

COUNTY OF YOLO

Office of the County Administrator

Patrick S. Blacklock
County Administrator

YOLO COUNTY AIRPORT

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Woodland, CA 95695
PH (530) 666-8114 X FX (530) 668-4029

AVIATION ADVISORY COMMITTEE (AAC)

MEETING AGENDA

DATE: Wednesday, February 13, 2013
TIME: 6:30 pm
LOCATION: Lillard Hall, West Plainfield Fire Department
24905 County Road 95, Yolo County Airport
MEMBERS: Ray Ferrell (Chair), Gary Pelfrey (Vice-Chair), Andrew Dowling, William Ferrier
John Hancock, Jim Hechtl, Jason Russell

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 November 1, 2012 concurrent meeting – Action
6. County Seeking Advice on
 - a. Facilities Directory – possible wording and diagram changes – action (Ervin)
 - b. Recommended new Conflict of Interest rules for AAC -- Action (Ervin)
7. Old Business and Regular reports
 - a. Report of the February 7, 2013 meeting of the West Plainfield Advisory Committee on Airport Development – (Ferrell, Pelfrey, Ervin)
 - b. FOD, operational and compliance reports (Pelfrey)
 - c. Airport Managers update (Ervin)
8. Next AAC Meeting – Wednesday April 10, 2013 6:30pm
9. Next WPAC Meeting – Thursday April 4, 2013 6:30pm
10. Other business
11. Adjournment

Minutes from the Concurrent Meeting of the Aviation Advisory Committee (AAC) and West Plainfield Action Committee (WPAC), and individual minutes from both Committees

November 1, 2012, 6:30 pm
Lillard Hall, West Plainfield Fire Department

Aviation Advisory Committee Meeting (drafted by Wes Ervin and subject to approval by AAC)

- 1 Call to order – 6:31 pm see item #1 concurrent below
- 2 Public comment – see item #2 concurrent below
- 3 Approval of Agenda – see item #3 concurrent below
- 4 Approval of minutes from August 2, 2012. Moved by Pelfrey, seconded Ferrier, approved 4-0
- 5 Regular reporting
 - a. Ferrell described a taxiway incident in which a plane lost a wheel. There was no injury and no damage to the runway.
 - b. Pelfrey described that since they have been performing daily inspections of the bathrooms beginning in October, complaints are down.
 - c. Ervin reported on changes he made to the Facilities Directory to minimize low aircraft flights over residences, including eliminating the ban on midfield takeoffs and adding instructions to helicopters.
- 6 Gun club noise – tabled with no discussion
- 7 Adjournment – at 8:20pm during infrastructure discussion (#7 concurrent below). Ferrier moved and Ferrell seconded to adjourn the AAC so members could leave if necessary, approved 4-0. Concurrent meeting agenda and WPAC meeting continued.

Concurrent Meeting of Aviation Advisory Committee (AAC) and the WPAC (drafted by Steve Sheehan and subject to approval by both committees)

1. Both committees Called to order at 6:31 pm. Introductions by AAC and WPAC. WPAC members present - R. Waxman, M. Defty, & A. Latta. AAC members present - R. Ferrell, J. Hechtl, G. Pelfrey, W. Ferrier.
2. Public comment on items not on the agenda
 - Public requests for Yolo county employees to present to identify themselves. Phil Pogledich, Matt Rexroad, Wes Ervin, Dotty Pritchard and Mindi Nunes identify themselves.
 - Public requests for all WPAC minutes dating back to 1997 be posted to county website.

