ALP NOTES

(a) Elevation Source: Mead & Hunt, Inc. survey; June, 2008. All data in NAVD88. All vertical data is in feet above mean sea level (MSL).

(b) Coordinate Source: Airport 5010, November 20, 2008. All data is in NAD83.

(c) Climate data provided by the Western Regional Climate Center, www.wrcc.dri.edu.

(d) Airport Property Boundary Source: Yolo County, 2008.

(e) Vertical clearance of 52' is provided at the Building Restriction Line (BRL) east of Taxiway A. BRL west of Runway is located at County Road 95 to restrict development of any potential Part 77 transitional surface obstructions and structures in the ultimate OFA. Existing buildings west of Runway to be relocated.

(f) The *Yolo County Airport Drainage Plan Update* prepared by Wood Rogers, Inc. in December 2005 indicated that a range of drainage improvements are needed to alleviate the shallow flooding that occurs on the airfield. These improvements would include stormwater detention structures on the east side of the airport. A preliminary design completed in September 2014 by Mead & Hunt, Inc. identified the locations and sizes of the detension basins. The basin design is in cooperation with FAA staff to comply with the guidance in AC 150/5200-33B, *Wildlife Attractants On or Near Airports.*

(g) Aviation Avenue to be realigned to meet future RSA and OFA standards.

(h) Culvert may have to be extended to conform to future RSA and OFA standards.

(i) An "Off Airport Runway Access" agreement was approved by Yolo County in February 1993 (#93-29) permitting thru-the-fence access to Flying Cross Ranch. The users are active in airfield operations and the County Board of Supervisors continues to approve this use.

(j) The pavement design calculations indicate up to 2 operations per month by 95,000 pound dual wheel aircraft would be acceptable. It is recommended that this be permitted on a prior-permission basis.

(k) Three possible sites to which the fire station and Lillard Hall could be relocated have been identified. A detailed evaluation is needed to determine which is the optimum site. See the Narrative Report for a discussion of potential issues.

AIRPORT DATA

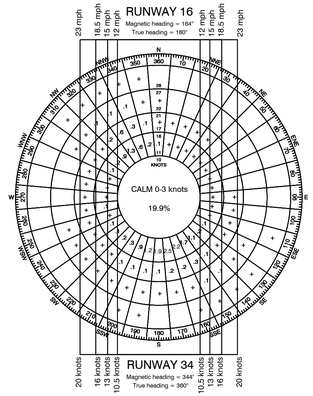
		EXISTING	FUTURE
AIRPORT REFERENCE CODE		B-II	C-II
MEAN MAX. TEMP. (Hottest Month) (c)		96.4° F (July)	No Change
AIRPORT ELEVATION (Above Mean Sea Level) (a)		100.0'	No Change
AIRPORT NAVIGATIONAL AIDS		Beacon/GPS	No Change
AIRPORT REFERENCE POINT (b)	LATITUDE	38° 34' 45.77" N	No Change
	LONGITUDE	121° 51' 25.01" W	No Change
MISCELLANEOUS FACILITIES		Unicom, AWOS, Fire, Mantenance	No Change
CRITICAL AIRCRAFT		Super King Air B200	Gulfstream III
MAGNETIC VARIATION		13° 55' 17" E Sept. 2014	Moving 0° 6.8' W / Year
NPIAS SERVICE LEVEL		Local - Basic	No Change
STATE SERVICE LEVEL		Community	No Change
AIRPORT ACREAGE (d)	Fee Simple	494.64	510.93
	Avigation Easement	0	15.92

MONUMENTS (b)

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

MODIFICATION OF STANDARDS

#	DESCRIPTION	EXISTING	STANDARD	MODIFICATION
	NONE REQUIRED			



WIND COVERAGE (All Weather)

RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
16-34	97.96 %	99.28 %	99.82 %	99.97 %
Wind Data Source:	Sacramento International Airport			
Period of Time:	Jan. 1998 - Dec. 2007			
Number of Observations:	79,825			

Note: Windrose compass headings are true north.

