BUILDINGS

NO.	DESCRIPTION	TOP EL. (AMSL) IN FT.
1	AIRPORT ADMINISTRATION/AVIATION MULTI-USE FACILITY	137.1'
2	LARGE BOX HANGAR	135.0'
3	AIRPORT BEACON	238.0'
4	BOX HANGARS	134.0'–145.0'
5	FUEL FARM (TO BE RELOCATED)	118.0'
6	ELECTRIC VAULT	
7	T–HANGARS	125.0'–132.0'
8	PRIVATE BOX HANGARS	125.0'–131.0'
9	MAINTENANCE SHED	137.1'
10	ASOS (TO BE RELOCATED)	141.0'
11	PAPI	N/A
12	OBSTRUCTION LIGHTING	SEE DWG
13	SEG. CIRCLE AND LTD WIND CONE	N/A
14	POLLUTION CONTROL FACILITY/WASHRACK	130.0'
15	AWOS/ASOS SITE (RELOCATED)	145.0'
16	FUTURE APRON EXPANSION	130.0'
17	FUTURE HANGAR DEVELOPMENT	140.0'
18	FUTURE SHADE HANGAR DEVELOPMENT	
19	MODULAR BUILDING	
20	FUTURE FUEL ISLAND (ABOVE GROUND)	

NON-STANDARD CONDITIONS

DESCRIPTION	AIRPORT REFERENCE CODE	EXISTING CONDITIONS	FUTURE CONDITIONS	PROPOSED CORRECTION
RUNWAY OBJECT FREE AREA LENGTH BEYOND RW 2 END	B–II	150'	300'	200' SHIFT OF RUNWAY 2/20
LIGHT POLE AND FENCE PENETRATE GROUP II TAXIWAY OBJECT FREE AREA	B–II	<65.5'	65.5'	ACQUIRE PROPERTY AND RELOCATE LIGHT POLE AND FENCE
NON–PRECISION RUNWAY THRESHOLD STRIPES	B–II	3	4	RE–MARK RUNWAY AFTER 200' SHIFT

AIRPORT DATA

	EXISTING	*INITIAL*	*FUTURE*
AIRPORT ELEVATION (AMSL)	116.8'	*SAME*	*SAME*
AIRPORT REFERENCE POINT (ARP)	LAT.38°22'40.00"N LON.121°57'41.70"W	*LAT.38°22'41.64"N LON.121°57'40.31"W*	*LAT.38°22'44.38"N LON.121°57'38.21"W*
AIRPORT REFERENCE CODE	B–II	*SAME*	*SAME*
NPIAS CATEGORY	PRIMARY COMM. SERVICE	*SAME*	*SAME*
MEAN MAX. TEMPERATURE (HOTTEST MONTH)°F	95°	*SAME*	*SAME*
TERMINAL NAVAIDS	SEG CIRCLE, BEACON	*SAME*	*SAME*
AIRPORT ACREAGE	286	*377.5*	*377.5*

True North

14° 12.0' E MAG. DEC. DECEMBER 2011 –0°6.0'W ANNUAL CHANGE

0 200' 400' 800' 1200'

