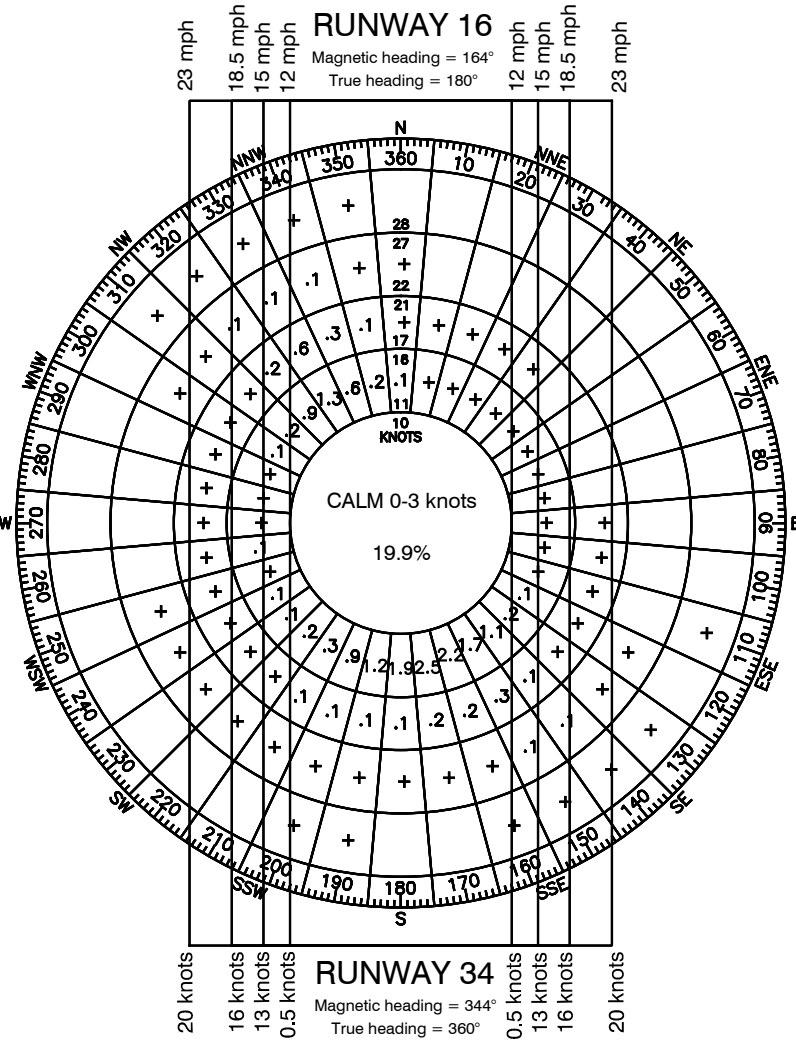


RUNWAY DATA					
		RUNWAY 16-34			
		EXISTING		FUTURE	
AIRPORT REFERENCE CODE		B-II		C-II	
CRITICAL AIRCRAFT	AIRCRAFT	Super King Air B200		Gulfstream III	
	WINGSPAN	54.5'		77.8'	
	UNDERCARRIAGE WIDTH	17.2'		13.7'	
	APPROACH SPEED	103 knots		136 knots	
	MAX. TAKEOFF WEIGHT	12,500 Lbs.		68,700 Lbs.	
EFFECTIVE GRADIENT (%)		0.12		No Change	
MAXIMUM GRADIENT (%)		0.30		No Change	
PAVEMENT DESIGN STRENGTH (1,000#) - S/D/DT		75/85/- (1) No Change			
APPROACH VISIBILITY (Minimums)		16	1-Mile	16	No Change
		34	1-Mile	34	No Change
RUNWAY SAFETY AREA (Length Beyond Runway End)		16	300'	16	1,000'
		34	300'	34	1,000'
RUNWAY SAFETY AREA WIDTH		150'		500'	
OBJECT FREE AREA (Length Beyond Runway End)		16	300'	16	1,000'
		34	300'	34	1,000'
OBJECT FREE AREA WIDTH		500'		800'	
OBSTACLE FREE ZONE (Length Beyond Runway End)		16	200'	16	No Change
		34	200'	34	No Change
OBSTACLE FREE ZONE WIDTH		400'		No Change	
DISTANCE FROM RWY. ☐ to HOLD BARS		16	250'	16	No Change
		34	250'	34	No Change
RUNWAY MARKING		16 Nonprecision		16	No Change
