

## Airport Plans



**INTRODUCTION.** The preferred development plan (Airport Layout Plan) for Nut Tree Airport has evolved from various factors and considerations. Among these are existing and future aviation demand, aircraft operational characteristics, facility requirements, and environmental considerations. Additionally, the general direction or thrust of future airport development, as expressed by Solano County, airport staff, airport users, and other interested parties, served as a basis for the airport planning process. Five alternative concepts were analyzed and discussed as part of an extensive public review process involving five interactive public workshops and a number of meetings with interested groups and stakeholders. As a result, a preferred Airport Layout Plan (ALP) was developed.

Because previous chapters have established and quantified the future development needs of the Airport, the resulting elements of the recommended Airport Layout Plan are categorically

reviewed and detailed here in a narrative and graphic format. A brief written description of the individual elements represented in the set of *Airport Plans* is accompanied by a graphic description presented in the form of the *Airport Layout Plan*, the *Airport Airspace Plan*, the *Inner Portion of the Approach Surface Plans*, the *Land Use Plan*, and the *Airport Property Map*.

### Airport Layout Plan (ALP)

The Airport Layout Plan is a graphic depiction of ultimate airport facilities, representing the unified, long-range development scheme required to enable the Airport to accommodate the forecast future demand. However, it is recognized that future demand for facilities cannot be accurately predicted, particularly during the latter stages of the 20-year planning period. Therefore, development flexibility is provided in the plan and emphasis is placed on the initial five-year planning period, where the projections are more definable and the magnitude of program accomplishments are more pronounced. Furthermore, carefully guided development and continued maintenance during the initial years of the planning period is essential to the proper expansion of the facility and the continued enhancement of aviation development. The plan provides detailed information on airport and runway design criteria that is necessary to define relationships with applicable standards. The following illustration, entitled *AIRPORT LAYOUT PLAN*, and the following paragraphs describe the major components of the future Airport development plan presented in the Airport Layout Plan (ALP).

### Runway/Taxiway System

**Runway.** A 200-foot runway shift is recommended in what is termed the “initial phase” in order to correct the non-standard Runway Object Free Area (ROFA). This project will relocate the Runway 2 threshold 200 feet to the north and add an additional 200 feet of runway in order to maintain the existing length of 4,700 feet.

In the “future phase”, it is recommended that the runway be extended by approximately 600 feet providing a future runway length of 5,300 feet. This project is intended to meet the runway length requirements of the more sophisticated aircraft (turboprop and business jet) currently using and expected to use the Nut Tree Airport in the future.

**Taxiway.** The parallel taxiway on the east side of Runway 2/20 (Taxiway “A”) will be maintained and extended in accordance with the proposed runway shift and future extension. Additionally, a non-standard Taxiway Object Free Area (TOFA) will be corrected by acquiring property and relocating the fence in the affected area. It is also recommended that additional

connector taxiways be constructed in accordance with both the runway shift project and the runway extension project.

**Approaches.** The instrument approach visibility minimums will remain at 1-mile for Runway 20 and are programmed to improve from visual to 1-mile for Runway 2.

**Lighting.** It is recommended that the Medium Intensity Runway Lights (MIRLs), the Medium Intensity Taxiway Light (MITLs) and the existing Precision Approach Path Indicator (PAPI) lights that serve each runway end be maintained.

**Design Standards.** The airport will continue to be maintained to Airport Reference Code (ARC) B-II.

**Property Acquisition.** To help insure land use compatibility and to provide additional development areas for aircraft storage facilities, several parcels adjacent to airport property are recommended for acquisition as indicated on the *ALP*.



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 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

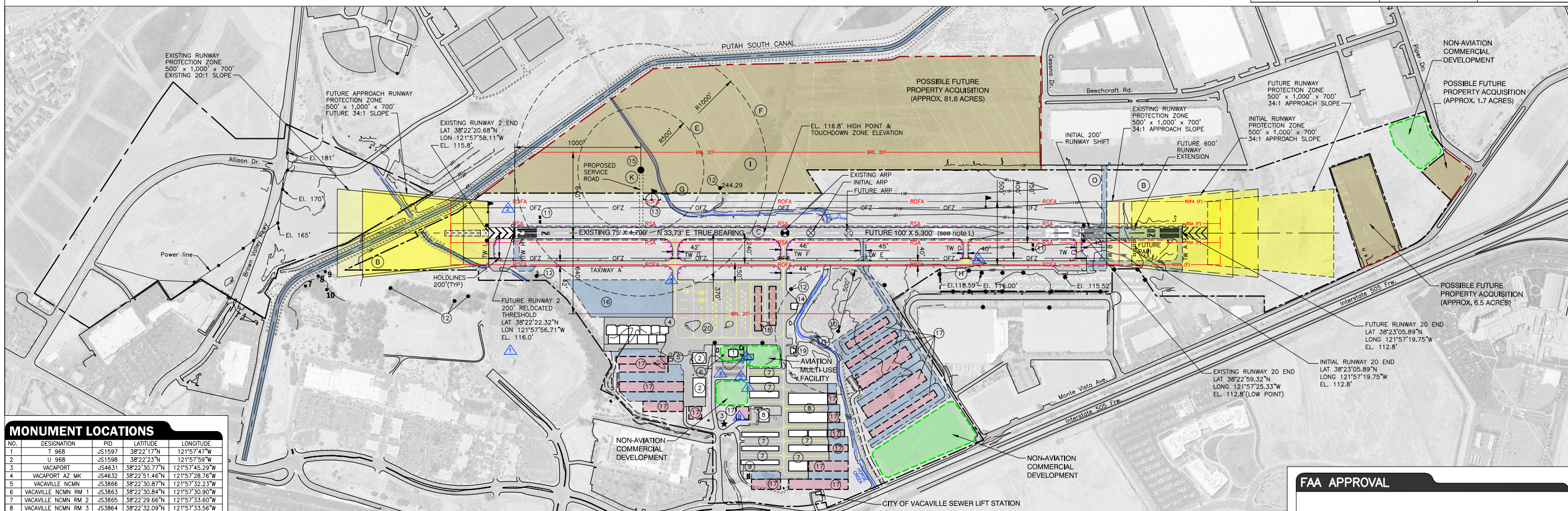
THRESHOLD SITING SURFACE PENETRATIONS					
NO.	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	DISPOSITION
7	TREE	221.0	32.1'	RWY 2 THRESHOLD SITING SURFACE	REMOVE / TOP
8	TREE	191.6	7.2'	RWY 2 THRESHOLD SITING SURFACE	REMOVE / TOP
9	TREE	202.0	20.9'	RWY 2 THRESHOLD SITING SURFACE	REMOVE / TOP
10	TREE	219.0	38.5'	RWY 2 THRESHOLD SITING SURFACE	REMOVE / TOP

OBSTRUCTION SOURCE: NOAA LPV SURVEY 03-26-05.

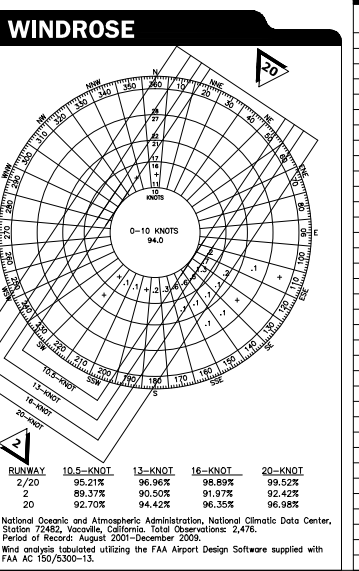
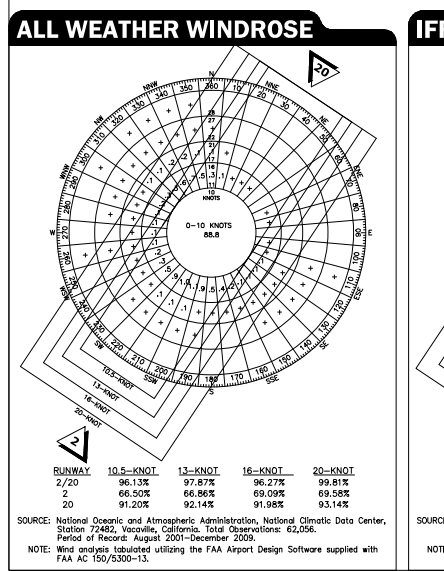
AIRPORT DATA			
ITEM	EXISTING	INITIAL	FUTURE
AIRPORT ELEVATION (AMSL)	116.8'	SAME	SAME
AIRPORT REFERENCE POINT (ARP)	LAT. 38°22'40.00"N LON. 121°57'41.70"W	LAT. 38°22'41.64"N LON. 121°57'40.31"W	LAT. 38°22'44.38"N LON. 121°57'38.21"W
AIRPORT REFERENCE CODE	B-II	SAME	SAME
NPIAS CATEGORY	PRIMARY COMM. SERVICE	SAME	SAME
MEAN MAX. TEMPERATURE (HOTTEST MONTH)*	95'	SAME	SAME
TERMINAL NAVAIDS	SEG CIRCLE, BEACON	SAME	SAME
AIRPORT ACREAGE	286	375.8	375.8

