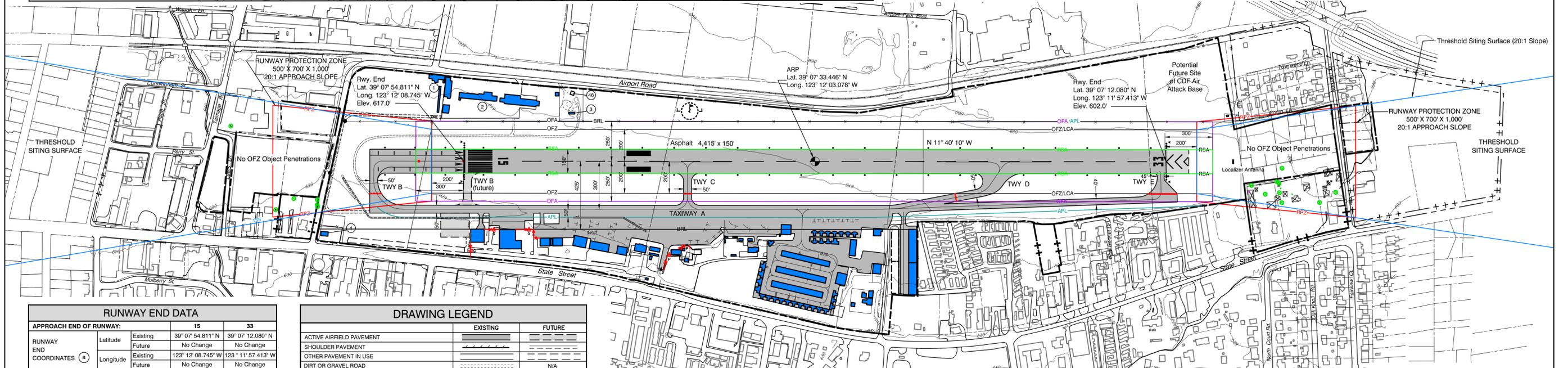


BUILDING AND FACILITY LEGEND					
EXISTING FACILITIES	ELEVATION	EXISTING FACILITIES	ELEVATION	EXISTING FACILITIES	ELEVATION
1 Lumber Yard	628'	16 Commercial Building	641'	31 Portable T-hangers	635'
2 City of Ukiah - Corporate Yard	632'	17 Covered Picnic Area	635'	32 T-hangers (10)	634'
3 Fuel Storage Tank	620'	18 Storage	625'	33 T-hangers (10)	637'
4 Commercial Building	641'	19 Commercial Building	640'	34 Shade Hangars (14)	636'
5 Box Hangar	645'	20 Portable Office	636'	35 Portable T-hangers	636'
6 FBO (2)	642'	21 Storage	631'	36 Portable T-hangers	636'
7 FBO	644'	22 Electrical Vault	623'	37 Oak Valley Nursery	635'
8 Portable Office	635'	23 Covered Storage	627'	38 Box Hangar	650'
9 Box Hangar	644'	24 Electrical Vault	625'	39 Box Hangar (2)	638'
10 Airport Maintenance	643'	25 Storage	623'	40 Portable T-hangers	630'
11 FBO (2)	642'	26 Fuel Storage Tanks (4)	625'	41 Portable T-hangers	626'
12 Box Hangar	639'	27 FBO Offices	643'	42 FBO	631'
13 Airport Administration	644'	28 Portable T-hanger	630'	43 FBO	643'
14 FBO Offices	644'	29 Storage	623'	44 Box Hangars (4)	640'
15 Electrical Vault	641'	30 Box Hangar	639'	45 Box Hangars (4)	643'
				46 Future Compressed Natural Gas Fill station	

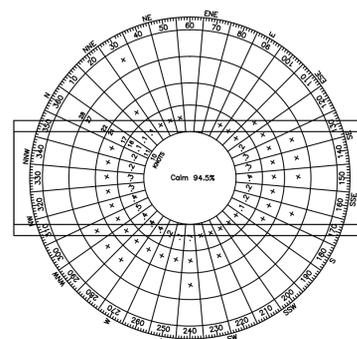
Note: Datum NAVD88.