		34 Nonprecision		34	No Change
APPROACH TYPE (FAR Part 77 Category)		16 Nonprecision [C]		16	No Change
		34 Nonprecision [C]		34	No Change
DISTANCE from RWY. ☐ to PARALLEL TWY. ☐		550'		300'	
DISTANCE from TWY. ☐ to FIXED or MOVABLE OBJECT		66'		No Change	
TAXIWAY OBJECT FREE AREA WIDTH		131'		No Change	
TAXIWAY SAFETY AREA WIDTH		79'		No Change	
TAXIWAY WINGTIP CLEARANCE		26'		No Change	
RUNWAY END ELEVATIONS (a)		16	98.5'	16	No Change
		34	100.2'	34	No Change
RUNWAY TOUCHDOWN ZONE ELEVATIONS (TDZ) (a)		16	99.3'	16	No Change
		34	100.2'	34	No Change
RUNWAY HIGH POINT (a)		98.5'		No Change	
RUNWAY LOW POINT (a)		100.2'		No Change	
VERTICAL LINE OF SIGHT PROVIDED		Yes		No Change	
RUNWAY LENGTH		6,000'		No Change	
RUNWAY WIDTH		100'		No Change	
RUNWAY SURFACE TYPE		Asphalt		No Change	
TAXIWAY SURFACE TYPE		Asphalt		No Change	
APPROACH SLOPE (Required/Clear)		16	34:1/-	16	No Change
		34	34:1/>34:1	34	No Change
RUNWAY EDGE LIGHTING		MIRL		No Change	
NAVIGATION AIDS		16	GPS	16	No Change
		34	GPS/VOR	34	No Change
VISUAL AIDS		16	2 Light PAPI	16	No Change
		34	2 Light PAPI	34	No Change