- Public questions helicopter activity at airport. Another Public responds noting that the referenced activity is not regular traffic - National Guard stopped to regroup after fighting fires.
 - Public requests information on the county's policy regarding conflict of economic interest. Phil Pogledich, Yolo County Deputy Counsel, to present on policy later in meeting.
3. Approval of Agenda
- R. Waxman notes two changes to the agenda - items 10 and 11 are to be merged with items 1 and 2.
 - M. Defty moves to approve agenda with above changes. A. Latta seconds. Unanimously approved.
4. Correspondence.
- W. Ervin describes letter received from T. Meyer & Public raising numerous Brown Act issues. To be addressed by P. Pogledich's presentation on Brown Act.
5. Brown Act for Advisory Committees - Information - by Phillip Pogledich, Deputy County Counsel
- P. Pogledich highlights handout created specifically for Yolo County advisory committees.
 - R. Waxman asks whether any meeting action can occur without a majority quorum. P. Pogledich responds that a quorum must be present.
 - AAC member W. Ferrier asks whether the Brown Act permits quorum votes at teleconference meetings. P. Pogledich responds yes.
 - M. Defty asks how any WPAC business could have moved forward at a time when the WPAC consisted of only one member (out of a potential five). W. Ervin notes that one discretionary decision was made during time the WPAC consisted of only one member. P. Pogledich notes that the Brown Act calls for a discretionary body to be given an opportunity for review.
 - Public requests for P. Pogledich to read the opening paragraph of the Brown Act. P. Pogledich declines.
 - Public asks whether meeting announcements must be posted at place of meeting. P. Pogledich responds that such is not specifically required by Brown Act, but is consistent with Brown Act policy. W. Ervin notes that meeting announcements are also posted online. H. Tran describes website contents and availability.
 - Public requests for all handouts distributed at meetings be posted on the website prior to the meeting.
 - Public asks what the quorum requirement is in a joint meeting of two advisory bodies such as AAC and WPAC, and whether a vote can occur if one of the two advisory bodies lacks a quorum. P. Pogledich notes that each committee can vote on its own agenda action items.
 - Public requests for posted agendas to be signed and dated.
 - P. Pogledich presents the Conflict of Interest policy and circumstances for recusals. The policy only applies to the WPAC, and not the AAC. A. Latta inquires how AAC members can vote on any discretionary decision given their inherent financial interest. Public requests that the County apply the same policy to both the WPAC and AAC and notes that all members should be required to disclose their financial interest to County and the public. Public notes the very specific

mandate for the WPAC should make them exempt from County's recusal policy, and urges WPAC to consider such in responding to county's request for WPAC to advise on general plan issues. Public suggests WPAC to decline the joint meeting proposal.

- P. Pogledich presents response to T Meyer & Public's letter alleging Brown Act inconsistencies. Response is available to public.

6. Airport Capital Improvements Plan Update - Information - Wes Ervin

- FAA has provided a grant on tree cutting for over 200 remaining trees on 8 parcels to be cut. County waiting on request to Caltrans for a 4% match (~ \$17,000) expected "any day now" before proceeding with tree cutting. FAA grant has no deadline. Public questions whether money would remain available given disaster on East Coast.
- W. Ervin describes reflector and lighting project.

7. Airport Plans and Infrastructure capacities - Information - Wes Ervin

- W. Ervin presents adopted plans (ALP, ALUP, ACIP, Master Plan, Draining Plan, zoning, etc.), what's in them, when adopted, rules affecting development; discretionary vs. ministerial, noise studies, water, sewer, drainage, electric service
 - Handout - Yolo County Airport Highlights of Existing Plans and Studies presented by W. Ervin
 - Handout - Yolo County Airport Existing Codes Pertaining to Airport presented by W. Ervin
- Questions by the public:
- Public asks if a new Master Plan and EIR be required when the existing plan expires in 2015? W. Ervin unsure.
- Public asks whether the FAA, as overseeing federal agency for purpose of NEPA, reviewed Phase 2 & 3 EIRs? W. Ervin unsure.
- Public asks whether existing plans and studies are available for review? W. Ervin responds that such documents are available on the website.
- Public asks whether there have been any recent discussions with the W. Plainfield Fire Department regarding emergency response capabilities? Fire Dept. personnel respond that no known discussions have occurred in at least the last four years.
- Public asks whether the noise levels of the projected plans contemplated jets?
- Public asks whether the noise level measuring methods useful for single, noisy events?
- Public asks whether the Master Plan contemplates drainage and flooding concerns? W. Ervin references a 2005 Airport Drainage Plan providing plans for drainage and holding ponds. Public asks where will the money for the flood abatement measures will come from? W. Ervin responds that the money will come from the FAA and grant sources. Public notes the birds attracted by holding ponds as incompatible with air traffic. Public notes the current map of airport development shows holding ponds as installed when none of the draining and flooding abatement plans have come to fruition. Public notes the study of

