



# COUNTY OF YOLO

Office of the County Administrator

*Patrick S. Blacklock*  
County Administrator

## **YOLO COUNTY AIRPORT**

Aviation Avenue & County Road 95  
Davis, CA 95616  
Off site office: 625 Court St., Rm. 202  
Woodland, CA 95695  
PH (530) 666-8114 X FX (530) 668-4029

## **WEST PLAINFIELD ADVISORY COMMITTEE ON AIRPORT DEVELOPMENT (WPAC)**

### **MEETING AGENDA**

DATE: Thursday, February 07, 2013  
TIME: 6:30 pm  
LOCATION: Lillard Hall, West Plainfield Fire Department  
24905 County Road 95, Yolo County Airport

1. Call to Order
2. Introductions
3. Public Comment on items not on the agenda
4. Approval of Agenda – Action
5. Approval of minutes from December 12, 2012 and November 1, 2012 meetings – Action
6. County Seeking Advice On
  - a. Airport Facilities Directory—flight pattern instructions, wording/diagram changes (Ervin)-Action
  - b. WPAC responsibilities— advisory vs general planning (Ervin)-Action
  - c. Airport managers update (Ervin)
7. Old Business
  - a. Supervisor’s and county participation in WPAC meetings / Representation by Supervisors (Waxman)
  - b. Flooding and Drainage vs run-up apron / FAA Grant approved by Supervisors (Latta and Waxman)
  - c. FAQs on County Website (Latta)
  - d. Official recording of aircraft/runway activity that diverts from YCA protocol (Waxman)
  - e. Documenting aircraft traffic at YCA (Waxman)
  - f. Moving the Fire Station and Lillard Hall (Waxman)
8. April 4 agenda items (Waxman)
9. Next WPAC Meeting – April 4, 2013 6:30pm
10. Adjournment

Draft Minutes from the West Plainfield Advisory Committee  
December 12, 2012  
6:30 p.m.

1. Meeting called to order at 6:30 p.m. by R. Waxman
2. Introductions by all present – committee members, Yolo County officials and public

WPAC members: S. Sheehan, R. Waxman, X. Latta, D. Gilmore

Several county staff and W. Ervin (Economic Development Manager/ Airport Manager) were in attendance

3. Public questions-
  - What changes have been made in charter?
  - Has tax revenue been paid by certain operators at airport?
  - Have any of the Mead and Hunt projects been completed?
  - Why are their non-airport related vehicles (e.g., motors cycles, trailers, R.V) being allowed to be stored on airport property?
  - Why is gun range exempted from county regulations?
  - Is it true that the University Airport will be closed in three years?  
Response by W. Ervin: UCD has not made a decision regarding the airport. There is a timeframe for decision-making. Gil Wright (EAA) stated that the UCD airport grant expires in 12 years.

Public comments-

- The gun club noise was not addressed at the last meeting. Please address.
- Yolo County has not addressed ditches around airport. Ditches are not being maintained.
- Announcement: Don Saylor has open office hours Monday (8-9:30pm). His address is 600 A Street, Woodland, CA.
- Announcement: Woodland Aviation- Davis Flight Support has twenty open positions.

4. Approval of agenda

Motion by X. Latta to approve agenda. S. Sheehan seconded motion. All committee members were in agreement.

5. Approval of meeting minutes from August 2, 2012 and November 1, 2012

There was discussion among committee members. Meeting minutes not approved due to lack of quorum.

6. Ad Hoc Committee Report/ Code of Ethics-Conflict of Interest Policy for WPAC

There was a presentation by X. Latta who has been in contact with Deputy County Council. County Counsel, citing Yolo County Code, Art. 20, stated that the Code of Ethics-Conflict of Interest policy (herein "Code of Ethics policy") dictates that any WPAC members who live within a mile of the airport have a conflict of interest regarding airport issues.

Several members of the public commented and objected to the County Counsel's interpretation of its Code of Ethics policy.

The County Supervisor Matt Rexroad provided his interpretation of the Code of Ethics policy, distinguishing the AAC from the WPAC, being that the AAC are considered "experts." Supervisor Rexroad indicated that the county seeks the expert opinion of the AAC and therefore the county exempted AAC members from the Code of Ethics.

X. Latta stated that it is her belief that the county has narrowly interpreted the Code of Ethics policy. X. Latta indicated that it is her belief that the Code of Ethics can be more broadly interpreted.

X. Latta provided several potential resolutions to the purported conflict of interest. 1.) Amend the Yolo County Code of Ethics; or 2.) Exempt the WPAC as was done for the AAC.

X. Latta moved to table issue so that other options could be explored.

Discussion:

R. Waxman asked W. Ervin to explain the difference between ministerial and discretionary decisions.

Several members of the public objected to the inherent contradiction of having a county airport advisory committee of local landowners that the county believes cannot advise on matters related to the airport because they are local landowners.

A member of the public stated that the WPAC is governed by a court settlement and therefore cannot be prohibited from providing advice regarding the airport.

7. Open letter by M. Defty and R. Waxman to county

It was announced that two WPAC members wrote a letter to the county raising a number of concerns. Copies of the letter were provided to those in attendance.

8. FAA Representative at next meeting/ FAA involvement with community

R. Waxman requested an update regarding WPAC request that the FAA attend a WPAC meeting. W. Ervin responded that he has not received a response from FAA representative, Ron Biaoco (FAA Burlingame, Office).

9. Income for airport through hangers- leases- contracts

S. Sheehan and a member of public asked W. Ervin about enforcement of lease provisions regarding vehicles and non-aircraft related equipment being stored in hangers. W. Ervin responded that county is monitoring and addressing this on-going issue.

10. Correction/accurate data on current number of operations at airport verses 1997-1998 plan and EIR.

R. Waxman stated that the West Plainfield community requests correction of existing data and more accurate data regarding airport take-offs and landings, and noise levels. W. Ervin responded that a count of airport take-offs and landings has not been made in a long time. He stated that the problem has been the difficulty in obtaining accurate data. He further indicated that an accurate count could be obtained by use of cameras or a counter that could be obtained from CALTRANS.

A member of the public stated that out of 34 surveys that were provided to pilots using the Yolo County Airport only 14 were returned.

R. Waxman advised the committee that "touch and goes" are currently prohibited after 10 pm.

A member of the public asked W. Ervin whether an analysis of groundwater quality has been performed. W. Ervin responded by stating that state and federal water quality regulations are strict. He further stated that a Yolo County staff member regularly monitors standing water in and around the airport for oil sheen and contaminants.