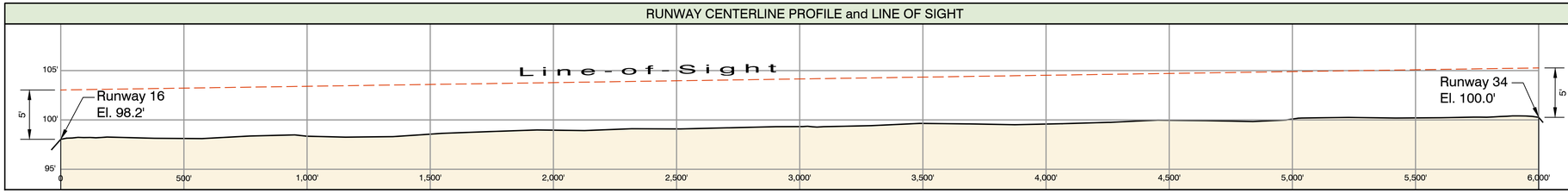
RUNWAY END COORDINATES NAD83 (b)

EXISTING			FUTURE	
16	LAT.	38° 35' 15.42" N	16	No Change
	LONG.	121° 51' 24.75" W		No Change
34	LAT.	38° 34' 16.11" N	34	No Change
	LONG.	121° 51' 25.27" W		No Change

RUNWAY DATA

		RUNWAY 16-34 EXISTING		RUNWAY 16-34 FUTURE	
UTILITY / GREATER THAN UTILITY		Greater Than Utility		No Change	
RUNWAY DESIGN CODE		B-II-5000		C-II-5000	
APPROACH REFERENCE CODE		16	B-II-5000	16	C-II-5000
		34	B-II-5000	34	C-II-5000
DEPARTURE REFERENCE CODE		B-II		C-II	
CRITICAL AIRCRAFT	AIRCRAFT	Super King Air B200		Gulfstream III	
	WINGSPAN	54.5'		77.8'	
	APPROACH SPEED (kts)	103		136	
	MAX. TAKEOFF WT. (lbs.)	12,500		68,700	
	COCKPIT TO MAIN GEAR	15'		N/A	
	MAIN GEAR WIDTH	17'-2"		N/A	
	TAXIWAY DESIGN GROUP	2		1A	
PAVEMENT STRENGTH AND MATERIAL TYPE	SURFACE MATERIAL	Asphalt		No Change	
	DESIGN STRENGTH (1,000#) - S/D/DT	75/85/- (j)		No Change	
	STRENGTH BY PCN			No Change	
	SURFACE TREATMENT			No Change	
EFFECTIVE GRADIENT (%)		0.03		No Change	
MAXIMUM GRADIENT (%)		0.30		No Change	
VERTICAL LINE OF SIGHT PROVIDED		Yes		No Change	
RUNWAY LENGTH		6,000'		No Change	
RUNWAY WIDTH		100'		No Change	
DISPLACED THRESHOLD		16	None	16	No Change
		34	None	34	No Change
RUNWAY END ELEVATIONS (a)		16	98.2'	16	No Change
		34	100.0'	34	No Change
DISPLACED THRESHOLD ELEVATIONS		16	None	16	No Change
		34	None	34	No Change
RUNWAY TOUCHDOWN ZONE ELEVATIONS (a)		16	99.1'	16	No Change
		34	100.0'	34	No Change
RUNWAY HIGH POINT (a)		100.0'		No Change	
RUNWAY LOW POINT (a)		98.2'		No Change	
RUNWAY SAFETY AREA (RSA) LENGTH BEYOND RUNWAY END	REQUIRED	16	300'	16	1,000'
		34	300'	34	1,000'
	ACTUAL	16	300'	16	1,000'
		34	300'	34	1,000'
RUNWAY SAFETY AREA WIDTH	REQUIRED	150'		500'	
	ACTUAL	150'		500'	
RUNWAY EDGE LIGHTING		Medium Intensity		No Change	
RUNWAY PROTECTION ZONE (RPZ) (Inner Width x Outer Width x Length)		16	500' x 700' x 1,000'	16	500' x 1,010' x 1,700'
		34	500' x 700' x 1,000'	34	500' x 1,010' x 1,700'
RUNWAY MARKING		16	Nonprecision	16	No Change
		34	Nonprecision	34	No Change
PART 77 APPROACH TYPE		16	Nonprecision [C]	16	No Change
		34	Nonprecision [C]	34	No Change
PART 77 APPROACH SLOPE		16	34:1	16	No Change
		34	34:1	34	No Change
APPROACH VISIBILITY MINIMUMS		16	1-Mile	16	No Change
		34	1-Mile	34	No Change
AERONAUTICAL SURVEY REQUIRED (VERTICALLY GUIDED OR NOT)		16	Not Required	16	No Change
		34	Not Required	34	No Change
RUNWAY DEPARTURE SURFACE		16	Yes 40:1	16	No Change
		34	Yes 40:1	34	No Change
RUNWAY OBJECT FREE AREA (ROFA) (Length Beyond Runway End)		16	300'	16	No Change
		34	300'	34	No Change
RUNWAY OBJECT FREE AREA WIDTH		500'		800'	
OBSTACLE FREE ZONE (OFZ) (Length Beyond Runway End)		16	200'	16	No Change
		34	200'	34	No Change
OBSTACLE FREE ZONE WIDTH		400'		No Change	
INNER-APPROACH OFZ LENGTH (For Rwys w/ Approach Lighting System. Begins 200' from Rwy end @ 50:1		16	N/A	16	No Change
		34	N/A	34	No Change
INNER-APPROACH OFZ WIDTH		N/A		No Change	
INNER-TRANSITIONAL OFZ WIDTH (For Runways w/ <3/4-mile Approach Visibility Minimums)		16	N/A	16	No Change
		34	N/A	34	No Change
PRECISION OBSTACLE FREE ZONE (Length x Width) (For Rwys w/vert. guided approach and <250' ceiling/<3/4 mile visibility)		16	N/A	16	No Change
		34	N/A	34	No Change
THRESHOLD SITING SURFACE (Per AC 150/5300-13A, Table 3-2. See Airspace Plan for more information.)		16	Expected to support instrument night ops. serving greater than approach cat. B aircraft. 20:1 Slope	16	No Change
		34	Expected to support instrument night ops. serving greater than approach cat. B aircraft. 20:1 Slope	34	No Change
NAVIGATION AIDS		16	GPS	16	No Change
		34	GPS	34	No Change
VISUAL AIDS		16	PAPI 2L	16	No Change
		34	PAPI 2L	34	No Change