flooding fails to address problems that will occur downstream from airport, and fails to incorporate the 2010 FEMA updates. Public argues the current flood study is therefore inadequate and should be updated before additional impermeable surfaces are constructed. Public asks whether regional water board has been contacted.

- Public argues the electric infrastructure is inadequate. Public notes a letter from PG&E following the 1997 storms indicating that local electrical upgrades would have to be paid by local users.
- Public asks how much road traffic is predicted to increase? W. Ervin notes the EIR projects road traffic to double, still below the threshold of significance.
- Public asks whether the changes described in the Master Plan make the airport a C-II such that Fire Department and Lillard Hall must be relocated to accommodate the space demands of a C-II airport? W. Ervin responds that the changes proposed in the Master Plan will elevate the airport to C-II, but does not comment directly on whether the Fire Department and Lillard Hall will need to be relocated.
- Public notes the maps, EIR, and Airport Layout Plan are in disagreement with each other and do not reflect the airport in it's current state.
- Public notes the EIR says "no camping" but there is lots of camping occurring at the airport.
- Public asks what decisions moving forward with the Master Plan are ministerial and what are discretionary such that the WPAC must weigh in? W. Ervin provides some examples of ministerial and discretionary decisions - any decisions requiring environmental review or a use permit are discretionary. Any hangar is ministerial. Public notes that hangars increase impermeable surface, thereby implicating environmental review (flood abatement). Therefore, how can hangar additions be considered ministerial?
- Public asks whether runways will be lengthened under the Master Plan. W. Ervin indicates that runways will be lengthened. Public notes this will restrict what neighboring property owners can build on their properties.
- Public asks why we want a C-II airport? What benefit will it provide? W. Ervin notes financial benefits to the county. Public asks whether anybody in the county has calculated the money per touch down? W. Ervin responds that such calculations have not been made. Public notes that take offs and landings may not provide the county any financial benefit.
- Public notes the noise reverberating off additional hangars will has not been addressed.
- Public asks whether the Airport Layout Plan and maps been approved by the FAA? W. Ervin responds that the Airport Layout Plan Narrative was approved in June, 2009 and the accompanying drawings were approved in March, 2012.

West Plainfield Advisory Committee on Airport Development (Subject to approval by WPAC)

8. Approval of Minutes from August 2, 2012 Meeting and September 9, 2012 meeting - Action

- A quorum is not present to vote.

9. Report on September 19 WPAC meeting - Information - Robyn Waxman

- Officer elections - WPAC Chair - Robyn Waxman; Vice Chair - Michelle Defty; Secretary - Steve Sheehan
- The WPAC will not be limiting public comment.
- Yolo County has requested the WPAC consider expanding their scope to include an advisory role to the county's development of a general plan for West Plainfield. The WPAC has not reached a decision on the matter.

10. Committee member reports and requests - Information

- No reports

11. Public Comment Opportunity

- Request for FAA officer to attend meetings. W. Ervin agreed to ask and report the FAA's response by January 1, 2013.
- Public requests the WPAC adopt a directive that it no longer meet as a joint advisory committee, nor with other individual advisory committees present at the same meeting. A community member requests to be a part of an ad hoc subcommittee to provide the county recommendations for take-off and landing procedures.
- Public asserts the county's Code of Ethics and recusal policy is problematic in that it applies to the WPAC but not the AAC. Public requests the WPAC investigate a process to remove the recusal restrictions on WPAC voting. The WPAC responds by forming an ad hoc committee consisting of A. Latta and S. Sheehan to investigate the Code of Ethics and recusal policy as applied to the WPAC and AAC.