A member of the public asked if the county maintains records regarding compliance with state and federal water quality laws and regulations. W. Ervin said that the county keeps water quality compliance records.

11. Expand WPAC responsibility to include public works (second reading and vote)

X. Latta explained how county proposal to expand WPAC advisory authority to include public works would potentially affect the WPAC member's ability to vote.

X. Latta moved to reject county's offer to expand WPAC's authority to include public works. All WPAC members were in agreement.

12. Receipt of WPAC minutes in advance of meeting

There was a request that the WPAC receive the meeting minutes from the prior meeting a week in advance of the next meeting. It was stated that an attempt will be made to provide meeting minutes prior to the next meeting.

13. Why are trees being cut?

W. Ervin noted that there is a FAA requirement that transition zones and air space around the airport be clear of obstructions of a certain height. He also cited the Public Utilities Code section that addresses obstructions of a certain height. W. Ervin stated that the county has approached eight property owners about county's plan to cut trees over a certain height. He indicated county's plan to have tree cutting completed before February 15, 2013.

S. Sheehan asked W. Ervin whether county has authority to enforce Public Utilities Code. W. Ervin did not know answer. S. Sheehan encouraged property owners should to work with the county to modify the county's tree cutting agreements if they find the terms unacceptable.

A member of the public asked whether the county would be offering financial compensation to landowners in exchange for cutting trees down on private property. W. Ervin stated that property owners who agree to let the county cut their trees down will be compensated with a voucher for replacement trees.

A member of the public cited a newspaper article where a city was sued and fined for taking down trees as they were deemed to have inherent financial value. This individual asked whether the trees in West Plainfield have inherent financial value.

A member of the public asked whether there is a tree opt out for landowners who do not wish to cut down their trees. W. Ervin said that he did not know.

A member of the public cited the Mead and Hunt report where it states that not all of the FAR criteria can be met.

A member of the public asked whether the county had considered the effect that taking down trees and increases in airport activity would have on hawks. W. Ervin stated that the county's environmental assessment considered the potential effect of the county's tree cutting project on hawks and indicated that the county will mitigate significant effects.

A member of the public asked if the horse issues have been addressed. W. Ervin said "no."

A member of the public asked when the airport's Master Plan was issued. W. Ervin said that the Master Plan was adopted in 1998.

A member of the public asked if the trees are only a concern for flights during the nighttime hours. W. Ervin said that the trees are a concern for daytime flights as well.

A member of the public asked when tree height became a concern for the county. S. Sheehan responded that the tree issues appears to have been ongoing for sometime stating that over the years the county has sent multiple letters to him, and the prior owner of his property, regarding the trees.

14. Structure of joint meetings with AAC

It was reported that the AAC has decided to have meetings separate from the WPAC. W. Ervin stated that the two committees could still meet jointly.

A member of the public raised a question about a statement made by Supervisor Matt Rexroad's staff that if WPAC members attended the AAC meetings it would be a violation of the Brown Act. S. Sheehan and several members of the public expressed disagreement with staff's apparent interpretation of the Brown Act because the AAC meetings are public, and there are ways to manage potential Brown Act liability.

15. Recording of meetings

A WPAC member asked W. Ervin to record the WPAC meetings. W. Ervin responded that he would look into it.

16. Will new Master Plan and EIR be required in 2015 when the existing plan expires?/ Did FAA review Phase II and III EIRs?/ Will fire department and Lillard Hall be relocated to accommodate a C-II airport?

W. Ervin stated that county has not contemplated and does not foresee turning the County Airport into a C-II airport, at least not before 2018. He

further noted that to qualify as a C-II airport requires 500 operations or more on an annual basis by larger (C-II) aircraft.

W. Ervin stated that FAA had not reviewed Phase II and III EIRs. He further noted that all airport development requires NEPA and CEQA compliance.

W. Ervin stated that a new EIR would only be required in 2015 under certain circumstances.

A member of the public asked what the maximum poundage rating is for the airport's landing strip. W. Ervin said the poundage is 30,000 pounds for single engine planes and 60,000 for dual engine planes.

A member of the public asked why the airport is not keeping track of the number and types of aircraft taking off and landing at the airport, wondering whether the airport could already qualify as a C-II airport. W. Ervin stated that the county is not keeping track so he does not know if the airport would qualify as a C-II airport.

A member of the public asked how can the airport obtain FAA grants without knowing how many planes use the airport. W. Ervin said that he did not know the answer.

Member of the public of the public stated that the proposed upgrades at the airport and the hiring of Mead and Hunt only benefit the businesses at the airport.

X. Latta asked W. Ervin whether the county's grant applications and award letters were publicly available on the county's web-site. W. Ervin responded "no" but he was willing to provide paper documentation.

17. Upcoming January 18, 2013, airport capital improvement program submittal to FAA by Wes Ervin

W. Ervin requested that the WPAC review and support the County's proposed amendments to capital improvement project expenditures. W. Ervin advised that the FAA has a grant maximum of \$250,000. Discretionary funds are not available until 2014.

R. Waxman stated that she had not received the capital improvement information prior to the WPAC meeting. W. Ervin apologized and advised the WPAC that the last drainage plan was adopted in 2005. He further stated that since that time there have been changes in FEMA maps and the county would like to update drainage plan. He further noted that funding for the drainage plan would be funded 4% by CALTRANS, 6% by county, and 90% by the FAA.

A member of the public stated that there are flooding issues every year on the east side of the airport resulting from lack of percolation and inadequate water diversion. This same individual further questioned why after over 2 million dollars of airport improvements the drainage issues have not been addressed. This member of the public questioned why there has not been an EIR conducted on ministerial projects.

S. Sheehan asked that the county consider the appropriate design and mitigation of the drainage concerns before they approve a project to construct concrete aprons on the east side of the airport.

R. Waxman asked W. Ervin if he would accept email feedback regarding the county's proposed expenditures on the proposed capital improvement projects. W. Ervin stated that he would accept email feedback up until January 7, 2013.

X. Latta asked W. Ervin if the county has been testing the groundwater for contamination. A member of the public responded to her question stating that it is his understanding that the county tests the groundwater on a weekly or a monthly basis.

19. Next WPAC meeting

The next WPAC meeting is February 7, 2013, at 6:30pm.