RUNWAY CENTERLINE PROFILE and LINE OF SIGHT



TAXIWAY DATA

TAXIWAY	TAXIWAY DESIGN GROUP		AIRCRAFT DESIGN GROUP		WIDTH		SURFACE TYPE		STRENGTH (1,000#) S/D/DT		SHOULDERS		LIGHTING		RWY CL. to TWY CL.		TAXIWAY SAFETY AREA WIDTH		TAXIWAY OBJECT FREE AREA WIDTH		TWY. CL. to FIXED or MOVEABLE OBJECT		TAXIWAY WINGTIP CLEARANCE		RWY CL. TO HOLD BARS		NOTES
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	
A	2	No Change	B-II	C-II	35'	No Change	Asphalt	No Change	30/36/-	75/85/-	Asphalt	No Change	N/A	MITL	550'	No Change	79'	No Change	132'	No Change	66'	No Change	26'	No Change			
B	2	No Change	B-II	C-II	35'	No Change	Asphalt	No Change	30/36/-	75/85/-	Asphalt	No Change	N/A	MITL	N/A	No Change	79'	No Change	132'	No Change	66'	No Change	26'	No Change			
D	N/A	2	N/A	C-II	N/A	35'	N/A	Asphalt	N/A	75/85/-	N/A	Asphalt	N/A	MITL	N/A	No Change	N/A	79'	N/A	132'	N/A	66'	N/A	26'			
E	N/A	2	N/A	C-II	N/A	35'	N/A	Asphalt	N/A	75/85/-	N/A	Asphalt	N/A	MITL	N/A	No Change	N/A	79'	N/A	132'	N/A	66'	N/A	26'			

NO.	REVISION	BY	DATE
1	Update pavement strength	Mead & Hunt	March 2011
2	Update pavement strength and critical aircraft data	Mead & Hunt	October 2011
3	Update to meet 13A	Mead & Hunt	April 2016

YOLO COUNTY AIRPORT
DAVIS/WOODLAND/WINTERS, CALIFORNIA

DATA SHEET

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DESIGN:	CS/DD	DRAWN:	TE	DATE:	August 2009	SHEET	3	OF	7

The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

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