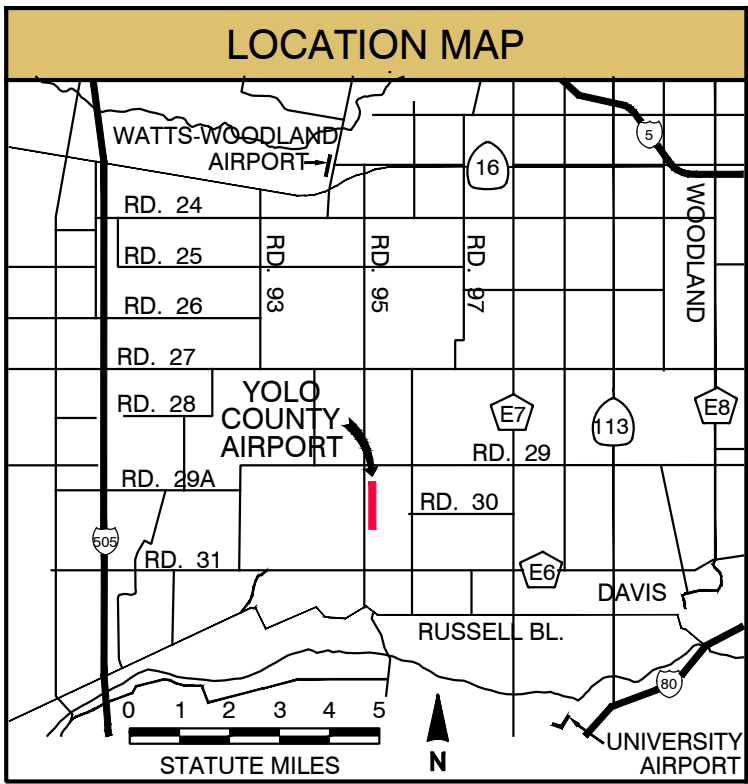
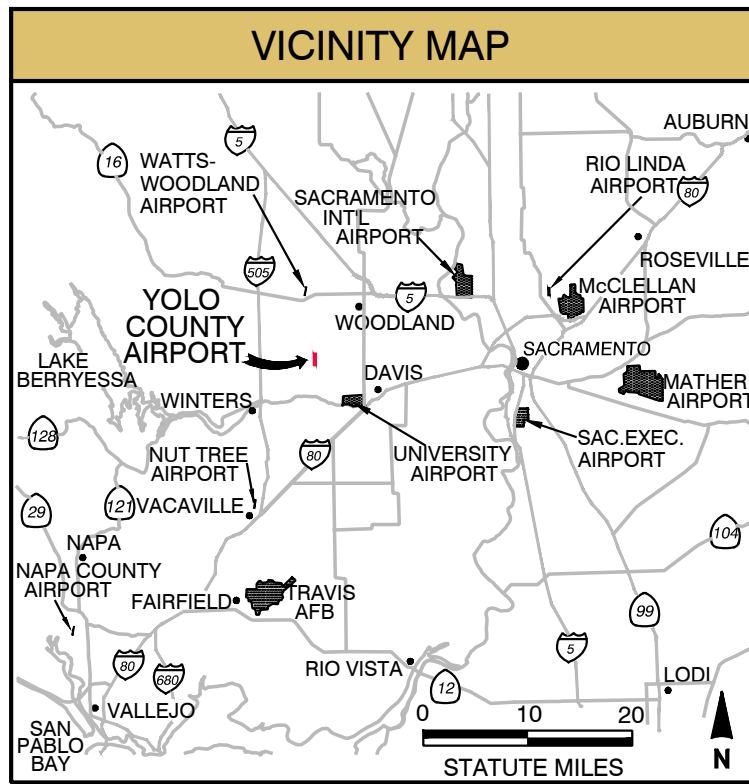
AIRPORT DATA				
		EXISTING	FUTURE	
AIRPORT REFERENCE CODE		B-II	C-II	
CRITICAL AIRCRAFT		Super King Air B200	Gulfstream III	
AIRPORT REFERENCE POINT (b)	Latitude	38° 34' 44.40" N	No Change	
	Longitude	121° 51' 24.00" W	No Change	
AIRPORT ELEVATION (Above Mean Sea Level) (a)		100.2'	No Change	
MEAN MAX. TEMP. (Hottest Month) (c)		96.4° F (July)	No Change	
AIRPORT AND TERMINAL NAVIGATIONAL AIDS		Beacon/GPS/VOR	No Change	
GPS APPROACH ESTABLISHED		Yes	No Change	
AIRPORT ACREAGE (d)	Fee Simple	494.64	510.93	
	Avigation Easement	0	15.92	
AIRCRAFT PARKING SPACES	Tiedowns	10	24	
	Hangar Units	68	131	
	Helicopter	0	1	

MONUMENTS (b)					
ID #	LATITUDE	LONGITUDE	ELEVATION	DESCRIPTION	
DE9129	38° 34' 20.350" N	121° 51' 18.375" W	97.1'	Brass Disk - located near 45° bend at south end of Taxiway A	

RUNWAY END COORDINATES NAD83 (b)					
EXISTING			FUTURE		
16	LAT.	38° 35' 14.05" N	16	No Change	
	LONG.	121° 51' 23.80" W		No Change	
34	LAT.	38° 34' 14.75" N	34	No Change	
	LONG.	121° 51' 24.20" W		No Change	

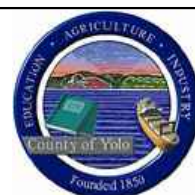


WIND COVERAGE (All Weather)				
RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
16-34	97.96 %	99.28 %	99.82 %	99.97 %
Wind Data Source:		Sacramento International Airport		
Period of Time:		Jan. 1998 - Dec. 2007		
Number of Observations:		79,825		
Note: Windrose compass headings are true north.				