Next WPAC meeting

- The WPAC sets its next meeting for December 12, 6:30 pm at Lillard Hall.

Meeting adjourned at 9:25 p.m.

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

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 aviation 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.

AIRNAV.COM



Airports Navals Airspace Fixes Aviation Fuel AIRBOSS iPhone App

1827 users online



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

GOING TO DAVIS/WOODLAND/WINTERS?

Reserve a Hotel Room | Rent a Car | Enterprise Reserve Online | AVIS Reserve Online

FAA INFORMATION EFFECTIVE 10 JANUARY 2013

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: MRL 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.

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

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
TZZr334/14.3	TRAVIS VOR	116.40	17E
SACr283/16.5	SACRAMENTO VORTAC	115.20	17E
MCCr239/21.9	MC CLELLAN VOR/DME	109.20	17E
ILAr147/30.6	WILLIAMS VORTAC	114.40	18E
CCR358/33.3	CONCORD VOR/DME	117.00	17E
MYVr187/33.9	MARYSVILLE VOR/DME	110.80	16E
SGDr028/34.1	SCAGGS ISLAND VORTAC	112.10	17E

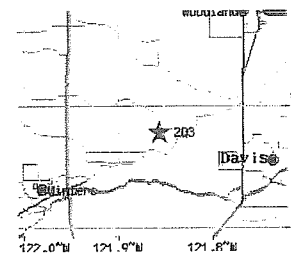
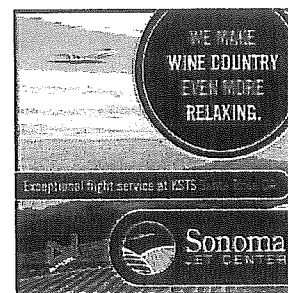
Airport Services

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

Runway Information

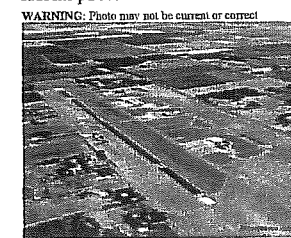
Runway 16/34

Log | Site | News | HD | Photo Links
Cont | Don | Site | Home | About



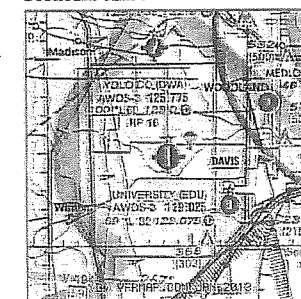
Road maps at: [MapQuest](#) | [MapPoint](#) | [Yahoo!](#)
[Maps](#) | [Google](#) | [Rand McNally](#)
 Satellite photo at: [TerraServer](#) | [Virtual Earth](#)

Aerial photo



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](#).

Sectional chart

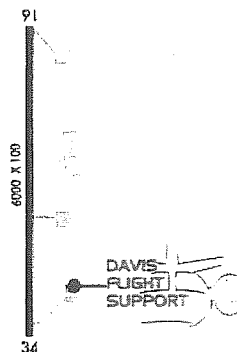


Airport diagram

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 Operational Statistics

Aircraft based on the field: 79
 Single engine airplanes: 68
 Multi engine airplanes: 7
 Helicopters: 4

Aircraft operations: avg 165/day *
 50% transient general aviation
 50% local general aviation
 <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

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

Other nearby airports with instrument procedures:

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

FBO, Fuel Providers, and Aircraft Ground Support

Business Name	Contact	Services / Description	Fuel Prices	Comme
DAVIS FLIGHT SUPPORT	ASRI 129.95 530-759-8766 [web site] [email]	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 hangar available for long or short term storage. A corporate destination for both business and personal red carpet treatment. More info and photos of Davis Flight Support, LLC	100LL Jet A PS \$5.95 \$5.90 19 read GUARANTEED	

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 (UTC-8)	Zulu (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-8)	31-Jan-2013 11:16:35