SPONSOR APPROVAL	
SIGNATURE	DATE

DRAWING LEGEND		
DESCRIPTION	EXISTING	FUTURE
AIRPORT PROPERTY LINE		
AIRPORT SECURITY 6" CHAIN LINK FENCE		
AIRPORT SECURITY BARBED WIRE FENCE		
AIRPORT BUILDINGS		
AIRFIELD PAVEMENT		
PAVED ROADS		
UNPAVED ROADS		
AVIATION EASEMENT		
RUNWAY PROTECTION ZONE		
BUILDING RESTRICTION LINE		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
AIRPORT BEACON		
LIGHTED WIND CONE & SEGMENTED CIRCLE		
WIND CONE		
PRECISION APPROACH PATH INDICATOR (PAPI)		
HOLDLINES		
AIRPORT REFERENCE POINT		
RUNWAY END IDENTIFIER LIGHTS		
LIGHT POLE		
MONUMENTS		



MONUMENT LOCATIONS				
NO.	DESIGNATION	PID	LATITUDE	LONGITUDE
1	T 968	JS1597	38°22'17"N	121°57'47"W
2	U 968	JS1598	38°22'23"N	121°57'59"W
3	VACAPORT AZ	JS4631	38°22'30.77"N	121°57'45.29"W
4	VACAVILLE AZ MK	JS4632	38°22'51.46"N	121°57'38.76"W
5	VACAVILLE NCMN	JS3866	38°22'30.87"N	121°57'32.23"W
6	VACAVILLE NCMN RM 1	JS3863	38°22'30.84"N	121°57'30.90"W
7	VACAVILLE NCMN RM 2	JS3865	38°22'29.66"N	121°57'33.60"W
8	VACAVILLE NCMN RM 3	JS3864	38°22'32.09"N	121°57'33.56"W
9	VACAVILLE NCMN RM 4	JS3862	38°22'29.03"N	121°57'28.98"W



RUNWAY DATA			
ITEM	EXISTING RUNWAY 2/20	INITIAL RUNWAY 2/20	FUTURE RUNWAY 2/20
APPROACH VISIBILITY MINIMUMS	VISUAL/1-MILE	1-MILE/1-MILE	SAME/SAME
FAR PART 77 APPROACH CATEGORY	B/NP	NP/NP	SAME/SAME
FAR PART 77 APPROACH SLOPE	20:1/34:1	34:1/34:1	SAME/SAME
RUNWAY WIDTH AND LENGTH	75' X 4,700'	SAME	100' X 5,300' (see note L)
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	MIL	SAME	SAME
EFFECTIVE RUNWAY GRADIENT %	0.06	0.07	0.06
RUNWAY LINE-OF-SIGHT GRADIENT %	0.16	0.15	0.13
VISUAL APPROACH AIDS	PAPI, REIL	SAME	SAME
INSTRUMENT APPROACH AIDS	VOR, GPS	SAME	SAME
AIRPORT REFERENCE CODE	B-II	SAME	SAME
CRITICAL AIRCRAFT	DASSAULT FALCON 50	SAME	DASSAULT FALCON 50
WING SPAN	54.5'	SAME	61'11"
UNDER CARRIAGE WIDTH	172"	SAME	13'
APPROACH SPEED (KNOTS)	100	SAME	113
MAXIMUM TAKEOFF WEIGHT (LBS.)	12,500	SAME	38,800
RUNWAY SAFETY AREA WIDTH	300/300'	SAME/SAME	SAME/SAME
RUNWAY SAFETY AREA BEYOND R/W END	300'	SAME	SAME
RUNWAY OBJECT FREE AREA WIDTH	300'	SAME	SAME
RUNWAY OBJECT FREE AREA BEYOND R/W END	300/300'	SAME/SAME	SAME/SAME
OBSTACLE FREE ZONE WIDTH	400'	SAME	SAME
OBSTACLE FREE ZONE BEYOND R/W END	200/200'	SAME/SAME	SAME/SAME
OBSTACLE FREE ZONE BEYOND R/W END	200/200'	SAME/SAME	SAME/SAME
NO OFZ OBJECT PENETRATIONS			
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 WINGTIPI CLEARANCE	26'	SAME	26'
TAXIWAY CENTERLINE TO FIXED/MOVEABLE OBJECT	370'	SAME	SAME
THRESHOLD SITING CRITERIA		SEE TABLE	

REVISIONS		
NO.	DESCRIPTION	DATE
1	'AIRPORT LAYOUT PLAN' DRAWING, BY MEAD & HUNT, INC., SANTA ROSA, CALIFORNIA	6/2007

ITEM	RUNWAY 2/20			
	EXISTING	INITIAL	FUTURE	
RUNWAY END COORDINATES	LAT. 38°22'20.68"N / LON. 121°57'58.11"W	LAT. 38°22'32.32"N / LON. 121°57'38.21"W	LAT. 38°22'44.38"N / LON. 121°57'38.21"W	LAT. 38°23'05.89"N / LON. 121°57'19.75"W
RUNWAY END ELEVATION	115.8'	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**

- 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.
- Coordinates and elevations taken from FAA website, [https://www.faa.gov/pis/qa/qa.php?qa\\_id=58](https://www.faa.gov/pis/qa/qa.php?qa_id=58). All elevations and coordinates are based on NAVD 88 and NAD 83 datum.
- Forward azimuth reckoned from north. Source: FAA Inverse 3D.
- Section Corners - The Nut Tree Airport is located in Rancho Los Pinos. The original Government Land Office surveys did not survey (see Section Corner Locations) within boundary of Rancho Los Pinos.
- ASOS Zone 1 - Objects restricted to 15' below future wind sensor elevation.
- ASOS Zone 2 - Objects restricted to 10' above future wind sensor elevation.
- Creek disposition to be determined.
- Light pole and fence to be relocated clear of taxiway OFA (65.5 feet from centerline).
- Eucalyptus trees to be removed.
- Replace/relocate barbed wire fencing with 6" chain link.
- Future AWOS/ASOS location does not meet siting criteria per FAA Order 6560.20B. FAA confirmation pending.
- For runway width space preservation purposes only. Future Runway 2/20 width to remain B-II throughout planning horizon. Project eligibility not factored.
- Please see Airport Capital Improvement Plan (ACIP) for a complete list of planned development projects.
- Property lies in a portion of Section 10 & 15, T.6 N., R.1 W., M.D.M. Solano County, CA. No identified section corners appear in the airport layout plan view.
- Possible Taxiway funded by others concurrent with, or subsequent to, Initial 200' foot runway threshold shift.

Solano County  
General Services Department  
Vacaville, CA (707)468-4600

**Nut Tree Airport**  
Vacaville, California

**Airport Layout Plan**

SCALE 1" = 400'

DATE DECEMBER 2012

SHEET NO. 1 of 7

E.4



## Landside Development Area

As illustrated on the ALP, various development areas for landside facilities are also allocated. It is recognized that the development of these areas will be demand driven and, where appropriate, options have been provided for the type of facilities that could be developed in a certain area.

**Aircraft Storage Facilities.** The future development of aircraft storage facilities (i.e., T-hangars, individual hangars, or large storage hangars) at the Nut Tree Airport will be demand driven. Therefore, the number, size, and location of these hangars will vary depending upon the demand for the particular type. There are a number of T-hangar and box hangar expansion areas in the existing hangar area. These areas will be referred to in the Capital Improvement Program as the South and East hangar development areas. Once these two areas have been completely built out, it is recommended that Solano County consider additional hangar development on the north side of Horse Creek. This potential development area will be referred to as the North hangar development area and could accommodate a mix of T-hangars and box hangars.

**Access and Parking.** The existing access route to the Nut Tree Airport terminal area is via County Airport Road off of Monte Vista Ave. It is recommended that this access be maintained and an additional access road off of Monte Vista Ave. be considered if hangars are constructed north of Horse Creek. Additionally, consideration should be given to access road expansion near the airport property lines along the south/southwest side of the aircraft apron/hangar area.

**Other Landside Facilities.** Additional recommended landside facilities shown on the ALP include solarized shade structures on the exiting aircraft parking apron, expansion of the existing Airport Administration Building to a Multi-use facility, various non-aviation related (commercial/industrial) development, and the relocation of the airport fuel farm.

## Airport Airspace Plan

In order to protect airspace and approaches from hazards that could affect the safe and efficient operation of aircraft, federal criteria contained in Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace*, have been established to provide guidance in controlling the height of objects in close proximity to airports. FAR Part 77 criteria specify a set of imaginary surfaces that, when penetrated by an object (structure, tree, or terrain), designate the object as being an obstruction.

The *AIRPORT AIRSPACE PLAN*, illustrated in the following figure, is based on FAR Part 77 criteria and provides plan and profile views of the imaginary surfaces as they relate to the Nut Tree Airport. The drawing is based on the ultimate runway length, the ultimate planned approaches to each runway end, and the ultimate airport elevation. Therefore, Runway 2/20 is based on other than utility runway criteria (i.e., designated for aircraft weighing more than 12,500 pounds, gross weight) with non-precision instrument approaches to both runway ends. Based on these criteria, a brief description of each imaginary surface, and the appropriate dimensions and slopes, are described in the following narrative.

The primary surface, a surface longitudinally centered on the runway, is 500 feet in width and extends 200 feet beyond each runway end. The elevation of any point on the primary surface is the same as the elevation on the nearest point on the runway centerline. Transitional surfaces extend upward and outward at right angles to the runway centerline, and the runway centerline extended, at the edges of the primary surface with a slope of 7 to 1. The horizontal surface is a horizontal plane established at 150 feet above the airport elevation. Swinging arcs with radii of 5,000 feet from the center of each end of the primary surface, and connecting the arcs by lines tangent to these arcs, establish the perimeter of the horizontal surface.

