building (FSS)	20 Future Self-Serve Fuel Facility
10 Future Hangar or FBO Sites	
11 Future Box Hangar (s)	



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DATE:	May 2004	SHEET:	2 OF 2

### *Helicopter Parking Positions*



Jacqueline Cochran Regional Airport currently has no designated helicopter operations area and no designated transient helicopter parking positions. Helicopters currently land and takeoff in the vicinity of the Million Air ramp adjacent to Taxiway A. This results in a mixing of helicopter and fixed-wing aircraft in this area. Although not a problem today, any increase in based helicopters and/or helicopter operations could become an issue in the future. For this reason, this Master Plan proposes the development of a dedicated helicopter operating area located south of Taxiway A opposite the end of Vic Higgins Drive. The proposed facility would consist of a single helipad capable of handling helicopters as large as the Sikorsky H-60 Blackhawk (S-70 civilian version). By virtue of being located in this area the helipad would have clear approach and departure corridors to the north, east, south and west. In addition to the proposed helipad, there would be parking spaces for up to 4 transient helicopters and leased parcels available for up to six based helicopter operators (see Figure 4-1).

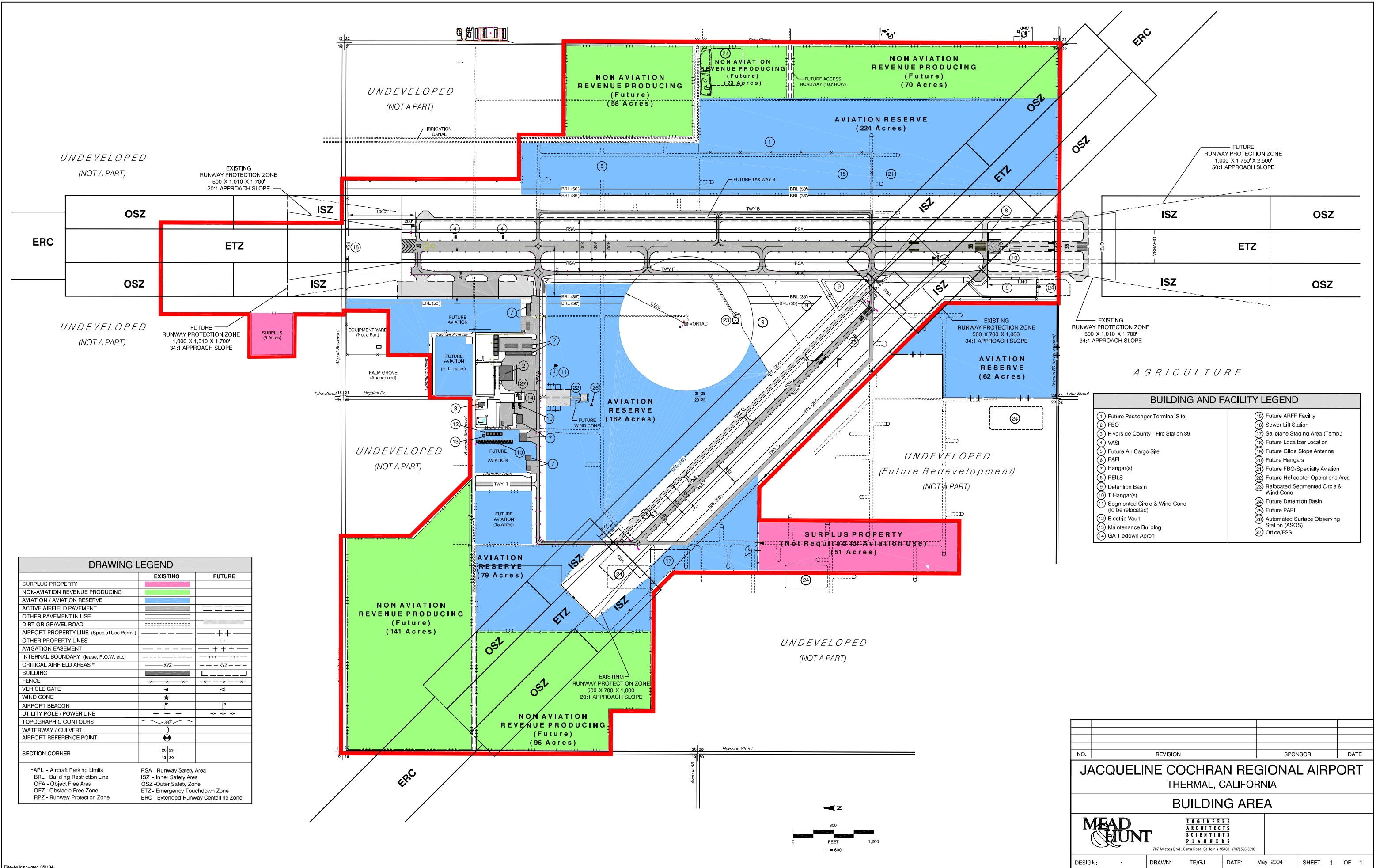
## **FIXED BASE OPERATIONS AREAS**

The Master Plan provides suitable locations for several new and/or expanded FBO activities. Six potential FBO sites are depicted in Figures 4-1 and 4-2. The Terminal Area Plan West (Figure 4-2) identifies two sites ranging in size from 7- to 8-acres which are suitable for hangar/FBO development and the Terminal Area Plan East (Figure 4-1) identifies one 19-acre future FBO site combined with an adjacent 11-acre site reserved for future aviation. Million Air also proposes to develop an upscale general aviation terminal, restaurant and two large executive hangars on a 14-acre site adjacent to Taxiway F and the new executive aircraft apron.