20. Adjournment

X. Latta made a motion to adjourn the meeting. D. Gilmore seconded the motion. All WPAC members were in agreement.



## SECTION I BACKGROUND

### AIRPORT/FACILITIES DIRECTORY (A/FD) AND POSSIBLE CHANGES

The Airport/Facilities Directory is an FAA publication that posts the instructions each airport submits to FAA with its location, elevations, runways, communications and other information. The airport sponsor is responsible for the accuracy of the information, and is also able to add remarks, which typically includes local instructions to pilots. A sketch accompanies most submittals.

The current Davis/Woodland/Winters (DWA or KDWA) information is attached. The Airport Manager's last update was posted November 16, 2012, and can be revised for the March 7, 2013 update. FAA reviews and approves submittals prior to publication. Other publications, such as AirNav.com, republish this information after FAA does. See the A/FD at the following link:

[http://aeronav.faa.gov/afd.asp?cycle=afd\\_10JAN2013&eff=01-10-2013&end=03-07-2013](http://aeronav.faa.gov/afd.asp?cycle=afd_10JAN2013&eff=01-10-2013&end=03-07-2013)

The remarks are advisory, not mandatory to pilots, but most responsible pilots and those not familiar with our airport do read them prior to landing here.

## SECTION II – EXISTING FACILITY DIRECTORY

The Airport Manager previously edited the remarks to those now posted. Though suggestions were solicited by the Airport Manager at prior advisory meetings, no suggestions were received, and only the first change relating to mid-field takeoffs was specifically discussed by the joint advisory committees. The prior changes:

- Eliminated the prohibition on mid-field takeoffs. No data exists to indicate mid-field takeoffs are any less safe than end-of-runway takeoffs;
- Eliminated allowing pilots to make turns at 500 feet, thus asking all pilots not to turn until past the airport boundaries. This eliminates planes turning early, over homes along Road 95. Many smaller planes can reach 500' while over the middle of the runway. FAA rules otherwise require planes to always fly at least 500' above the surface.
- Eliminated the statement requiring straight out departures for 2 miles, whose wording potentially conflicted with the other turning instructions. This was deleted, but should have been replaced with the following statement: "No turns for 2 miles on straight out departures".

- Added a new statement for helicopters, asking them to maintain legal minimum heights (500' over structures, persons or vehicles per Sec 91.119), and if approaching from the West to approach across vacant land and away from homes and other structures. FAA rules require helicopters to avoid the patterns flown by fixed wing aircraft (CFR 91.126(a)(2)), so the standard helicopter approach has for decades been generally from the West over mid-field.

### **SECTION III -- COMMENTS**

Several comments have been received since publication, including:

- From Trent Meyer interpreting that the helicopter remark:
  - Allows helicopters to fly below 500'
  - Designates an approach and thus creates a de facto avigation easement;
- From Trent Meyer recommending:
  - That all helicopters be required to follow the fixed wing pattern and not be allowed to approach from the West;
  - Putting back the ability for planes to turn at 500', thus allowing smaller aircraft to turn more quickly when the traffic pattern is busy;
  - Change the calm wind runway to RW 16 from RW 34
  - Putting back the statement prohibiting turns for 2 miles on straight out departures.
- From Ray Ferrell suggesting:
  - Changes to the diagram to indicate parachute activity and to clean up the power and ditch lines;
  - Eliminating the designation of RW34 as calm wind runway and allowing either runway to be used.

### **SECTION IV – PROPOSED CHANGES**

The Manager's new proposed changes are as follows:

1. Add the following remark:

NO TURNS FOR 2 MILES ON STRAIGHT OUT DEP

2. Change the helicopter remark to:

HELICOPTERS 500' AGL MIN AND AVOID ALL STRUCTURES OFF AIRPORT PROPERTY.



**KDWA Yolo County Airport**  
(formerly 2Q3) Davis/Woodland/Winters, California, USA



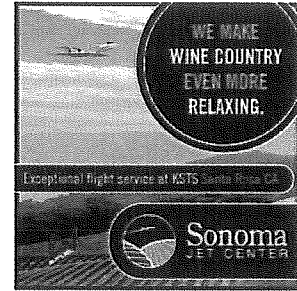
GOING TO DAVIS/WOODLAND/WINTERS? Reserve a Hotel Room Rent a Car Enterprise AVIS Reserve Online Reserve Online

**FAA INFORMATION EFFECTIVE 10 JANUARY 2013**

Loc | Cms | Exts | FB | FB2 | Links  
Com | Nat | Svs | State | Notes

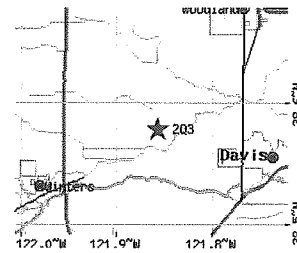
**Location**

FAA Identifier: DWA  
Lat/Long: 38-34-45.8000N / 121-51-25.0000W  
38-34.763333N / 121-51.416667W  
38.5793889 / -121.8569444  
(estimated)  
Elevation: 100 ft. / 30.5 m (surveyed)  
Variation: 16E (2000)  
From city: 6 miles NE of central business district of the associated city (DSTC TO WINTERS.)  
Time zone: UTC -8 (UTC -7 during Daylight Saving Time)  
Zip code: 95616



**Airport Operations**

Airport use: Open to the public  
Activation date: 04/1949  
Sectional chart: [SAN FRANCISCO](#)  
Control tower: no  
ARTCC: OAKLAND CENTER  
FSS: RANCHO MURIETA FLIGHT SERVICE STATION  
NOTAMs facility: RIU (NOTAM-D service available)  
Attendance: 0600-1800  
Pattern altitude: 1100 ft. MSL  
Wind indicator: lighted  
Segmented circle: yes  
Lights: MIRL RY 16/34 PRESET LOW INTST; TO INCR INTST AND ACTVT PAPI RYS 16 & 34 - CTAF.  
Beacon: white-green (lighted land airport)  
Operates sunset to sunrise.