At the periphery of the horizontal surface, the conical surface extends outward and upward at a slope of 20 to 1 for a horizontal distance of 4,000 feet. Finally, approach surfaces are longitudinally centered on the extended runway centerlines, extending outward and upward from each end of the primary surface. The inner edge of the approach surface is 500 feet in width and expands uniformly to a width of 2,000 feet at the outer edge. The approach surfaces extend for a horizontal distance of 5,000 feet at a slope of 20 to one. As illustrated in Figure E2, the previously described imaginary surfaces at the Nut Tree Airport are penetrated by either terrain, trees or fixed objects, many of which are obstruction lighted.

### Inner Portion of the Approach Surface Plans

To provide a more detailed view of the inner portions of the Part 77 imaginary approach surfaces and the Runway Protection Zones (RPZs), detailed drawings have been prepared. As mentioned in previous chapters, the RPZs are trapezoidal in shape, centered about the extended runway centerline, and typically begin 200 feet beyond the end of the runway.

These drawings also illustrate the inner portion of the FAR Part 77 approach surfaces associated with each runway end. The *INNER PORTION OF THE APPROACH SURFACE PLANS* provide large-scale drawings with both plan and profile delineation. They are intended to

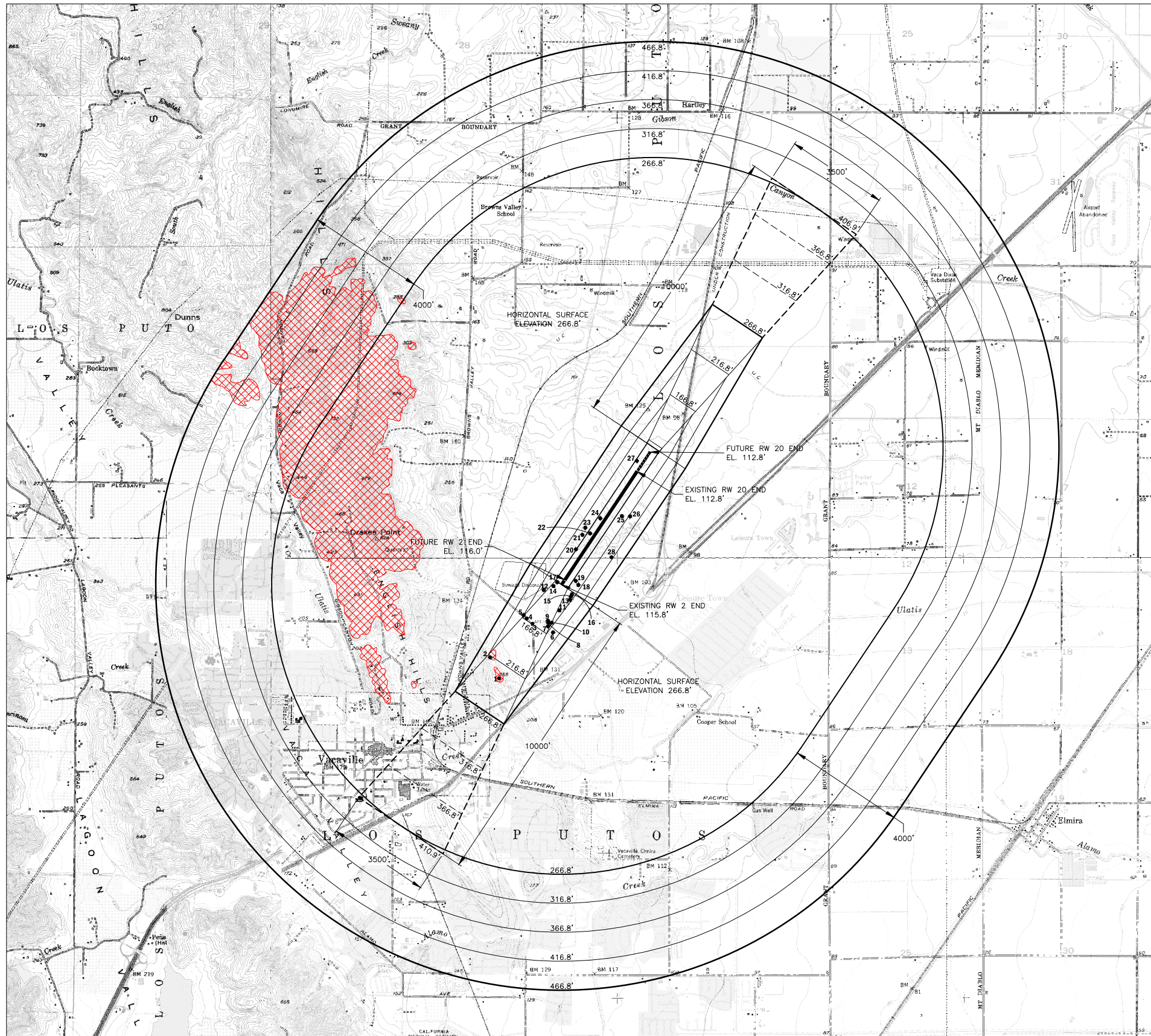


facilitate identification of roadways, utility lines, railroads, structures, and other possible obstructions that may lie within the confines of, or near the specified approach surfaces.

As with the *AIRPORT AIRSPACE PLAN*, the *INNER PORTION OF THE APPROACH SURFACE PLAN* are based upon the ultimate planned runway configuration and length, the ultimate planned approaches to each runway end, and the ultimate runway end elevation. Again, Runway 2/20 is based on utility runway criteria with both visual and non-precision instrument approaches with visibility minimums not lower-than one-mile. Base upon these parameters, the specified approach surface slope gradient to each runway end is 20 to 1.



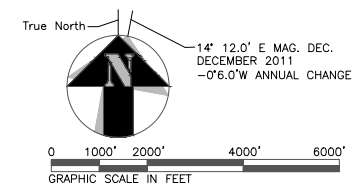




**OBSTRUCTIONS**

NO.	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	DISPOSITION
1	BUSH	265.0	28.8	RWY 2 APPROACH	REMOVE / TOP
2	BUSH	247.0	28.4	RWY 2 APPROACH	REMOVE / TOP
3	POLE	165.0	0	RWY 2 APPROACH	MODIFY / OBST. LIGHT
4	POLE	170.0	5.1	RWY 2 APPROACH	MODIFY / OBST. LIGHT
5	POLE	167.0	0.2	TRANSITIONAL	MODIFY / OBST. LIGHT
6	TREE	237.0	48.7	TRANSITIONAL	REMOVE / TOP
7	TREE	221.0	61.4	RWY 2 APPROACH	REMOVE / TOP
8	TREE	191.6	34.4	RWY 2 APPROACH	REMOVE / TOP
9	TREE	202.0	47.0	RWY 2 APPROACH	REMOVE / TOP
10	TREE	219.0	64.3	TRANSITIONAL	REMOVE / TOP
11	OL ON POLE	240.6	92.1	TRANSITIONAL	REMOVE
12	TREE	161.0	17.1	TRANSITIONAL	REMOVE / TOP
13	TREE	236.0	76.9	TRANSITIONAL	REMOVE / TOP
14	FENCE	129.6	7.2	RWY 2 APPROACH	MODIFY / OBST. LIGHT
15	OL ON POLE	238.6	80.1	TRANSITIONAL	REMOVE
16	TREE	194.0	37.0	TRANSITIONAL	REMOVE / TOP
17	WINDSOCK	123.6	13.8	PRIMARY	NO ACTION
18	TREE	250.0	99.5	TRANSITIONAL	REMOVE
19	OL ON POLE	236.6	108.3	TRANSITIONAL	REMOVE
20	WTEE	123.6	5.3	TRANSITIONAL	REMOVE
21	OL ON POLE	241.6	110.8	TRANSITIONAL	REMOVE
22	TREE	154.6	37.8	PRIMARY	REMOVE
23	TREE	214.6	76.3	TRANSITIONAL	REMOVE
24	TREE	153.6	37.8	PRIMARY	REMOVE
25	OL ON POLE	238.6	100.4	TRANSITIONAL	REMOVE
26	TREE	209.6	36.9	TRANSITIONAL	REMOVE
27	FENCE	117.0	4.1	PRIMARY	REMOVE
28	LT POLE	213.6	4.3	TRANSITIONAL	NO ACTION

OBSTRUCTION SOURCE: NOAA LPV SURVEY 03-26-05.



**REVISIONS & NOTES**

NO.	DESCRIPTION	DATE

NOTES:  
 1. 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 of navigation.  
 2. Horizontal coordinate data in NAD83, vertical data is NAVD88.