METAR

KEDU 311855Z AUTO 02003KT 10SM CLR
 4nm SE 12/07 A3032 RMK A01
KVCE 311853Z AUTO VRB03KT 8SM CLR
 13nm S 13/07 A3032 RMK A02 SLP267
 T01280072 TSNO
KSMF 311853Z 00000KT 9SM CLR 12/08
 14nm NE A3031 RMK A02 SLP264
 T01220083
KSA C 311853Z 00000KT 10SM CLR
 17nm E 13/06 A3031 RMK A02 SLP264
 T01330061
KSUU 311858Z AUTO 06006KT 10SM CLR
 19nm S 12/11 A3030 RMK A02 SLP268
 T01160106 \$

TAF

KSMF 311720Z 3118/0118 VRB04KT
 14nm NE P6SM FEW250 FM010600 VRB04KT
 4SM BR SKC TEMPO 0112/0116
 2SM BR
KSA C 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.



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

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](#)

AVFUEL

	100LL	Jet A	not yet r
FS	\$5.95	\$5.90	1 read
Updated 15-Jan-2015			
	100LL	Jet A	not yet r
SS	\$5.55	\$5.19	write
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.



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

	Miles	Price (\$)
BEST WESTERN UNIVERSITY LODGE	6.6	117-140
SPRINGHILL SUITES BY MARRIOTT SACRAMENTO AIRPORT NATOMAS	18.7	169-170

Hotels in other cities near Yolo County Airport

10 in Davis	12 in Vacaville
7 in Woodland	7 in West Sacramento
4 in Dixon	73 in Sacramento

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



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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.](#)

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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



	Airport Property Line
	Fixed Wing Aircraft

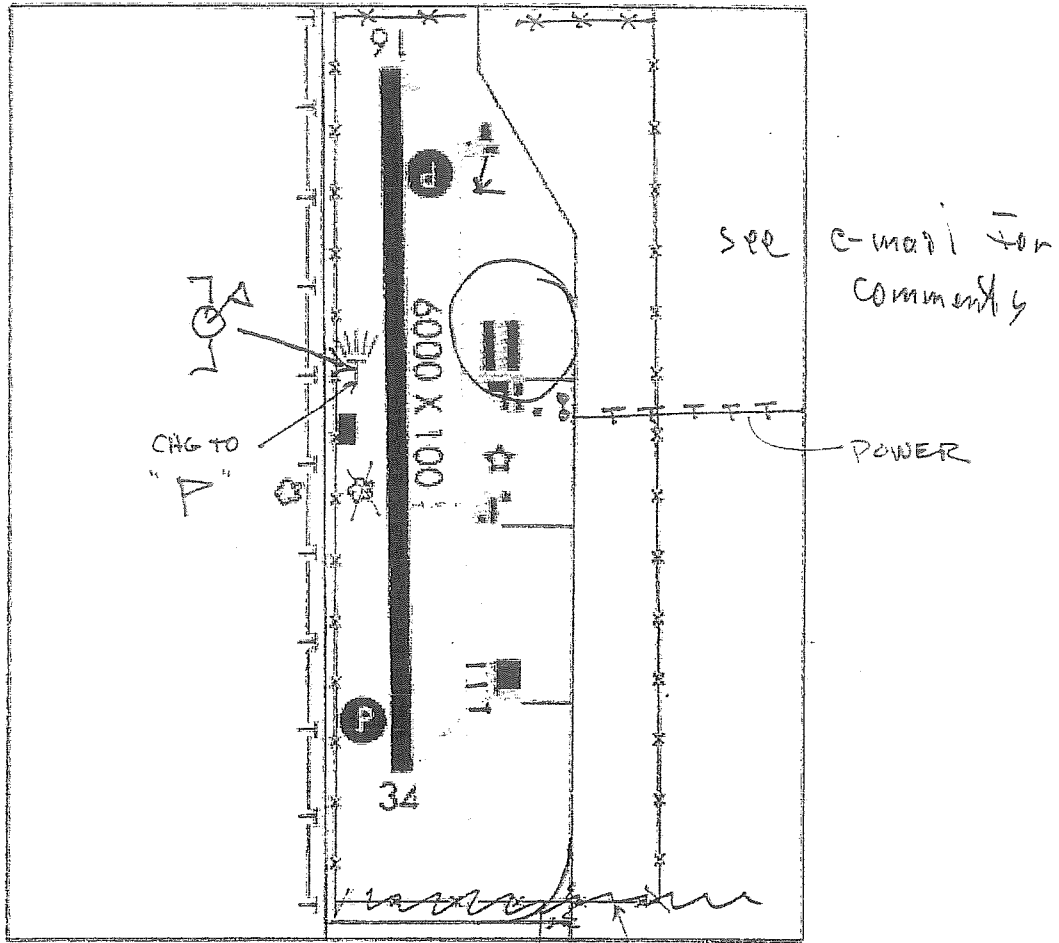
CATF/UNICOM	123.0
WX AWOS-3	125.775 (530-750-2759)
TRAVIS APPROACH	126.6
TRAVIS DEPARTURE	126.6