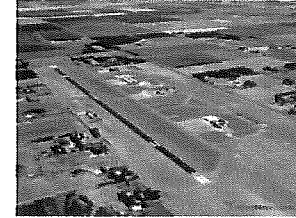
Road maps at: [MapQuest](#) [MapPoint](#) [Yahoo!](#)  
Maps [Google](#) [Rand McNally](#)  
Satellite photo at: [TerraServer](#) [Virtual Earth](#)

**Airport Communications**

CTAF/UNICOM: 123.0  
WX AWOS-3: 125.775 (530-750-2759)  
TRAVIS APPROACH: 126.6  
TRAVIS DEPARTURE: 126.6  
WX AWOS-3 at EDU (4 nm SE): 119.025 (530-754-6839)  
WX ASOS at VCB (13 nm S): 134.75 (707-448-1594)  
WX ASOS at SMF (14 nm NE): PHONE 916-649-3996  
WX ASOS at SAC (18 nm E): PHONE 916-421-0923

**Aerial photo**

WARNING: Photo may not be current or correct

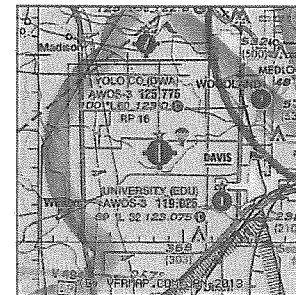


Do you have a better or more recent aerial photo of Yolo County Airport that you would like to share? If so, please [send us your photo](#).

**Nearby radio navigation aids**

VOR radial/distance	VOR name	Freq	Var
<a href="#">TZZr</a> 334/(14.3)	TRAVIS VOR	116.40	17E
<a href="#">SACr</a> 283/16.5	SACRAMENTO VORTAC	115.20	17E
<a href="#">MCCR</a> 239/21.9	MC CLELLAN VOR/DME	109.20	17E
<a href="#">ILAr</a> 147/30.6	WILLIAMS VORTAC	114.40	18E
<a href="#">CCRR</a> 358/33.3	CONCORD VOR/DME	117.00	17E
<a href="#">MYVr</a> 187/33.9	MARYSVILLE VOR/DME	110.80	16E
<a href="#">SGDR</a> 028/34.1	SCAGGS ISLAND VORTAC	112.10	17E

**Sectional chart**



**Airport Services**

Fuel available: 100LL JET-A JET-A+  
FUEL A VBL 24 HRS.  
Parking: tie downs  
Airframe service: MAJOR  
Powerplant service: MAJOR  
Bottled oxygen: HIGH/LOW  
Bulk oxygen: HIGH/LOW

**Runway Information**

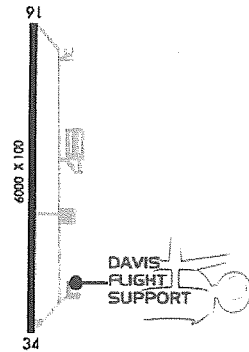
Runway 16/34

**Airport diagram**

CAUTION: Diagram may not be current

Dimensions: 6000 x 100 ft. / 1829 x 30 m  
 Surface: asphalt, in good condition  
 Weight bearing capacity: Single wheel: 30.0  
 Double wheel: 36.0  
 Runway edge lights: medium intensity  
**RUNWAY 16**  
 Latitude: 38-35.257008N  
 Longitude: 121-51.412417W  
 Elevation: 98.2 ft.  
 Traffic pattern: right  
 Runway heading: 164 magnetic, 180 true  
 Markings: nonprecision, in good condition  
 Visual slope indicator: 2-light PAPI on left (3.00 degrees glide path)  
 Runway end identifier lights: no  
 Touchdown point: yes, no lights  
 Obstructions: none

**RUNWAY 34**  
 38-34.268512N  
 121-51.421230W  
 100.0 ft.  
 left  
 344 magnetic, 000 true  
 nonprecision, in good condition  
 2-light PAPI on left (3.00 degrees glide path)  
 no  
 yes, no lights  
 110 ft. trees, 3500 ft. from runway, 30:1 slope to clear



**Airport Ownership and Management from official FAA records**

Ownership: Publicly-owned  
 Owner: YOLO COUNTY  
 625 COURT ST RM 202  
 WOODLAND, CA 95695  
 Phone 530-666-8114  
 Manager: WES ERVIN  
 625 COURT ST RM 202, RM 202  
 WOODLAND, CA 95695-2598  
 Phone 530-666-8066  
 EMAIL: WES.ERVIN@YOLOCOUNTY.ORG

**Airport distance calculator**

Flying to Yolo County Airport? Find the distance to fly.

From \_\_\_\_\_ to KDWA

**Sunrise and sunset**

	Times for 31-Jan-2013	
	Local	Zulu
	(UTC-B)	(UTC)
Morning civil twilight	06:47	14:47
Sunrise	07:15	15:15
Sunset	17:27	01:27
Evening civil twilight	17:55	01:55

**Current date and time**

Zulu (UTC) 31-Jan-2013 19:16:35  
 Local (UTC-B) 31-Jan-2013 11:16:35

**METAR**

**KEDU** 311855Z AUTO 02003KT 10SM CLR  
 4nm SE 12/07 A3032 RMK AO1  
**KVCB** 311853Z AUTO VRB03KT 8SM CLR  
 13nm S 13/07 A3032 RMK AO2 SLP267  
 T01280072 TSN0  
**KSMF** 311853Z 00000KT 9SM CLR 12/08  
 14nm NE A3031 RMK AO2 SLP264  
 T01220083  
**KSAC** 311853Z 00000KT 10SM CLR  
 17nm E 13/06 A3031 RMK AO2 SLP264  
 T01330061  
**KSUU** 311858Z AUTO 06006KT 10SM CLR  
 19nm S 12/11 A3030 RMK AO2 SLP268  
 T01160106 \$

**TAF**

**KSMF** 311720Z 3118/0118 VRB04KT  
 14nm NE P6SM FEW250 FM010600 VRB04KT  
 4SM BR SKC TEMPO 0112/0116  
 2SM BR  
**KSAC** 311720Z 3118/0118 VRB04KT  
 17nm E P6SM FEW250 FM010600 VRB04KT  
 4SM BR SKC  
**KSUU** 3117/0123 05009KT 9999 SKC  
 QNH3020INS BECMG 0110/0111  
 VRB06KT 4800 BR SKC  
 QNH3022INS BECMG 0117/0118  
 VRB06KT 9999 NSW FEW200  
 QNH3020INS T17/0123Z  
 T02/0114Z

**NOTAMS**

Click for the latest NOTAMS  
 NOTAMS are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

**Airport Operational Statistics**

Aircraft based on the field: 79 Aircraft operations: avg 165/day \*  
 Single engine airplanes: 68 50% transient general aviation  
 Multi engine airplanes: 7 50% local general aviation  
 Helicopters: 4 <1% air taxi  
 \* for 12-month period ending 29 February 2012

EXISTING

**Additional Remarks**

- NO TGL 2200 TO 0600.
- RY 34 CALM WIND RY.
- NOISE ABATEMENT: NO DEP TURNS BEFORE ARPT BOUNDARY ROADS 1/4 MI BYD RY 16 & RY 34. CROSSWIND/DOWNWIND DEP TO WEST RY 16 & RY 34. HELICOPTER W APPROACH IS OVER VACANT LAND IMMED S OF MIDFIELD. MAINTAIN MIN HGTS.
- RY 16/34 +40 FT TO +120 FT TREES & +40 FT POWER LINES UNLIGHTED; PARALLEL RY 550 FT W OF RY CNTRLN.
- BIRDS ON AND IN VICINITY OF APRT.