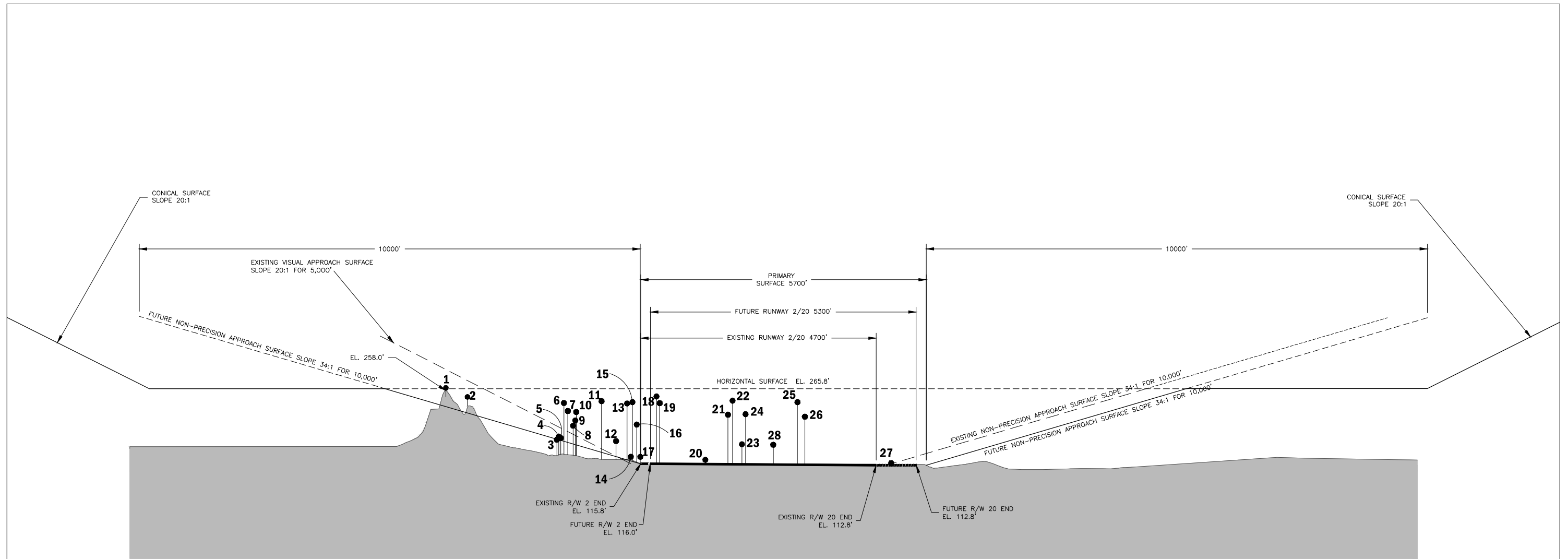


**Nut Tree Airport**  
 Vacaville, California  
**AIRPORT AIRSPACE PLAN**  
 CONICAL SURFACE PLAN VIEW

SCALE 1" = 2000'	DATE DECEMBER 2012	SHEET NO. 2 of 7
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Figure E2 Airport Airspace Plan





NOTE: TERRAIN PROFILE REPRESENTS THE HIGHEST POINT ACROSS THE WIDTH AND ALONG THE LENGTH OF THE APPROACH SURFACE.

### Runway 2/20 - Approach Profile View

1" = 1000' HORIZONTALLY  
1" = 100' VERTICALLY

#### OBSTRUCTIONS

NO.	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	DISPOSITION
1	BUSH	265.0	28.8	RWY 2 APPROACH	REMOVE / TOP
2	BUSH	247.0	28.4	RWY 2 APPROACH	REMOVE / TOP
3	POLE	165.0	0	RWY 2 APPROACH	MODIFY / OBST. LIGHT
4	POLE	170.0	5.1	RWY 2 APPROACH	MODIFY / OBST. LIGHT
5	POLE	167.0	0.2	TRANSITIONAL	MODIFY / OBST. LIGHT
6	TREE	237.0	48.7	TRANSITIONAL	REMOVE / TOP
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12	TREE	161.0	17.1	TRANSITIONAL	REMOVE / TOP
13	TREE	236.0	76.9	TRANSITIONAL	REMOVE / TOP
14	FENCE	129.6	7.2	RWY 2 APPROACH	MODIFY / OBST. LIGHT
15	OL ON POLE	238.6	80.1	TRANSITIONAL	REMOVE
16	TREE	194.0	37.0	TRANSITIONAL	REMOVE / TOP
17	WINDSOCK	129.6	13.8	PRIMARY	NO ACTION
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19	OL ON POLE	236.6	108.3	TRANSITIONAL	REMOVE
20	WTEE	123.6	5.3	TRANSITIONAL	REMOVE
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27	FENCE	117.0	4.1	PRIMARY	REMOVE
28	LT POLE	213.6	4.3	TRANSITIONAL	NO ACTION

OBSTRUCTION SOURCE: NOAA LPV SURVEY 03-26-05.

#### REVISIONS & NOTES

NO.	DESCRIPTION	DATE

#### NOTES:

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Solano County  
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**Nut Tree Airport**  
Vacaville, California

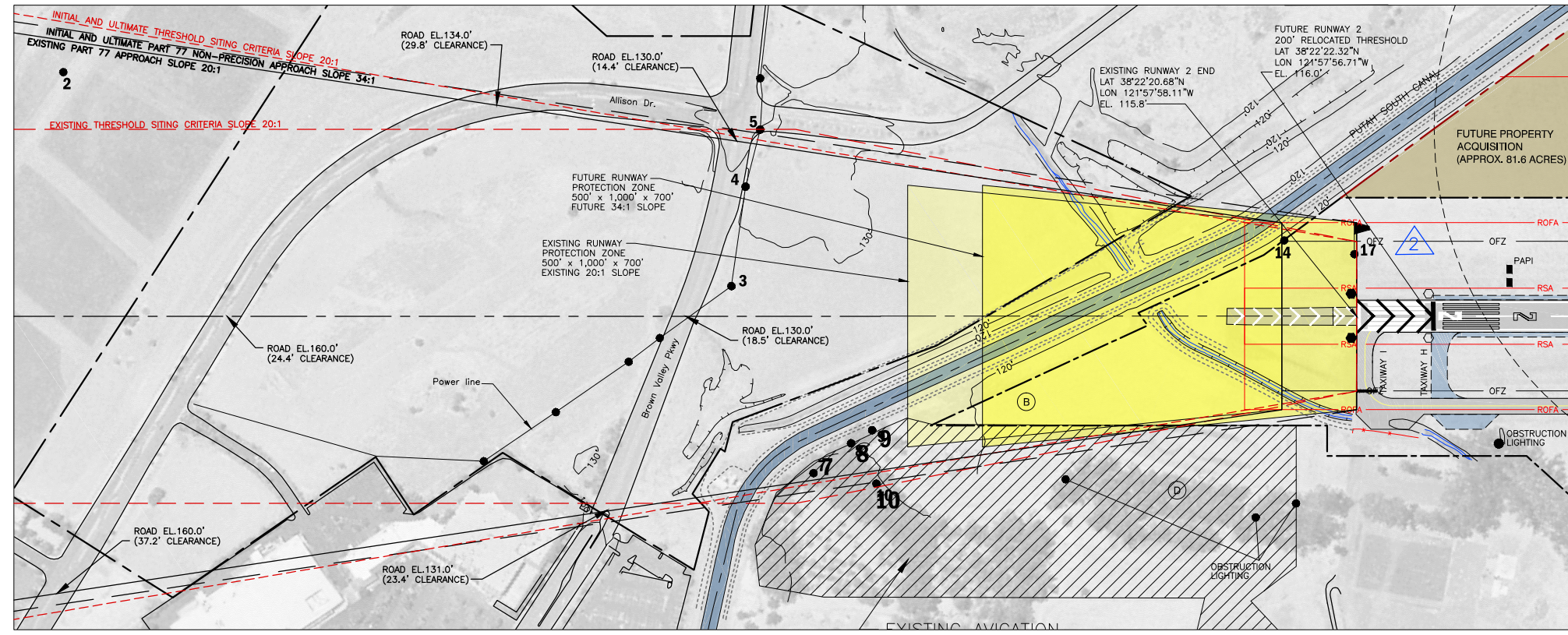
**AIRPORT AIRSPACE PLAN**  
EXTENDED APPROACH PROFILES

SCALE  
AS NOTED

DATE  
DECEMBER 2012

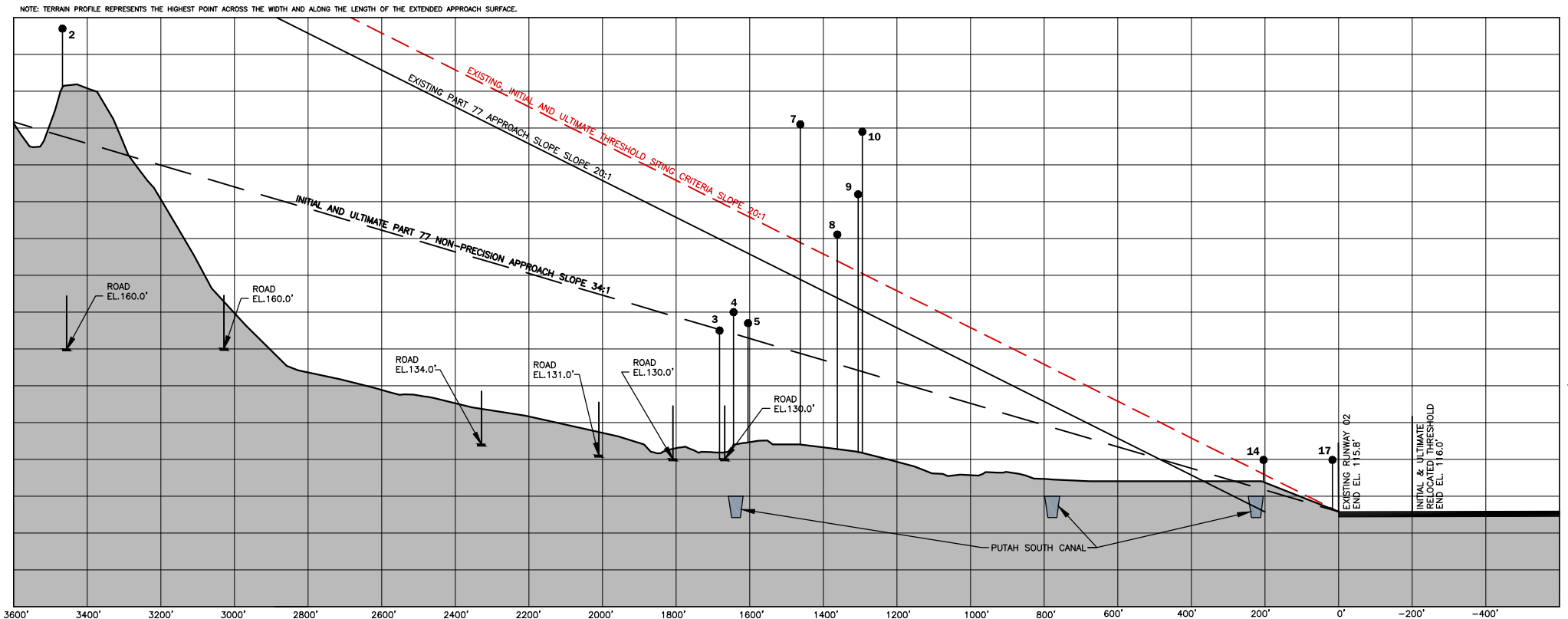
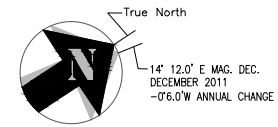
SHEET NO.  
3 of 7