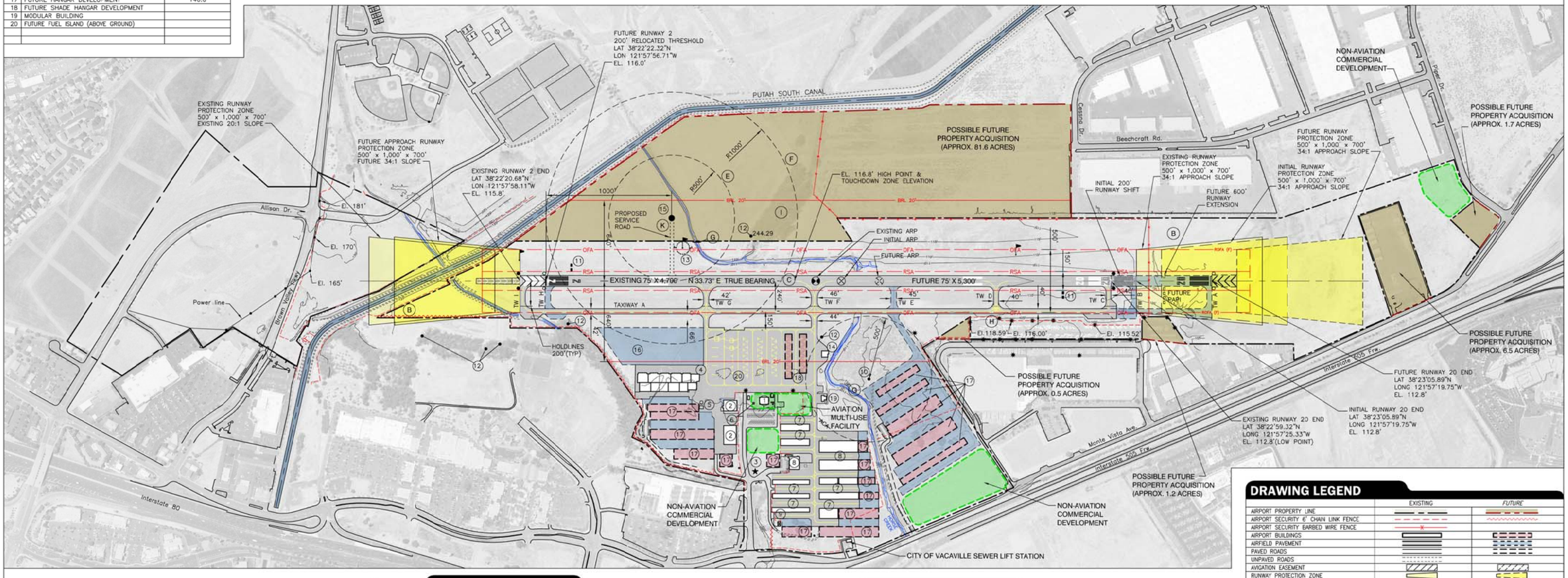
GRAPHIC SCALE IN FEET

APPROVAL SIGNATURES

FEDERAL AVIATION ADMINISTRATION — DATE

AIRPORT MANAGER — DATE

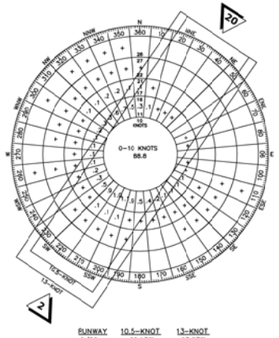
The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49, United States Code, section 47104. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.



DRAWING LEGEND

	EXISTING	*FUTURE*
AIRPORT PROPERTY LINE		
AIRPORT SECURITY 6' CHAIN LINK FENCE		
AIRPORT SECURITY BARBED WIRE FENCE		
AIRPORT BUILDINGS		
AIRFIELD PAVEMENT		
PAVED ROADS		
UNPAVED ROADS		
AVIGATION EASEMENT		
RUNWAY PROTECTION ZONE		
BUILDING RESTRICTION LINE		
RUNWAY SAFETY AREA	RSA	*RSA (F)*
RUNWAY OBJECT FREE AREA	OFA	*ROFA (F)*
AIRPORT BEACON		
LIGHTED WIND CONE & SEGMENTED CIRCLE		
WIND CONE		
PRECISION APPROACH PATH INDICATOR (PAPI)		
HOLDLINES		
AIRPORT REFERENCE POINT		
RUNWAY END IDENTIFIER LIGHTS		
LIGHT POLE		

ALL WEATHER WINDROSE

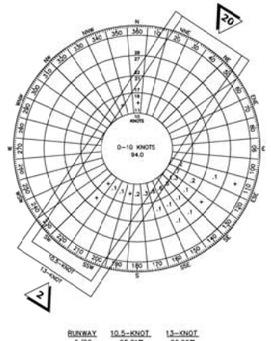


RUNWAY	10.5–KNOT	13–KNOT
2/20	96.13%	97.87%
2	66.50%	69.86%
20	91.20%	92.15%

SOURCE: National Oceanic and Atmospheric Administration, National Climatic Data Center, Station 72482, Vacaville, California. Total Observations: 62,056. Period of Record: August 2001–December 2009.

NOTE: Wind analysis tabulation provided by Barnard Dunkelberg & Company utilizing the FAA Airport Design Software supplied with FAA AC 150/5300–13.

IFR WINDROSE



RUNWAY	10.5–KNOT	13–KNOT
2/20	95.21%	96.96%
2	89.37%	90.50%
20	92.70%	94.42%

SOURCE: National Oceanic and Atmospheric Administration, National Climatic Data Center, Station 72482, Vacaville, California. Total Observations: 2,476. Period of Record: August 2001–December 2009.

NOTE: Wind analysis tabulation provided by Barnard Dunkelberg & Company utilizing the FAA Airport Design Software supplied with FAA AC 150/5300–13.

REVISIONS

NO.	DESCRIPTION	DATE

RUNWAY COORDINATES & ELEVATIONS

ITEM	RUNWAY 2/20		
	EXISTING	*INITIAL*	*FUTURE*
RUNWAY END COORDINATES	LAT.38°22'20.68"N / LAT.38°22'59.32"N LON.121°57'58.11"W / LON.121°57'25.33"W	*LAT.38°22'22.32"N / LAT.38°23'0.96"N LON.121°57'56.71"W / LON.121°57'13.94"W*	*LAT.38°22'22.32"N / LAT.38°23'05.89"N LON.121°57'56.71"W / LON.121°57'19.75"W*
RUNWAY END ELEVATION	115.8'/112.8'	*116.0'/SAME*	*SAME/SAME*
RUNWAY HIGH/LOW POINT ELEVATION	112.8'/116.8''	*SAME/SAME*	*SAME/SAME*
TOUCHDOWN ZONE ELEVATION (TDZE)	116.8'/116.7'	*SAME/SAME*	*SAME/SAME*