ALP NOTES	
(a)	Elevation Source: Mead & Hunt, Inc. survey; June, 2008. All data in NAVD88. All vertical data is in feet above mean sea level (MSL).
(b)	Coordinate Source: Airport 5010, November 20, 2008. All data is in NAD83.
(c)	Climate data provided by the Western Regional Climate Center, www.wrcc.dri.edu.
(d)	Airport Property Boundary Source: Yolo County, 2008.
(e)	Vertical clearance of 52' is provided at the Building Restriction Line (BRL) east of Taxiway A. BRL west of Runway is located at County Road 95 to restrict development of any potential Part 77 transitional surface obstructions and structures in the ultimate OFA. Existing buildings west of Runway to be relocated.
(f)	Proposed Taxiway C is for long term planning purposes only. This proposed project shall not be undertaken without prior NEPA environmental processing and written FAA approval. Precondition will include FAA Forecast approval, FAA approval of the critical aircraft required for change to ARC C-II, and FAA approval of the applied airfield design standards. Future parallel Taxiway C will likely be constructed in two phases: Phase 1 will include the portion south of Taxiway B, and Phase 2 will include the portion north of Taxiway B.
(g)	Aviation Avenue to be realigned to meet future RSA and OFA standards.
(h)	Culvert may have to be extended to conform to future RSA and OFA standards.
(i)	An "Off Airport Runway Access" agreement was approved by Yolo County in February 1993 (#93-29) permitting through-the-fence access to Flying Cross Ranch. The users are active in airfield operations and the County Board of Supervisors continues to approve this use.
(j)	The pavement design calculations indicate up to 2 operations per month by 95,000 pound dual wheel aircraft would be acceptable. It is recommended that this be permitted on a prior-permission basis.

TAXIWAY DATA																							
TAXIWAY	DESIGN GROUP		WIDTH		SURFACE TYPE		STRENGTH (1,000#) S/D/DT		SHOULDERS		LIGHTING		RWY CL. TO TWY CL.		TAXIWAY SAFETY AREA WIDTH		TAXIWAY OBJECT FREE AREA WIDTH		TWY. CL. TO FIXED OR MOVEABLE OBJECT		TAXIWAY WINGTIP CLEARANCE		NOTES
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	
A	B-II	C-II	35'	No Change	Asphalt	No Change	30/36/-	75/85/-	Asphalt	No Change	N/A	MITL	550'	No Change	79'	No Change	132'	No Change	66'	No Change	26'	No Change	
B	B-II	C-II	35'	No Change	Asphalt	No Change	30/36/-	75/85/-	Asphalt	No Change	N/A	MITL	N/A	No Change	79'	No Change	132'	No Change	66'	No Change	26'	No Change	
C	N/A	C-II	N/A	35'	N/A	Asphalt	N/A	75/85/-	N/A	Asphalt	N/A	MITL	N/A	300'	N/A	79'	N/A	132'	N/A	66'	N/A	26'	
D	N/A	C-II	N/A	35'	N/A	Asphalt	N/A	75/85/-	N/A	Asphalt	N/A	MITL	N/A	No Change	N/A	79'	N/A	132'	N/A	66'	N/A	26'	
E	N/A	C-II	N/A	35'	N/A	Asphalt	N/A	75/85/-	N/A	Asphalt	N/A	MITL	N/A	No Change	N/A	79'	N/A	132'	N/A	66'	N/A	26'	

1	Update pavement strength	Mead & Hunt	March 2011
1	Update pavement strength and critical aircraft data	Mead & Hunt	October 2011
NO.	REVISION	SPONSOR	DATE
YOLO COUNTY AIRPORT			
DAVIS/WOODLAND/WINTERS, CALIFORNIA			
DATA SHEET			
			
		133 Aviation Boulevard, Suite 100 Santa Rosa, California 95403 (707) 526-5010 Fax (707) 526-9721 www.meadhunt.com	
DESIGN:	TT/BM	DRAWN:	TE/HH/BM
DATE:	August 2009		SHEET 2 OF 4
The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.			