Figure E3 Airport Airspace Plan Extended Profiles



Existing, Initial & Ultimate Runway 2 - Plan View

1" = 200'



Existing, Initial & Ultimate Runway 2 - Profile View

1" = 200' HORIZONTALLY  
1" = 20' VERTICALLY

RUNWAY COORDINATES & ELEVATIONS				
ITEM	RUNWAY 2/20			
	EXISTING	INITIAL	INITIAL	FUTURE
RUNWAY END COORDINATES	LAT.38°22'20.68"N / LON.121°57'25.33"W	LAT.38°22'22.32"N / LON.121°57'23.94"W	LAT.38°22'22.32"N / LON.121°57'23.94"W	LAT.38°23'05.89"N / LON.121°57'19.75"W
RUNWAY END ELEVATION	115.8' / 112.8'	116.0' / SAME	116.0' / SAME	SAME / SAME
RUNWAY HIGH/LOW POINT ELEVATION	112.8' / 116.8'	SAME / SAME	SAME / SAME	SAME / SAME
TOUCHDOWN ZONE ELEVATION (TDZE)	116.8' / 116.7'	SAME / SAME	SAME / SAME	SAME / SAME

OBSTRUCTIONS				
NO.	DESCRIPTION	ELEVATION	PENETRATION	DISPOSITION
2	BUSH	247.0	28.4	REMOVE / TOP
3	POLE	165.0	0	RWY 2 APPROACH MODIFY / OBST. LIGHT
4	POLE	170.0	5.1	RWY 2 APPROACH MODIFY / OBST. LIGHT
5	POLE	167.0	0.2	TRANSITIONAL MODIFY / OBST. LIGHT
7	TREE	221.0	61.4	RWY 2 APPROACH REMOVE / TOP
8	TREE	191.6	34.4	RWY 2 APPROACH REMOVE / TOP
9	TREE	202.0	47.0	RWY 2 APPROACH REMOVE / TOP
10	TREE	219.0	64.3	TRANSITIONAL REMOVE / TOP
14	FENCE	129.6	7.2	RWY 2 APPROACH MODIFY / OBST. LIGHT
17	WINDSOCK	129.6	13.8	PRIMARY NO ACTION

OBSTRUCTION SOURCE: NOAA LPV SURVEY 03-26-05.

RUNWAY DATA			
ITEM	EXISTING RUNWAY 2/20	INITIAL RUNWAY 2/20	FUTURE RUNWAY 2/20
APPROACH VISIBILITY MINIMUMS	VISUAL/1-MILE	1-MILE/1-MILE	SAME/SAME
FAR PART 77 APPROACH CATEGORY	B/NP	NP/NP	SAME/SAME
FAR PART 77 APPROACH SLOPE	20:1/34:1	34:1/34:1	SAME/SAME
RUNWAY WIDTH AND LENGTH	75' x 4,700'	SAME	100' x 5,300' (see note 1)
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	CRITERIA MET		
VISUAL APPROACH AIDS	PAPI, REIL	SAME	SAME
INSTRUMENT APPROACH AIDS	VOR, GPS	SAME	SAME
AIRPORT REFERENCE CODE	B-III	SAME	SAME
CRITICAL AIRCRAFT	BEED SUPER KING AIR	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'/300'	SAME/SAME	SAME/SAME
RUNWAY OBJECT FREE AREA WIDTH	500'	SAME	SAME
RUNWAY OBJECT FREE AREA BEYOND R/W END	300'/300'	SAME/SAME	SAME/SAME
OBSTACLE FREE ZONE WIDTH	400'	SAME	SAME
OBSTACLE FREE ZONE BEYOND R/W END	200'/200'	SAME/SAME	SAME/SAME
OBSTACLE FREE ZONE CRITERIA	NO OFZ OBJECT PENETRATIONS		
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'
TAXIWAY CENTERLINE TO FIXED/MOVEABLE OBJECT	370'	SAME	SAME
THRESHOLD SITING CRITERIA	SEE TABLE		

DRAWING LEGEND		
	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT SECURITY 6' CHAIN LINK FENCE	---	---
AIRPORT SECURITY BARBED WIRE FENCE	---	---
AIRFIELD PAVEMENT	▨	▨
AIRPORT BUILDINGS	▭	▭
UNPAVED ROADS	▨	▨
PAVED ROADS	▨	▨
AVIGATION EASEMENT	▨	▨
RUNWAY PROTECTION ZONE	▨	▨
BUILDING RESTRICTION LINE	---	---
RUNWAY SAFETY AREA	▨	▨
RUNWAY OBJECT FREE AREA	▨	▨
AIRPORT BEACON	★	★
LIGHTED WIND CONE & SEGMENTED CIRCLE	○	○
WIND CONE	○	○
PRECISION APPROACH PATH INDICATOR (PAPI)	■ ■ ■ ■	■ ■ ■ ■
HOLDLINES	---	---
AIRPORT REFERENCE POINT	○	○
RUNWAY END IDENTIFIER LIGHTS	○	○
LIGHT POLE	○	○
MONUMENTS	▲	▲

REVISIONS		
NO.	DESCRIPTION	DATE

**NOTES**

- 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.
- Coordinates and elevations taken from FAA website, [http://www.faa.gov/procurement/procurement/pkg-airport/PRO\\_AIRPORT\\_RUNWAYV\\_cmt\\_num=3153](http://www.faa.gov/procurement/procurement/pkg-airport/PRO_AIRPORT_RUNWAYV_cmt_num=3153). All elevations and coordinates are based on NAVD 88 and NAD 83 datum.

## Nut Tree Airport

Vacaville, California

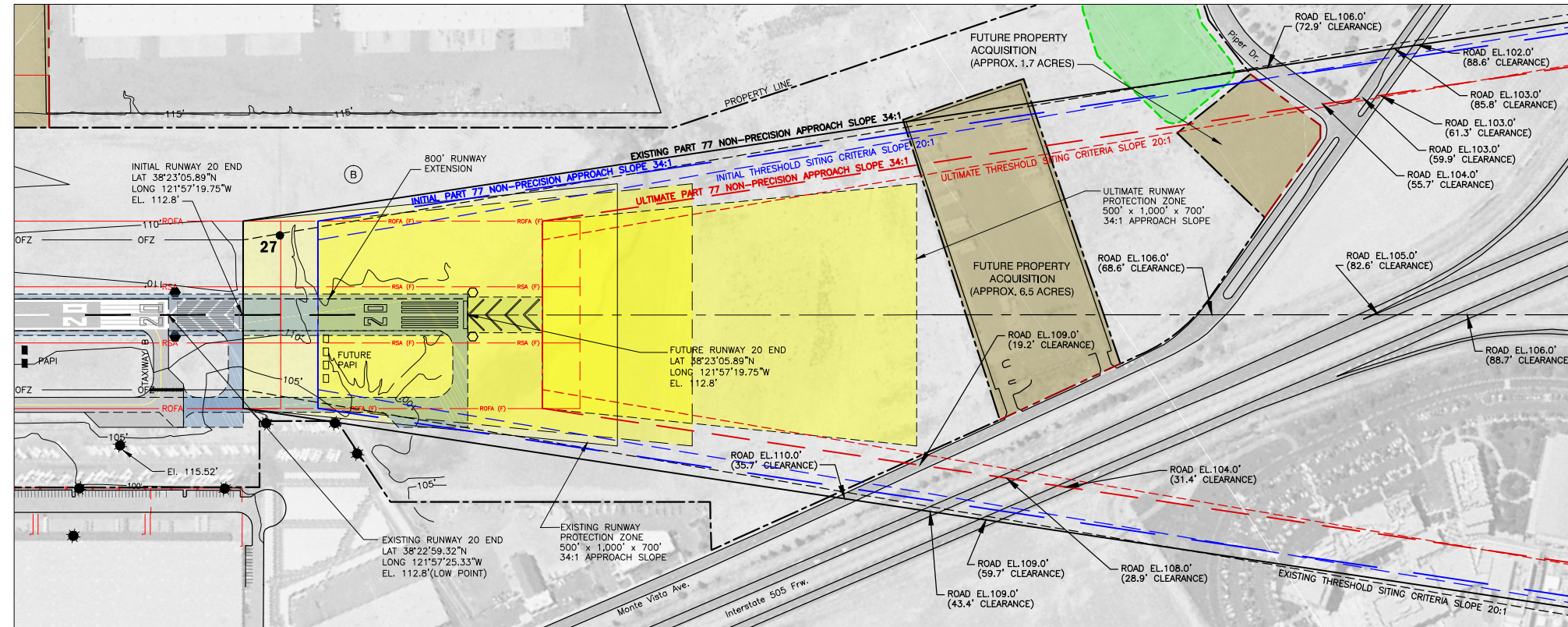
### Inner Portion of the Approach Surface Plan - Runway 2 (Plan & Profile)