## **SUPPORTING FACILITIES**

### **Aircraft Fueling**

Aircraft fuel service at Jacqueline Cochran Regional Airport is currently provided by Million Air. Jet A and 100LL are available from 7:00 a.m. to 5:00 p.m., and by arrangement. It is anticipated that within the next ten years additional fuel storage facilities will be required. Two additional fueling sites are identified on Figure 4-2,



DRAWING LEGEND		
	EXISTING	FUTURE
SURPLUS PROPERTY	[Pink Box]	
NON-AVIATION REVENUE PRODUCING	[Green Box]	
AVIATION / AVIATION RESERVE	[Blue Box]	
ACTIVE AIRFIELD PAVEMENT	[Grey Box]	
OTHER PAVEMENT IN USE	[Light Grey Box]	
DIRT OR GRAVEL ROAD	[Dotted Line]	
AIRPORT PROPERTY LINE (Special Use Permit)	[Dashed Line]	[Dashed Line]
OTHER PROPERTY LINES	[Dotted Line]	[Dotted Line]
AVIGATION EASEMENT	[Dashed Line]	[Dashed Line]
INTERNAL BOUNDARY (lease, R.O.W, etc.)	[Dashed Line]	[Dashed Line]
CRITICAL AIRFIELD AREAS *	[XYZ]	[XYZ]
BUILDING	[Grey Box]	[Grey Box]
FENCE	[Line with X's]	[Line with X's]
VEHICLE GATE	[Arrow]	[Arrow]
WIND CONE	[Star]	[Star]
AIRPORT BEACON	[T]	[T]
UTILITY POLE / POWER LINE	[T]	[T]
TOPOGRAPHIC CONTOURS	[XXX]	[XXX]
WATERWAY / CULVERT	[Wavy Line]	[Wavy Line]
AIRPORT REFERENCE POINT	[Circle]	[Circle]
SECTION CORNER	[20/29]	[19/30]

BUILDING AND FACILITY LEGEND	
1 Future Passenger Terminal Site	15 Future ARFF Facility
2 FBO	16 Sewer Lift Station
3 Riverside County - Fire Station 39	17 Sailplane Staging Area (Temp.)
4 VASI	18 Future Localizer Location
5 Future Air Cargo Site	19 Future Glide Slope Antenna
6 PAPI	20 Future Hangars
7 Hangar(s)	21 Future FBO/Specialty Aviation
8 REILS	22 Future Helicopter Operations Area
9 Detention Basin	23 Relocated Segmented Circle & Wind Cone
10 T-Hangar(s)	24 Future Detention Basin (to be relocated)
11 Segmented Circle & Wind Cone (to be relocated)	25 Future PAPI
12 Electric Vault	26 Automated Surface Observing Station (ASOS)
13 Maintenance Building	27 Office/FSS
14 GA Tiedown Apron	

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<b>JACQUELINE COCHRAN REGIONAL AIRPORT</b> <b>THERMAL, CALIFORNIA</b> <b>BUILDING AREA</b>			
<small>ENGINEERS ARCHITECTS SCIENTISTS PLANNERS</small> <small>707 Aviation Blvd., Santa Rosa, California 95403 - (707) 538-9010</small>			
DESIGN:	DRAWN: TE/GJ	DATE: May 2004	SHEET 1 OF 1

along with a new fuel storage facility proposed for the Million Air expansion site.

### **Gates and Fencing**

The airport recently completed a perimeter fencing project and the entire airfield operating area is enclosed by a 6-foot high chain link fence.

### **Aircraft Washing**

Jacqueline Cochran Regional Airport currently has no public aircraft wash racks on the airfield. A new aircraft washing facility should be given high priority as part of the development of the future aviation sites in the West Terminal Area.

### **Automobile Parking**



Public automobile parking for Jacqueline Cochran Regional Airport is located at the old airport administration building at the south end of Vic Higgins Drive. There are approximately 60 parking spaces in this newly refurbished parking lot. This parking lot provides adequate space for those currently visiting the airport and not parking at the FBO. It is anticipated that the amount of space available will be adequate to meet future demand, especially since all new development is required by the County to have adequate parking. Based pilots typically will park their cars in their hangars or near their tiedown space. There are also a limited number of informal parking locations at the ends and near hangars, and on the nearby streets.