NO TURN
FOR 2 MILES

PLEASE BE A GOOD NEIGHBOR
FOLLOW THE PATTERN

Produced by Yolo County Planning and General Services, 4440 Center
Ditch, Yuba City, CA 95991, 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

can ignore

#6A

COMPLETE SET OF REMARKS CHANGES PROPOSED BY AIRPORT MANAGER

February 7, 2013

UNDERLINE = NEW

NO TGL 2200 TO 0600

RY 34 CALM WIND RY

PARACHUTE ACTIVITY E OF RY

AIRCRAFT OPERATING WO RADIOS (ANTIQUES, CROP DUSTERS)

NOISE ABATEMENT: NO DEP TURNS BEFORE ARPT BOUNDARY ROADS ¼ MI

BYD RY 16 & RY 34. CROSSWIND/DOWNWIND DEP TO WEST RY 16 & RY 34.

NO TURNS FOR 2 MILES ON STRAIGHT OUT DEP. HELICOPTERS 500' AGL

MIN OFF ARPT PRPTY & AVOID ALL STRUCTURES.

RY 16/34 +40FT TO +120 FT TREES & +40 FT POWER LINES UNLIGHTED,

PARALLEL RY 500 FT W OF RY CNTRLN.

BIRDS ON AND IN VICINITY OF APRT.

**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.¹ 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 (GP) 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. Request the BOS 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; and**
- 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.

¹ 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.²

² 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

PROJECTS AND OPERATIONS				
PROJECT	ADVISORY REVIEW		CEQA or NEPA CLEARANCE	COMMENT
	WPAC*	AAC**		
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				
PROJECT	ADVISORY REVIEW		CEQA or NEPA CLEARANCE	COMMENT
	WPAC*	AAC**		
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.

ATTACHMENT F
CODE OF ETHICS AND VALUES
Proposed for Aviation Advisory Committee
and West Plainfield Advisory Committee on Airport Development

Preamble

The proper operation of democratic government requires that those involved in making important decisions be independent, impartial, and accountable to the people they serve. For this purpose, the Citizens' Advisory Committee Procedures Subcommittee held a series of meetings in mid-2009 for the purpose of developing, among other things, a Code of Ethics and Values. The County of Yolo has adopted the Code of Ethics and Values developed by the Subcommittee to promote and maintain the highest standards of personal and professional conduct among those participating on all County advisory boards, commissions, and committees.

The Board of Supervisors is responsible for appointing the members of County advisory boards, commissions, and committees. All such members serve at the will of the Board. They are expected to abide by this Code, understand how it applies to their specific responsibilities and practice its eight core values in their work. Because the County requires public confidence in the recommendations of its boards, commissions, and committees, their decisions and our work must meet the most demanding ethical standards and demonstrate the highest levels of achievement in following this Code.