**Instrument Procedures**

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

NOT FOR NAVIGATION. Please procure official charts for flight.  
 FAA instrument procedures published for use between 10 January 2013 at 0901Z and 7 March 2013 at 0900Z.

**IAPs - Instrument Approach Procedures**


RNAV (GPS) RWY 16 [download](#) (230KB)  
 RNAV (GPS) RWY 34 [download](#) (234KB)

Other nearby airports with instrument procedures:

- [KEDU](#) - University Airport (4 nm SE)
- [O41](#) - Watts-Woodland Airport (6 nm N)
- [KVCB](#) - Nut Tree Airport (13 nm S)
- [KSMF](#) - Sacramento International Airport (14 nm NE)
- [KSAC](#) - Sacramento Executive Airport (18 nm E)
- [KUUU](#) - Travis Air Force Base (19 nm S)

**FBO, Fuel Providers, and Aircraft Ground Support**

Business Name	Contact	Services / Description	Fuel Prices	Comme
	ASRI 129.95 530-759-8766 <a href="#">[web site]</a> <a href="#">[email]</a>	Davis Flight Support - a new luxury FBO located at Yolo County airport. Easy airspace access and conveniently located between Sacramento and San Francisco. Jaguar and Range Rover courtesy and crew cars, Hi def plasma TVs, new Wx workstations, wireless internet, refreshments, pilot lounge and snooze room, catering, transportation, hotel and concierge services. Pristine hanagar available for long or short term storage. A corporate destination for both business and personal red carpet treatment. <a href="#">▼ More info and photos of Davis Flight Support, LLC</a>	 100LL Jet A FS \$5.95 \$5.90 19 <a href="#">read</a> <b>GUARANTEED</b>	***

 [Woodland Aviation](#)

toll-free 1-800-442-1333  
530-759-6036  
[\[web site\]](#)  
[\[email\]](#)

Aviation fuel, Aircraft ground handling, Oxygen service, Aircraft parking (ramp or tiedown), Hangars, Hangar leasing / sales, GPU / Power cart, ...



More info about Woodland Aviation  
no information available



100LL Jet A not yet r  
FS \$5.95 \$5.90 1 read  
Updated 15-Jan-2013

PreStar / SkyDance SkyDiving

530-753-2651

If you are affiliated with PreStar / SkyDance SkyDiving and would like to show here your services, contact info, web link, logo, and more, [click here](#)

100LL Jet A not yet r  
SS \$5.55 \$5.19 writ  
Updated 04-Jan-2013

FS=Full service  
SS=Self service

[UPDATE PRICES](#)

### Where to Stay: Hotels, Motels, Resorts, B&Bs, Campgrounds

In this space we feature lodging establishments that are convenient to the Yolo County Airport. If your hotel/inn/B&B/resort is near the Yolo County Airport, provides convenient transportation, or is otherwise attractive to pilots, flight crews, and airport users, consider listing it here.

[FEATURE A LODGING ESTABLISHMENT](#)

#### AirNav users who flew into KDWA have stayed at...

	Miles	Price (\$)
<a href="#">BEST WESTERN UNIVERSITY LODGE</a>	6.6	117-140
<a href="#">SPRINGHILL SUITES BY MARRIOTT SACRAMENTO AIRPORT NATOMAS</a>	18.7	169-170

#### Hotels in other cities near Yolo County Airport

10 in <a href="#">Davis</a>	12 in <a href="#">Vacaville</a>
7 in <a href="#">Woodland</a>	7 in <a href="#">West Sacramento</a>
4 in <a href="#">Dixon</a>	73 in <a href="#">Sacramento</a>

Distances are approximate, and may vary depending on the actual route traveled and the location of the travel start on the airport.

### Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Yolo County Airport, you should consider listing it here. To start the listing process, click on the button below

[Add YOUR BUSINESS OR SERVICE](#)

### Other Pages about Yolo County Airport

[AWOS/ASOS display](#)

[UPDATE, REMOVE OR ADD A LINK](#)

**Experience Virgin America**

VirginAmerica.com/Flights  
Fly with Live TV, Movies, WiFi & Music. Book Online, Take Off Now!  
[Fares to Fly By](#) - [Route Map](#) - [Flight Status](#) - [Flight Alerts](#) - [View Itinerary](#)



AdChoices



Contact | [RisingUp Home](#)

- Home
- Aircraft Specs
- Aviation Message Board
- FAA Regulations
- Aircraft Pictures
- Avation Links
- Practice FAA Tests

- [Part 91](#)
- [FARs Table of Contents](#)
- [FARs Home](#)
- [Next FAR](#)
- [Previous FAR](#)

**FEDERAL AVIATION REGULATIONS**

Home > [Aviation Regulations](#) > [Parts Index](#) > [Part 91](#) > Sec. 91.119 - Minimum safe altitudes: General.

**Sec. 91.119 – Minimum safe altitudes: General.**

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

- (a) *Anywhere.* An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- (b) *Over congested areas.* Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
- (c) *Over other than congested areas.* An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.
- (d) *Helicopters, powered parachutes, and weight-shift-control aircraft.* If the operation is conducted without hazard to persons or property on the surface—

(1) A helicopter may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section, provided each person operating the helicopter complies with any routes or altitudes specifically prescribed for helicopters by the FAA; and

(2) A powered parachute or weight-shift-control aircraft may be operated at less than the minimums prescribed in paragraph (c) of this section.