Solano County  
General Services Department  
Vacaville, CA (707)469-4600

SCALE AS NOTED	DATE NOVEMBER 2012	SHEET NO. 4 of 7
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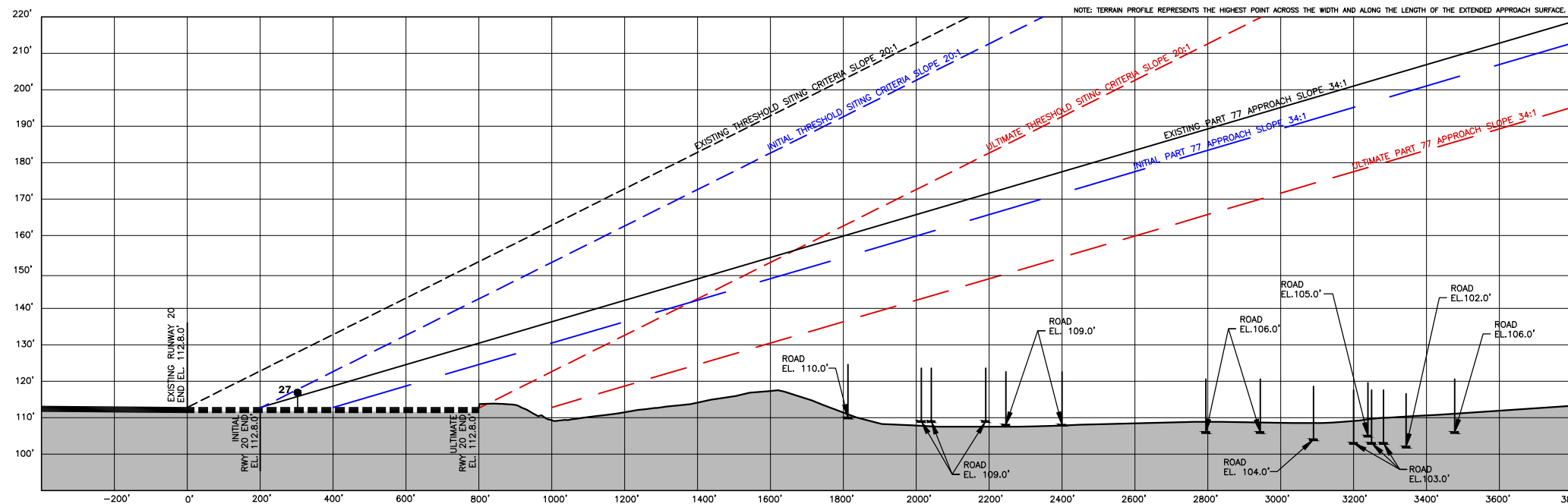
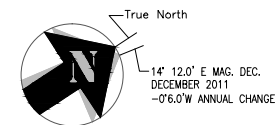
Figure E4 Inner Portion of the Approach Surface Plan, Runway 2 (Plan & Profile Views)





Existing, Initial & Ultimate Runway 20 - Plan View

1" = 200'



Existing, Initial & Ultimate Runway 20 - Profile View

1" = 200' HORIZONTALLY  
1" = 20' VERTICALLY

**RUNWAY COORDINATES & ELEVATIONS**

ITEM	EXISTING	RUNWAY 2/20	
		INITIAL	FUTURE
RUNWAY END COORDINATES	LAT. 38°22'20.68"N / LONG. 121°57'58.11"W	LAT. 38°22'22.32"N / LONG. 121°57'56.71"W	LAT. 38°23'05.89"N / LONG. 121°57'19.75"W
RUNWAY END ELEVATION	112.8'	116.0'	116.0'
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

**OBSTRUCTIONS**

NO.	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	DISPOSITION
27	FENCE	117.0	4.1	PRIMARY	REMOVE

OBSTRUCTION SOURCE: NOAA LPV SURVEY 03-26-05.

**RUNWAY DATA**

ITEM	EXISTING RUNWAY 2/20	INITIAL RUNWAY 2/20	FUTURE RUNWAY 2/20
APPROACH VISIBILITY MINIMUMS	1-MILE/1-MILE	1-MILE/1-MILE	SAME/SAME
FAR PART 77 APPROACH CATEGORY	B/NP	NP/NP	SAME/SAME
FAR PART 77 APPROACH SLOPE	20:1/34:1	34:1/34:1	SAME/SAME
RUNWAY WIDTH AND LENGTH	75' x 4,700'	SAME	100' x 5,300' (see note L)
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		CRITERIA 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 AIR	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'/300'	SAME/SAME	SAME/SAME
RUNWAY OBJECT FREE AREA WIDTH	500'	SAME	SAME
RUNWAY OBJECT FREE AREA BEYOND R/W END	300'/300'	SAME/SAME	SAME/SAME
OBSTACLE FREE ZONE WIDTH	400'	SAME	SAME
OBSTACLE FREE ZONE BEYOND R/W END	200'/200'	SAME/SAME	SAME/SAME
OBSTACLE FREE ZONE CRITERIA		NO OFZ OBJECT PENETRATIONS	
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'
TAXIWAY CENTERLINE TO FIXED/MOVEABLE OBJECT	370'	SAME	SAME
THRESHOLD SITING CRITERIA		SEE TABLE	

**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	---	---
RUNWAY OBJECT FREE AREA	---	---
AIRPORT BEACON	---	---
LIGHTED WIND CONE & SEGMENTED CIRCLE	---	---
WIND CONE	---	---
PRECISION APPROACH PATH INDICATOR (PAPI)	---	---
HOLDLINES	---	---
AIRPORT REFERENCE POINT	---	---
RUNWAY END IDENTIFIER LIGHTS	---	---
LIGHT POLE	---	---
MONUMENTS	---	---

**REVISIONS**

NO.	DESCRIPTION	DATE

**NOTES**

- 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.
- Coordinates and elevations taken from FAA website, [https://www.faa.gov/pls/dotshet.pls/dotshet\\_prd/plg\\_airport.PRO\\_AIRPORT\\_RUNWAYTY\\_crtl\\_num=3153](https://www.faa.gov/pls/dotshet.pls/dotshet_prd/plg_airport.PRO_AIRPORT_RUNWAYTY_crtl_num=3153). All elevations and coordinates are based on NAVD 83 and NAD 83 datum.



Solano County  
General Services Department  
Vacaville, CA (707)469-4600

**Nut Tree Airport**  
Vacaville, California

**Inner Portion of the Approach Surface Plan - Runway 20 (Plan & Profile)**

SCALE  
AS NOTED

DATE  
NOVEMBER 2012

SHEET NO.  
5 of 7

Figure E5 Inner Portion of the Approach Surface Plan, Runway 20 (Plan & Profile Views)

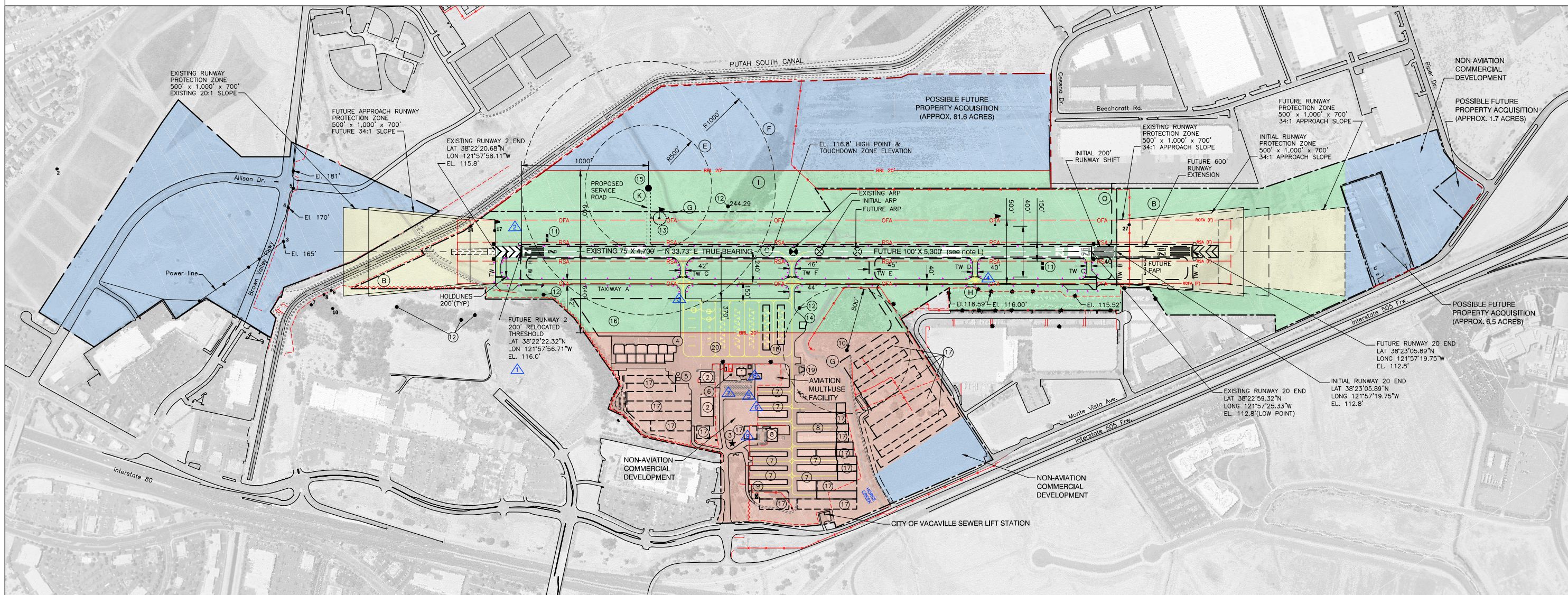
## Land Use Plan

The *LAND USE PLAN*, presented in the following figure, depicts existing and recommended use of all land within the ultimate airport property line and near the Nut Tree Airport. The purpose of the *LAND USE PLAN* is to provide airport management a plan for leasing revenue-producing areas on the Airport and guidance to local authorities for establishing appropriate land use zoning in the vicinity of the Airport.