Statement of Ethics and Values

1. As a representative of the County of Yolo, I will be **ethical**.

- I am trustworthy and act with the utmost integrity.
- I am truthful, do what I say I will do, and am dependable.
- I make impartial decisions, free of bribes, gifts, narrow political interests, and financial and other personal interests that impair my independence of judgment or actions. In particular, except as noted below, I will not participate in deciding any matter that involves any of the following interests:
 - A direct financial interest, meaning that outcome of the matter is reasonably likely to affect my income or the value of my investments (including real property).
 - ~~A real property interest, meaning that my property is either directly involved in the matter or is within 500 feet of the property at issue. If my property is within 500 feet of the property at issue, however, I may participate in deciding the matter so long as I reasonably believe the outcome will not significantly affect my use and enjoyment of my property.~~
 - ~~If a matter affects the direct financial or real property interests of my immediate family (spouse or dependent children), my business, my employer or other source~~

- If I have any of the foregoing interests or if I otherwise cannot make a decision in an impartial manner, I will recuse myself from all further consideration of the matter, and leave the room prior to any vote. I recognize that I may address the advisory board, commission, or committee regarding the matter prior to leaving the room as part of the public hearing or other opportunity for comment on the matter, provided I have first recused myself from participating in the matter as a member.
- I am fair, distributing benefits and burdens according to consistent and equitable criteria.
 - I extend equal opportunities and due process to all parties in matters under consideration. If I engage in unilateral meetings and discussions, I do so without making voting decisions and in a manner consistent with California's open meeting law, the Brown Act.
 - I use my title(s) only when conducting official County business on behalf of my board, commission, or committee, for information purposes, or as an indication of background and expertise, carefully considering whether I am exceeding or appearing to exceed my authority.
2. As a representative of the County of Yolo, I will be **professional**.
- I apply my knowledge and expertise to my assigned activities and to the interpersonal relationships that are part of my board, commission, or committee position in a consistent, confident, competent, and productive manner.
 - I approach my position and related relationships with a positive attitude.
 - I keep my knowledge and skills current and growing relevant to my community service.
3. As a representative of the County of Yolo, I will be **service-oriented**.
- I provide receptive and courteous service to everyone.
 - I am attuned to, and care about, the needs and issues of citizens, public officials and county employees.
 - In my interactions with constituents, I am interested, engaged and responsive.
 - I exhibit a proactive, innovative approach to setting goals and conducting the County's business.

4. As a representative of the County of Yolo, I will be **fiscally responsible**.

- I make decisions after prudent consideration of their financial impact, taking into account the long-term financial stability and related needs of my community, as well as the County and other government entities.
- I demonstrate concern for the proper use of assets (e.g., personnel, time, property, equipment, funds) of the County and other government entities, and follow established procedures.
- I make good financial decisions that seek to preserve programs and services for County residents that are served by my board, commission, or committee.

5. As a representative of the County of Yolo, I will be **organized**.

- I act in an efficient manner, making decisions and recommendations based upon research and facts, taking into consideration short and long term goals and relevant timeframes.
- I will not use procedural or other means for the purpose of delaying action by my board, commission, or committee on matters delegated for our consideration.
- I follow through in a responsible way, keeping others informed, and responding in a timely fashion.
- I am respectful of established County processes and guidelines.

6. As a representative of the County of Yolo, I will be **communicative**.

- I convey the County's care for and commitment to its citizens.
- I communicate in various ways that I am approachable, open-minded and willing to participate in dialog.
- I engage in effective two-way communication, by listening carefully, asking questions, and determining an appropriate response which adds value to conversations.

7. As a representative of the County of Yolo, I will be **collaborative**.

- I act in a cooperative manner with groups and other individuals, working together in a spirit of tolerance and understanding.

- I display a style that maintains consistent standards, but is also sensitive to the need for compromise, “thinking outside the box,” and improving existing ideas when necessary.
- I accomplish the goals and responsibilities of my individual position, while respecting my role as a member of a team.