[Docket No. 18334, 54 FR 34294, Aug. 18, 1989, as amended by Amdt. 91-311, 75 FR 5223, Feb. 1, 2010]

**NEXT:** [Sec. 91.121 - Altimeter settings.](#)  
**PREVIOUS:** [Sec. 91.117 - Aircraft speed.](#)

Search the FARs for



**FREE QUOTE**

- Navigation
- [Part 91](#)
  - [FARs Table of Contents](#)
  - [FARs Home](#)
  - [Next FAR](#)
  - [Previous FAR](#)

AdChoices

**[Luxury Private Jet Rental](#)**  
BlueStarJets.com  
Prices start at \$1,550 per hour  
Specials TODAY 866-538-8463

**[Cessna C172 G1000 Rental](#)**  
www.jatoaviation.com  
Bay Area's Lowest Hourly Price  
Garmin G1000, Start flying it now!  
[Flight Specials](#)

**[Online College](#)**  
www.CenturaCollege.e...  
Prepare for the Future with an Aviation Maint. Management Degree!

**[Get 25 Hour Jet Card Info](#)**  
www.Sentient.com  
Fly Often? Get a 25 Hour Jet Card Flexible & Easy. Find Out More Here

**[Hillside Aviation](#)**  
www.hillsideaviation.co...  
Spring Special. 20 gallons 100LL free with annual

Use of this website constitutes acceptance of our [Privacy Policy](#) and [User Agreement](#).

Copyright© 1998-2011 [RisingUp Aviation](#). All rights reserved.

RGL Home

## Code of Federal Regulations

### ▼ Sec. 91.126

Part 91 GENERAL OPERATING AND FLIGHT RULES	
Subpart B--Flight Rules	General

#### Sec. 91.126

Operating on or in the vicinity of an airport in Class G airspace.

(a) *General.* Unless otherwise authorized or required, each person operating an aircraft on or in the vicinity of an airport in a Class G airspace area must comply with the requirements of this section.

(b) *Direction of turns.* When approaching to land at an airport without an operating control tower in Class G airspace--

(1) Each pilot of an airplane must make all turns of that airplane to the left unless the airport displays approved light signals or visual markings indicating that turns should be made to the right, in which case the pilot must make all turns to the right; and

[(2) Each pilot of a helicopter or a powered parachute must avoid the flow of fixed-wing aircraft.]

(c) *Flap settings.* Except when necessary for training or certification, the pilot in command of a civil turbojet-powered aircraft must use, as a final flap setting, the minimum certificated landing flap setting set forth in the approved performance information in the Airplane Flight Manual for the applicable conditions. However, each pilot in command has the final authority and responsibility for the safe operation of the pilot's airplane, and may use a different flap setting for that airplane if the pilot determines that it is necessary in the interest of safety.

(d) *Communications with control towers.* Unless otherwise authorized or required by ATC, no person may operate an aircraft to, from, through, or on an airport having an operational control tower unless two-way radio communications are maintained between that aircraft and the control tower. Communications must be established prior to 4 nautical miles from the airport, up to and including 2,500 feet AGL. However, if the aircraft radio fails in flight, the pilot in command may operate that aircraft and land if weather conditions are at or above basic VFR weather minimums, visual contact with the tower is maintained, and a clearance to land is received. If the aircraft radio fails while in flight under IFR, the pilot must comply with Sec. 91.185.