## Airport Property Map

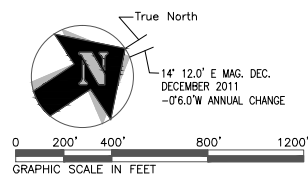
The *AIRPORT PROPERTY MAP*, which is presented in the following illustration, indicates how various tracts of land within the airport boundaries were acquired (e.g., federal funds, surplus property, local funds, etc.). The purpose of this drawing is to provide information for analyzing the current and future aeronautical use of land acquired with Federal funds.





**ON-AIRPORT LAND USE LEGEND**

- Runway/Taxiway System**  
(Including Objects Clearing Considerations)
- Aviation Facility Development Area**
- Non-Aviation/Airport Support & Protection**
- Runway Protection Zone**



**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		
AVIATION EASEMENT		
RUNWAY PROTECTION ZONE		
BUILDING RESTRICTION LINE		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
AIRPORT BEACON		
LIGHTED WIND CONE & SEGMENTED CIRCLE		
WIND CONE		
PRECISION APPROACH PATH INDICATOR (PAPI)		
HOLDLINES		
AIRPORT REFERENCE POINT		
RUNWAY END IDENTIFIER LIGHTS		
LIGHT POLE		
MONUMENTS		

**REVISIONS**

NO.	DESCRIPTION	DATE

**Nut Tree Airport**  
Vacaville, California

**Land Use Plan**

Solano County  
General Services Department  
Vacaville, CA (707)469-4600

SCALE 1" = 400'

DATE DECEMBER 2012

SHEET NO. 6 of 7

Figure E6 Land Use Plan



**EXISTING PROPERTY**

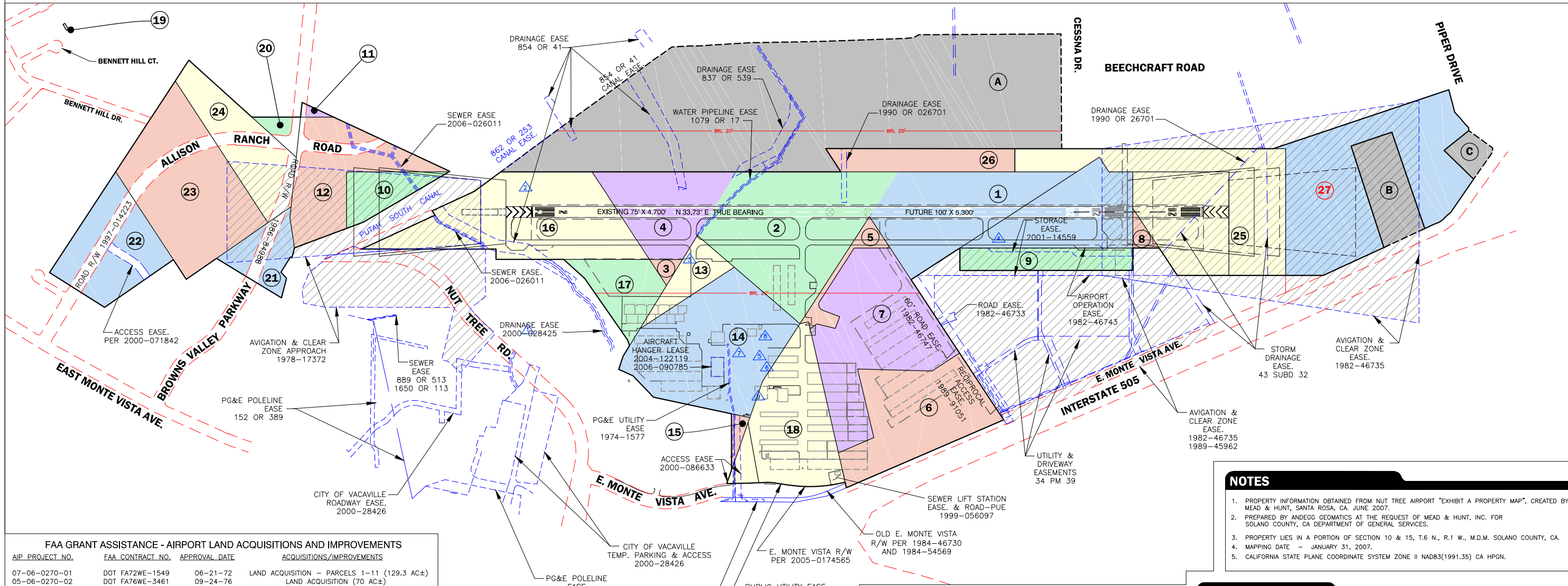
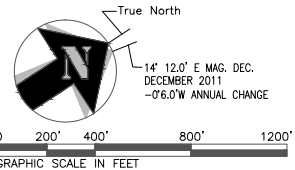
PARCEL NO.	APN	ACREAGE	GRANTOR - GRANTEE	VESTING DOCUMENT	RECORDING DATE
1	0129-210-020	30.91± AC	T.I. CORP. - SOLANO COUNTY	1972-006483	MARCH 24, 1972
2	0129-210-050	24.99± AC	POWERLAND INC. - SOLANO COUNTY	1970-19418	OCTOBER 27, 1970
3	0129-210-060	0.62± AC	NUT TREE, LLC - SOLANO COUNTY	2000-030090	APRIL 19, 2000
4	0129-210-070	11.00± AC	POWERLAND INC. - SOLANO COUNTY	1970-19418	OCTOBER 27, 1970
5	0129-210-040	2.15± AC	STEINER, ET UX - SOLANO COUNTY	1972-008265	APRIL 18, 1972
6	0129-210-100	15.66± AC	WHITNEY & MONTE VISTA ASS., LLC - SOLANO COUNTY	2005-110420	JULY 22, 2005
7	0129-210-110	22.06± AC	STEINER, ET UX - SOLANO COUNTY	1976-062185	NOVEMBER 2, 1976
8	0129-210-130	0.75± AC	MONTE VISTA BUS. CEN., LTD - SOLANO COUNTY	1982-046730	JULY 22, 1982
9	0129-210-160	5.59± AC	MARK III ENG. CONTRACTORS - SOLANO COUNTY	2001-014558	FEBRUARY 1, 2001
10	0129-220-060	4.37± AC	POWERLAND INC. - SOLANO COUNTY	1970-19418	OCTOBER 27, 1970
11	0129-220-080	0.25± AC	POWER LAND, INC. - SOLANO COUNTY	1980-00111	JANUARY 2, 1980
12	0129-220-170	1.94± AC	POWER LAND, INC. - SOLANO COUNTY	1978-21006	FEBRUARY 23, 1978
13	0129-220-180	9.29± AC	POWER LAND, INC. - SOLANO COUNTY	1978-21006	FEBRUARY 23, 1978
14	0129-240-020	22.46± AC	ADIEGO - SOLANO COUNTY	1972-08627	APRIL 2, 1972
15	0129-240-040	0.89± AC	ADIEGO - SOLANO COUNTY	1972-08627	APRIL 2, 1972
16	0129-240-070	22.04± AC	POWERLAND, INC. - SOLANO COUNTY	1970-19418	OCTOBER 27, 1970
17	0129-240-160	6.24± AC	NUT TREE, CALIF. LP - SOLANO COUNTY	2000-30090	APRIL 19, 2000
18	0129-240-090	17.06± AC	WHITFIELD - SOLANO COUNTY	1742-16	APRIL 3, 1972
19	0129-261-070	0.02± AC	STATE OF CALIF. - SOLANO COUNTY	1977-54725	DECEMBER 5, 1977
20	0129-280-031	0.77± AC	ALLISON LAND - SOLANO COUNTY	1978-21002	FEBRUARY 28, 1978
21	0129-280-038	2.30± AC	SEGHELLI TO SOLANO COUNTY	1981-28087	APRIL 22, 1981
22	0129-280-039	1.29± AC	SEGHELLI TO SOLANO COUNTY	1981-28087	APRIL 22, 1981
23	0129-280-040	5.29± AC	VACAVILLE DEVELOPERS, INC. - SOLANO COUNTY	1977-95647	NOVEMBER 23, 1977
24	0129-280-041	3.76± AC	VACAVILLE DEVELOPERS, INC. - SOLANO COUNTY	1977-95647	NOVEMBER 23, 1977
25	0129-280-042	11.95± AC	EMMA MARTINEZ, ET AL TO SOLANO COUNTY	1978-19605	MARCH 15, 1978
26	0129-280-043	6.41± AC	EMMA MARTINEZ, ET AL TO SOLANO COUNTY	1978-19605	MARCH 15, 1978
27	0129-280-044	3.53± AC	GINO CASTAGNOLI - SOLANO COUNTY	1978-47325	JUNE 14, 1978
28	0129-280-045	4.66± AC	GINO CASTAGNOLI - SOLANO COUNTY	1978-47325	JUNE 14, 1978
29	0133-220-040	26.13± AC	FIVE STAR INVESTMENTS - SOLANO COUNTY	1990-26700	APRIL 10, 1990
30	0133-220-070	9.05± AC	FIVE STAR INVESTMENTS - SOLANO COUNTY	1990-26700	APRIL 10, 1990
31	0133-220-070	26.9± AC	FIVE STAR INVESTMENTS - SOLANO COUNTY	1990-26700	APRIL 10, 1990