### **Airport Rescue and Fire Fighting**

Riverside County Fire Department Fire Station 39 is located on the north side of the airport at Vic Higgins Drive and Avenger Boulevard, but it is not an ARFF facility. In the future, with the establishment of scheduled air passenger service or substantial air cargo operations, a dedicated ARFF facility should be developed on the Airport's East Side. Figure 4-3 (Airport Building Areas) indicates one possible site for such a facility.

## NONAVIATION USES

The highest and best use for airport property not required for aviation uses is anticipated to be nonaviation revenue producing. Such uses can range from a small stand-alone restaurant to retail commercial or multi-acre industrial and manufacturing facilities.

Figure 4-3 designates over 150-acres on the airport's east side adjacent to Polk Street for nonaviation revenue producing purposes. This area is surplus to the needs of the airport for future air passenger terminal and air cargo needs, but could bring revenue to the airport in conjunction with the future development of aviation facilities on the airport's east side (see below). Figure 4-3 also depicts 229-acres in the north west corner of the airport that would be suitable for nonaviation revenue producing uses on land not required for future aviation. An additional 60-acres of surplus land is also identified on Figure 4-3. This land could be sold or exchanged for other land.

## Future Aviation Reserve

Figure 4-3 identifies approximately 224-acres located on the airport's east side that should be held in reserve in anticipation of the development of a future air passenger terminal complex, air cargo facilities, an additional corporate aviation facility, and an aircraft rescue and firefighting facility (ARFF). An additional 62-acres located on land owned by the County Redevelopment Agency has been designated for future aviation uses. It is anticipated that that this land would be acquired by trading other surplus airport property. The last area proposed to be reserved for future aviation is the mid-field area between the two runways. Vehicular access to this 162-acre site is constrained by the active runways and taxiways that surround the site. However, future development requirements may justify special tunneling under Taxiway A to gain access to this area.

## Development Restrictions

In addition to the land use and development restrictions imposed by the various FAA safety areas and setback requirements, the Riverside County Airport Land Use Commission (ALUC) has adopted additional land use and density restrictions in the form of "safety zones" located off the runway ends at Jacqueline Cochran Regional Airport. These zones are intended to promote land use planning and regulation, and the safety of persons on the ground, while re-

ducing the risks of serious harm to aircraft occupants making forced landings in these areas. These safety zones are depicted on Table 4A below and are described as follows:

***Inner Safety Zone***

The Inner Safety Zone (ISZ) is defined by the County ALUC as “an area of significant accident risk.”<sup>1</sup> For this reason, the Comprehensive Land Use Plan (CLUP) developed by the (then) Thermal Airport recommend that no structures be permitted within this zone, nor should the storage of petroleum products or explosives be allowed. Likewise, petroleum or natural gas pipelines, and above-ground powerlines are also not allowed.

***Outer Safety Zone***

The Outer Safety Zone (OSZ) is less restrictive than the ISZ, but the CLUP recommends that such land uses as residential dwelling units, hotels, places of public assembly, public utility stations, and facilities that process flammable materials, or that could be damaged in an aircraft accident, among others, be prohibited. Lot coverage is limited to 25% of the net area of the site with no more than 25 people per acre allowed within the structure(s). For uses not in structures, that allowable density is 50 people per acre.

***Emergency Touchdown Zone***

The Emergency Touchdown Zone (ETZ) is intended as an emergency landing area, and, thus, is considered the area of greatest risk for an accident. No structures or other objects that would represent obstructions are allowed in this area.

***Extended Runway Centerline Zone***

The Extended Runway Centerline Zone (ERC) is applied to precision and non-precision instrument runways or to runways serving jet aircraft. No uses involving the manufacture, storage or distribution of explosives or flammable materials as the primary activity are allowed. Allowable building coverage is no more than 50% of the gross area or 65% of the net area. No more than 3 residential dwelling units per acre are allowed and no more than 100 people per acre are allowed in the structures.

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<sup>1</sup> *Riverside County Airport Land Use Commission, “Comprehensive Land Use Plan (for) Thermal Airport,” August 1992.*

The dimensions of the various safety zones are as follow:

**Table 4A**

<b>Safety Zone Dimensions</b>		
	<b>Width</b>	<b>Length</b>
<b>ISZ – INNER SAFETY ZONE</b>		
Precision and Non-Precision Instrument Runways and Runways Serving Jets	1,500 feet	2,500 feet
Visual Approach Runways	1,500 feet	1,320 feet
<b>OSZ – OUTER SAFETY ZONE</b>		
Precision and Non-Precision Instrument Runways and Runways Serving Jets	1,500 feet	2,500 feet
Visual Approach Runways	1,500 feet	2,180 feet
<b>ETZ – EMERGENCY TOUCHDOWN ZONE</b>		
Precision and Non-Precision Instrument Runways and Runways Serving Jets	500 feet	5,000 feet
Visual Approach Runways	500 feet	3,500 feet
<b>ERC – EXTENDED RUNWAY CENTERLINE ZONE</b>		
Precision and Non-Precision Instrument Runways and Runways Serving Jets	5,000 feet	1,000 feet
Visual Approach Runways	5,000 feet	1,000 feet

The locations of these four safety zones for each runway end are depicted on Figure 4-3.