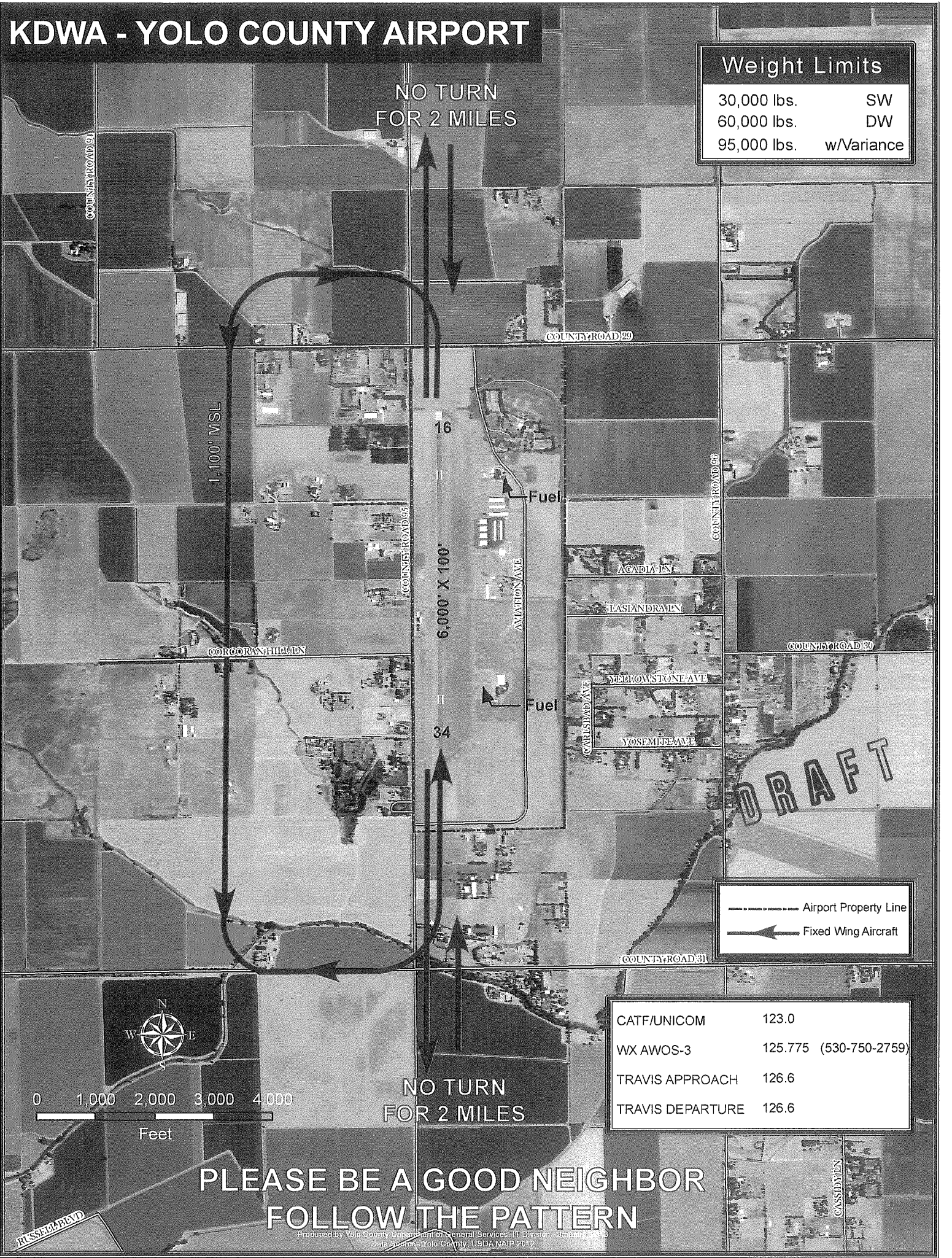
Amdt. 91-282, Eff. 9/1/2004

# KDWA - YOLO COUNTY AIRPORT

## Weight Limits

30,000 lbs.	SW
60,000 lbs.	DW
95,000 lbs.	w/Variance

NO TURN  
FOR 2 MILES



NO TURN  
FOR 2 MILES

- Airport Property Line
- ← Fixed Wing Aircraft

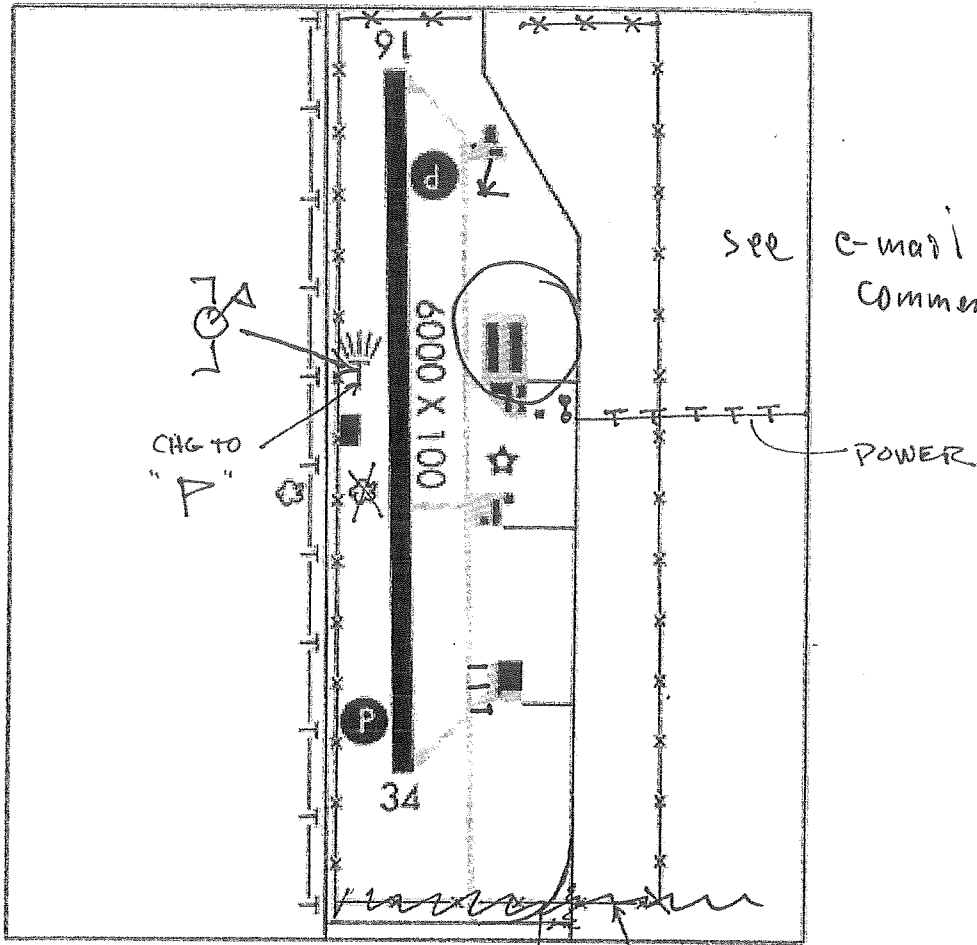
CATF/UNICOM	123.0
WX AWOS-3	125.775 (530-750-2759)
TRAVIS APPROACH	126.6
TRAVIS DEPARTURE	126.6

PLEASE BE A GOOD NEIGHBOR  
FOLLOW THE PATTERN

Produced By Yolo County Department of General Services, IT Division - January 2013  
Data Sources: Yolo County, USDA NAIP 2012



DWA



- PARACHUTE ACTIVITY  
E. OF RUNWAY
- CROP DUSTING ACTIVITY  
FRM CENTER OF ARPT, W OF RWY
- AIRCRAFT OPERATING W/OUT RADIOS (ANTIQUES & CROPDUSTERS)
- NO E. DEPARTURES TILL 2 MI BEYOND ARPT BOUNDARY

ROAD  
CURVE

DITCH LINE NOT HERE

can ignore

**Discussion of Advisory Committee Responsibilities for the  
February 7, 2013 Meeting of the West Plainfield Advisory Committee on Airport  
Development (WPAC)  
and the  
February 13, 2013 Meeting of the Aviation Advisory Committee**

The WPAC has at several of its recent meetings discussed questions relating to the responsibilities assigned to it by the Board of Supervisors. Two key areas of debate exist:

- 1) Is the WPAC a General Plan advisory committee or not? and
- 2) Is it fair for the WPAC to have stricter conflict of interest rules than the Aviation Advisory Committee (AAC)?

At Supervisor Rexroad's request, the topic of WPAC responsibilities has been calendared for the February 26, 2013 Board of Supervisors (BOS) meeting.<sup>1</sup> The WPAC should vote at its February 7 meeting on its preferences, and should plan to send one or more representatives to the February 26 BOS meeting to respond to Board of Supervisors' questions regarding the WPAC recommendations. .

**County Staff recommends the WPAC:**

- A. Rescind its December 12, 2012 vote against being a General Plan advisory committee, and accept its role as a GP Advisory committee , including the specific responsibilities in County Code relating to the Airport Area of Influence;**
- B. Recommend that the BOS to waive that portion of the GP Advisory Committee Code of Ethics and Values, pertaining to the criteria listed under the third bullet point of Statement No. 1 regarding financial conflicts of interest, thus allowing WPAC members to live adjacent to the airport property.**
- C. Recommend that the BOS apply the Code of Ethics and Values to the AAC to the extent proposed in B, above (i.e., requiring compliance with all but the financial conflicts portion of the Code).**

Question #1 – Is the WPAC a General Plan Advisory Committee or not?