**EASEMENTS**

PARCEL NO.	APN	EASEMENTS	EASEMENT PURPOSE
1	0129-210-020	837 OR 539	STORM DRAINAGE EASEMENT
2	0129-210-050	854 OR 41	STORM DRAINAGE - PUTAH SO. CANAL
3	0129-210-060	1079 OR 17	WATER PIPELINE EASEMENT
4	0129-210-070	1978 OR 102803	BRIDGE ACCESS - PUTAH SO. CANAL
		1982 OR 46735	AVIGATION - N. APPROACH, CLEAR ZONE & TRANSITIONAL SURFACE
		1982 OR 46743	AVIGATION - N. APPROACH, CLEAR ZONE & TRANSITIONAL SURFACE
		43 SUBD. 32	STORM DRAINAGE PER SUBDIVISION MAP
		1990 OR 026701	STORM DRAINAGE EASEMENTS
5	0129-210-040	1989 OR 091051	PEDESTRIAN & VEHICULAR INGRESS AND EGRESS
6	0129-210-100		
7	0129-210-110		
8	0129-210-130	1982 OR 46735	AVIGATION - N. APPROACH, CLEAR ZONE & TRANSITIONAL SURFACE
		1982 OR 46743	AIRCRAFT NAVIGATION AND AIRPORT OPERATION
9	0129-210-160	34 SUBD 39	DRAINAGE EASEMENTS PER PARCEL MAP
		1982 OR 46735	AVIGATION - N. APPROACH, CLEAR ZONE & TRANSITIONAL SURFACE
		1982 OR 46743	AIRCRAFT NAVIGATION AND AIRPORT OPERATION
		1989 OR 45962	AVIGATION - N. APPROACH, CLEAR ZONE & TRANSITIONAL SURFACE
		2001 OR 14559	STORAGE EASEMENT - VEHICLES, RV'S, BOATS, ETC.
10	0129-220-060	1978 OR 17372	AVIGATION - S. APPROACH, CLEAR ZONE & TRANSITIONAL SURFACE
		2006 OR 26011	SEWER EASEMENT & RIGHT OF ENTRY - CITY OF VACAVILLE
11	0129-220-080	1978 OR 17372	AVIGATION - S. APPROACH, CLEAR ZONE & TRANSITIONAL SURFACE
12	0129-220-170	1986 OR 84988	ROAD AND PUBLIC UTILITY EASEMENT TO CITY OF VACAVILLE
		1986 OR 84988	ROAD AND PUBLIC UTILITY EASEMENT TO CITY OF VACAVILLE
		2006 OR 026011	SEWER EASEMENT & RIGHT OF ENTRY - CITY OF VACAVILLE

**EASEMENTS**

PARCEL NO.	APN	EASEMENTS	EASEMENT PURPOSE	
13	0129-240-010	1974 OR 01577	PG&E UTILITY EASEMENT	
14	0129-240-020	2000 OR 86633	AIRPORT ACCESS EASEMENT	
15	0129-240-040	2002 OR 87300	CORPORATE AIRCRAFT HANGAR LEASE AGREEMENT	
		2004 OR 133119	CORPORATE AIRCRAFT HANGAR LEASE AGREEMENT	
		2006 OR 90785	GROUND LEASE AGREEMENT	
16	0129-240-070	854 OR 41	STORM DRAINAGE - PUTAH SO. CANAL	
17	0129-240-160	1978 OR 17372	AVIGATION - S. APPROACH, CLEAR ZONE & TRANSITIONAL SURFACE	
		1987 OR 146430	AVIGATION - AIRPORT OPERATION & NOISE	
		2006 OR 26011	SEWER EASEMENT & RIGHT OF ENTRY - CITY OF VACAVILLE	
18	0129-240-090	1979 OR 84228	20' SEWER PUMP STATION EASEMENT	
		1987 OR 146430	AVIGATION - AIRPORT OPERATION & NOISE	
		2000 OR 086633	ACCESS EASEMENT - INGRESS/EGRESS	
		2005 OR 174567	EASE MONTE VISTA RIGHT OF WAY	
		2005 OR 174567	PUBLIC UTILITY EASEMENT	
19	0129-261-070			
20	0129-280-031	1986 OR 84988	ROAD AND PUBLIC UTILITY EASEMENT TO CITY OF VACAVILLE	
21	0129-280-380	1978 OR 17372	AVIGATION - S. APPROACH, CLEAR ZONE & TRANSITIONAL SURFACE	
		0129-280-390	1986 OR 84988	ROAD AND PUBLIC UTILITY EASEMENT TO CITY OF VACAVILLE
22	0129-280-400	2000 OR 071843	ACCESS EASEMENT - INGRESS/EGRESS	
		0129-280-410		
23	0129-280-420	1978 OR 17372	AVIGATION - S. APPROACH, CLEAR ZONE & TRANSITIONAL (APN 420)	
		0129-280-430		
24	0129-280-440	1978 OR 17372	AVIGATION - S. APPROACH, CLEAR ZONE & TRANSITIONAL (APN 440)	
		0129-280-450	1986 OR 84988	ROAD AND PUBLIC UTILITY EASEMENT TO CITY OF VACAVILLE
25	0133-220-040	1982 OR 46735	AVIGATION - N. APPROACH, CLEAR ZONE & TRANSITIONAL SURFACE	
26	0133-220-070	1990 OR 26701	STORM WATER PIPELINE EASEMENTS	



- NOTES**
- PROPERTY INFORMATION OBTAINED FROM NUT TREE AIRPORT "EXHIBIT A PROPERTY MAP", CREATED BY MEAD & HUNT, SANTA ROSA, CA. JUNE 2007.
  - PREPARED BY ANDEGG GEOMATICS AT THE REQUEST OF MEAD & HUNT, INC. FOR SOLANO COUNTY, CA DEPARTMENT OF GENERAL SERVICES.
  - PROPERTY LIES IN A PORTION OF SECTION 10 & 15, T.6 N., R.1 W., M.D.M. SOLANO COUNTY, CA.
  - MAPPING DATE - JANUARY 31, 2007.
  - CALIFORNIA STATE PLANE COORDINATE SYSTEM ZONE II NAD83(1991.35) CA HPGN.

**FAA GRANT ASSISTANCE - AIRPORT LAND ACQUISITIONS AND IMPROVEMENTS**

AIP PROJECT NO.	FAA CONTRACT NO.	APPROVAL DATE	ACQUISITIONS/IMPROVEMENTS
07-06-0270-01	DOT FA72WE-1549	06-21-72	LAND ACQUISITION - PARCELS 1-11 (129.3 AC±)
05-06-0270-02	DOT FA76WE-3461	09-24-76	LAND ACQUISITION (70 AC±)
05-06-0270-03	DOT FA78WE-4951	09-08-78	EROSION CONTROL AIRPORT ENTRANCE
05-06-0270-04	DOT FA80WE-05792	07-07-80	LAND ACQUISITION (36.5 AC±)
05-06-0270-05	DOT FA80WE-05816	09-22-80	LAND ACQUISITION (6 AC±)
A-06-0270-02	DOT FA80WE-05779	06-02-80	AIRPORT MASTER PLAN
03-06-0270-01	DT FA08-87-C-30268	07-07-87	LAND ACQUISITION (17.04 AC±)
03-06-0270-04	DT FA08-97-C-30858	09-21-97	LAND ACQUISITION (15.9 AC±)
03-06-0270-05	DT FA08-99-C-30952	09-05-2000	AIRPORT CONSTRUCTION PROJECT
03-06-0270-06	DT FA08-01-C-31171	09-21-2001	TAXIWAY RECONSTRUCTION

**FAA AIRPORT PROPERTY RELEASE**

AIP PROJECT NO.	APPROVAL DATE	ACQUISITIONS/IMPROVEMENTS
05-06-0270-02, 05-06-0270-03, 05-06-0270-04, 05-06-0270-05	07-25-86	BROWNS VALLEY PARKWAY - PROPERTY RELEASE TO CITY OF VACAVILLE - RIGHT OF WAY PURPOSES

**FUTURE PROPERTY**

PARCEL NO.	APN	ACREAGE	DATE
A	N/A	81.6± AC	TO BE ACQUIRED
B	N/A	6.5± AC	TO BE ACQUIRED
C	N/A	1.7± AC	TO BE ACQUIRED

**DRAWING LEGEND**

	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
EXISTING AIRPORT INTERIOR PARCEL LINE	---	---
RIGHT OF WAY LINE (R.O.W.)	---	---
EASEMENT LINE	---	---
AVIGATION EASEMENT/CLEAR ZONE	---	---
RUNWAY PROTECTION ZONE	---	---
AIRFIELD PAVEMENT	---	---
PAVED ROADS	---	---
BUILDING RESTRICTION LINE	---	---
AIRPORT BUILDINGS	---	---
MONUMENTS	---	---

**Nut Tree Airport**  
Vacaville, California

**Exhibit 'A' Property Map**

Solano County  
General Services Department  
Vacaville, CA (707)469-4600

SCALE  
1" = 400'

DATE  
DECEMBER 2012

SHEET NO.  
7 of 7

Figure E7 Airport Property Map