NOTES

A. This drawing reflects planning standards specific to this airport, and is not a product of detailed engineering design analysis. It is not intended to be used for construction documentation or navigation.
B. Coordinates and elevations taken from FAA website, http://www.jcbl.gov/pls/datasheet_prd/pkg_airport.PRC_AIRPORT_RUNWAY?v_cntl_num=3153 All elevations and coordinates are based on NAVD 88 and NAD 83 datum.
C. Forward azimuth reckoned from north. Source: FAA Inverse 3D.
D. Section Corners–The Nut Tree Airport is located in Rancho Los Putos. The original Government Land Office surveys did not survey (set Section Corner Locations) within boundary of Rancho Los Putos.
E. ASOS Zone 1 – Objects restricted to 15' below future wind sensor elevation.
F. ASOS Zone 2 – Objects restricted to 10' above future wind sensor elevation.
G. Creek disposition to be determined.
H. Light pole and fence to be relocated clear of taxiway OFA (65.5 feet from centerline).
I. Eucalyptus trees to be removed.
J. Replace/relocate barbed wire fencing with 6' chain link.
K. Future ANOS/ASOS location does not meet siting criteria per FAA Order 6560.20B. FAA confirmation pending.

RUNWAY DATA

ITEM	EXISTING	*INITIAL*	*FUTURE*
APPROACH VISIBILITY MINIMUMS	VISUAL/1–MILE	*1–MILE/1–MILE*	*SAME*
FAR PART 77 APPROACH CATEGORY	B/NP	*NP/NP*	*SAME*
FAR PART 77 APPROACH SLOPE	20:1/34:1	*34:1/34:1*	*SAME*
RUNWAY WIDTH AND LENGTH	75' X 4,700'	*SAME*	*75' X 5,300'*
PAVEMENT SURFACE TYPE	ASPHALT	*SAME*	*SAME*
PAVEMENT STRENGTH (IN 1000 LBS.)	30S	*SAME*	*SAME*
TAXIWAY SURFACE TYPE	ASPHALT	*SAME*	*SAME*
RUNWAY LIGHTING	HIRL	*SAME*	*SAME*
RUNWAY MARKING	NP, RCL, EDGE	*SAME*	*SAME*
TAXIWAY LIGHTING	MITL	*SAME*	*SAME*
EFFECTIVE RUNWAY GRADIENT %	0.06	*0.07*	*0.06*
MAXIMUM RUNWAY GRADIENT %	0.16	*0.15*	*0.13*
RUNWAY LINE–OF–SIGHT	CRITERA MET		
VISUAL APPROACH AIDS	PAPI, REIL	*SAME*	*SAME*
INSTRUMENT APPROACH AIDS	VOR, GPS	*SAME*	*SAME*
AIRPORT REFERENCE CODE	B–II	*SAME*	*SAME*
CRITICAL AIRCRAFT	BEECH SUPER KING AR	*SAME*	*DASSAULT FALCON 50*
WING SPAN	54.5'	*SAME*	*61'11'*
UNDER CARRIAGE WIDTH	17'2"	*SAME*	*13'*
APPROACH SPEED (KNOTS)	100	*SAME*	*113*
MAXIMUM TAKEOFF WEIGHT (LBS.)	12,500	*SAME*	38,800
RUNWAY SAFETY AREA WIDTH	150'	*SAME*	*SAME*
RUNWAY SAFETY AREA BEYOND R/W END	300'	*SAME*	*SAME*
RUNWAY OBJECT FREE AREA WIDTH	400'	*SAME*	*SAME*
RUNWAY OBJECT FREE AREA BEYOND R/W END	300'	*SAME*	*SAME*
OBSTACLE FREE ZONE WIDTH	400'	*SAME*	*SAME*
OBSTACLE FREE ZONE BEYOND R/W END	200'	*SAME*	*SAME*
RUNWAY CL TO TAXIWAY CL	240'	*SAME*	*SAME*
TAXIWAY CL TO FIXED OR MOVEABLE OBJECT	250'	*SAME*	*SAME*
TAXIWAY OBJECT FREE AREA WIDTH	131'	*SAME*	*SAME*
TAXIWAY SAFETY AREA WIDTH	79'	*SAME*	*SAME*
TAXIWAY WINGTIP CLEARANCE	26'	*SAME*	26'
THRESHOLD SITING CRITERIA	NO PENETRATIONS		

Nut Tree Airport

Vacaville, California

Airport Layout Plan

PREPARER		
BDC	TULSA 1616 East 15th Street Tulsa, Oklahoma 74120 918.585.8844 DENVER 1743 Wazee Street, Suite 400 Denver, Colorado 80202 303.825.8844	DATE FEB 2012 SCALE 1" = 400' SHEET NO. 1 of 7

Figure E1 **Airport Layout Plan**