County staff maintains that the WPAC is a General Plan Advisory Committee, albeit with added Airport responsibilities, for the following reasons:

1. Aside from the specific responsibilities of the WPAC with respect to airport matters, the primary duties of the WPAC and the General Plan advisory committees are so similar as to be indistinguishable.

---

<sup>1</sup> February 26 is the first scheduled Board date which gives staff the time to prepare its Board letter after the WPAC's February 7, 2013 meeting and the Aviation Advisory Committee's (AAC) February 13, 2013 meeting.

- a. The WPAC was created in 1992 with responsibilities defined in County Code Title 2, Article 20, Sections 2-2.2001 – 2-2.2009. Section 2-2.2009 includes the following responsibilities:
    - i. To advise the Board regarding the land use, planning, zoning restrictions on land usage on the Yolo County Airport area of influence (subd. h);
    - ii. To review and make policy recommendations on development projects located in that area of influence (subd. b)
    - iii. To have an opportunity to review discretionary projects prior to approval (subd. e).
  - b. General Plan advisory committees were formally recognized in the County Code in 2009 at the same time as the new General Plan was adopted (Title 2, Section 2-2.3602). A General Plan advisory committee:
    - i. "...has as its primary functions to advise and make recommendations to the Planning Commission and Board of Supervisors on General Plan policies, zoning and land use applications, and other growth related issues."
    - ii. To have an opportunity to review discretionary projects prior to approval (GP Advisory Bylaws, Attachments A & E).
  - c. Because of their virtually identical responsibilities and the prior existence of the WPAC, the County in 2009 included the WPAC as a GP advisory committee, adopted a General Plan coverage map for the WPAC that includes the greater West Plainfield area, and considers the WPAC to be governed by the adopted General Plan committee bylaws.
2. All five members of the WPAC must reside within the West Plainfield Fire District's boundaries, with two also residing within a mile of the Airport property line (2-2.2002). The defined West Plainfield General Plan advisory boundaries also match the Fire District's boundaries.
  3. The Airport is a unique county-owned and operated geographic subset of West Plainfield, but is still part of greater West Plainfield. The WPAC should therefore be considered as a General Plan advisory committee, including the additional airport responsibilities in County Code (e.g. advising on policy matters for maintenance, operation, capital improvements, land acquisition, aviation and transportation, etc.). Clearly the vast majority of WPAC business is Airport related and will be concerned with the "Airport Area of Influence," but West Plainfield General Plan matters do occasionally arise.<sup>2</sup>

---

<sup>2</sup> For example, members present at the November 3, 2011 joint WPAC-AAC meeting reviewed a minor use permit by Winters Broadband for two new towers, one of which was outside the Airport area of influence.

Question #2 – Should Conflict of Interest Rules for the WPAC be made consistent with those of the AAC?

County staff agrees that the portion of the Advisory Committee Code of Ethics and Values (Attachment F) pertaining to the criteria defining financial conflicts of interest should be rescinded by the BOS for the WPAC for the following reasons:

1. Asking WPAC members to abstain from voting on Airport issues because they may own property within 500 feet of the “project site” (here, the Airport) is an unreasonable standard as applied to the WPAC. It also conflicts with the previously established residential requirements for WPAC membership (2-2.2002). The County should rightly seek input from those who will most be affected by Airport development, and that includes adjacent property owners.
2. Because the WPAC and AAC have overlapping responsibilities and advise on many of the same Airport projects, policies and issues, both committees should be governed by the same conflict of interest rules. Consequently, the BOS should apply the Code of Ethics and Values to the AAC to the same extent the Code is applied to the WPAC.
3. Having a personal or business interest in the Airport and/or its area of influence is not a conflict of interest under a state law for members of local advisory committees, and including members with personal or business interests on such committees often adds value to the advice received;

**EXAMPLES OF ADVISORY COMMITTEE REVIEWS FOR VARIOUS AIRPORT  
RELATED ACTIVITIES**

<b>PROJECTS AND OPERATIONS</b>				
<b>PROJECT</b>	<b>ADVISORY REVIEW</b>		<b>CEQA or NEPA CLEARANCE</b>	<b>COMMENT</b>
	<b>WPAC*</b>	<b>AAC**</b>		
New Hanger development on airport, if consistent with Airport master Plan and ALUP.	No, may be an information item.	No, may be information item.	No	Zoning has pre-approved and CEQA has already been completed for up to 145 hangers on the airport. Project is ministerial. Site plan review and inspections are required.
New private manufacturer, restaurant or other discretionary project on airport requiring a use permit.	Yes	Yes	Yes	Standard county review process with appropriate CEQA document. Zoning Administrator makes decision for minor use permit, Planning Commission for major use permit.
Discretionary project within airport area of influence or within West Plainfield General Plan advisory area.	Yes	No	Yes	Standard county review process with appropriate CEQA document. Zoning Administrator makes decision for minor use permit, Planning Commission for major use permit.
Updates to Airport Capital Improvement Program and its projects	Yes	Yes	FAA requires NEPA clearance for each project	FAA requires all projects to be in the existing approved Airport Master Plan and Airport Layout Plan. Appropriate NEPA and CEQA clearance required for each project. Includes runway, drainage and other airport facility upgrades.
Revision to Facilities Directory – pilot instructions	Yes	Yes	No	Airport manager’s responsibility to keep up to date. If major revision to flight pattern, both committees will be consulted.

**POLICIES AND PLANNING**

<b>PROJECT</b>	<b>ADVISORY REVIEW</b>		<b>CEQA or NEPA CLEARANCE</b>	<b>COMMENT</b>
	<b>WPAC*</b>	<b>AAC**</b>		
Revision to Airport Master Plan or Airport expansion beyond that envisioned in Master Plan	Yes	Yes	Yes	Will require environmental review. Multiple comment opportunities, and ultimate BOS action.
Revision to Airport Comprehensive Land Use Plan	Yes	Yes	Yes	Will require environmental review. Multiple comment opportunities before finalization by BOS. Submittal to SACOG required for ratification.
Revision to General Plan.	Yes	Yes	Yes	

\*In general, the WPAC will be consulted for projects and policies outside the airport, and for policy matters on the airport.

\*\*In general, the AAC will be consulted for projects and policies within the airport boundaries.

Each committee will send a representative to the other's meetings. Public comment is always included during committee deliberations.