RUNWAY END DATA			
APPROACH END OF RUNWAY:		15	33
RUNWAY END COORDINATES (a)	Latitude	Existing 39° 07' 54.811" N	39° 07' 12.080" N
	Longitude	Future No Change 123° 12' 08.745" W	No Change 123° 11' 57.413" W
RUNWAY END ELEVATIONS (a)		Existing 614.0'	602.0'
		Future No Change	No Change
RUNWAY MARKING		Existing Non-Precision	Visual
		Future No Change	No Change
RUNWAY TOUCH DOWN ZONE ELEVATION		Existing 614.0'	609.0'
		Future No Change	No Change
NAVIGATION AIDS		Existing LOC	VORTAC/GPS
		Future No Change	No Change
VISUAL AIDS		Existing VASI/REIL/MIRL	REIL/MIRL
		Future No Change	No Change
APPROACH TYPE (FAR Part 77 Category)		Existing Non-Precision (C)	Visual (B)(V)
		Future No Change	No Change
APPROACH VISIBILITY (Minimums)		Existing 1 1/4 mile (straight-in)	1 1/4 mile (circling)
		Future No Change	No Change
APPROACH SLOPE (Required/Clear)		Existing 34:1/14:1	20:1/12:1
		Future No Change	No Change
RUNWAY SAFETY AREA (Width)		Existing 150'	No Change
		Future No Change	No Change
RUNWAY SAFETY AREA (Length Beyond Runway End)		Existing 300'	300'
		Future No Change	No Change
OBSTACLE FREE ZONE (Width)		Existing 400'	No Change
		Future No Change	No Change
OBSTACLE FREE ZONE (Length Beyond Runway End)		Existing 200'	200'
		Future No Change	No Change
OBJECT FREE AREA (Width)		Existing 500'	No Change
		Future No Change	No Change
OBJECT FREE AREA (Length Beyond Runway End)		Existing 300'	300'
		Future No Change	No Change
DISTANCE FROM RWY Q TO HOLD BARS		Existing 200'	200'
		Future No Change	No Change

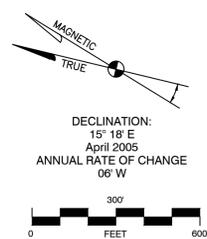
DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT	—————	—————
SHOULDER PAVEMENT	—————	—————
OTHER PAVEMENT IN USE	—————	—————
DIRT OR GRAVEL ROAD	—————	N/A
AIRPORT PROPERTY LINE	—————	—————
OTHER PROPERTY LINES	—————	—————
NAVIGATION EASEMENT	—————	—————
INTERNAL BOUNDARY (lease, R.O.W., etc.)	—————	—————
RUNWAY SAFETY AREA	—————	N/A
AIRCRAFT PARKING LIMIT	—————	N/A
BUILDING RESTRICTION LINE	—————	N/A
RUNWAY PROTECTION ZONE	—————	N/A
OBJECT FREE AREA	—————	N/A
OBSTACLE FREE ZONE	—————	N/A
BUILDING	—————	—————
BUILDING TO BE REMOVED	—————	—————
STORM DRAIN	—————	—————
FENCE	—————	—————
VEHICLE GATE	—————	—————
PEDESTRIAN GATE	—————	—————
WIND CONE	—————	N/A
VASI/PAPI	—————	—————
RUNWAY EDGE LIGHTS/REILS	—————	N/A
TOPOGRAPHIC CONTOURS	—————	N/A
MONUMENT MARKER	—————	N/A
AIRPORT REFERENCE POINT	—————	N/A
THRESHOLD SITING SURFACE (TSS)	—————	N/A
TSS PENETRATION (TREE)	—————	N/A
TSS PENETRATION (BUILDING)	—————	N/A

ALP NOTES	
(a)	Airport coordinates data source: U.S. Department of Commerce, National Ocean Service, Ukiah Obstruction Chart (February 1993); horizontal datum is NAD83 and vertical datum is NAVD88.
(b)	The entire airport perimeter is enclosed by fence.
(c)	A second rotating beacon is located on a mountain 250' and 2 miles from the Airport.
(d)	Aligned taxiway to be decommissioned when new exit taxiway is constructed.
Nonstandard Conditions	
Threshold Siting Surface (TSS): Runway 15 - Trees (5) penetrate the TSS 20:1 slope. Proposed disposition: Trees to be trimmed to clear the TSS 20:1 slope.	
Runway 33 - A building and trees (10) penetrate the TSS 20:1 slope. Proposed disposition: Building to be removed and trees to be trimmed to clear the TSS 20:1 slope.	
The location and elevation of objects that penetrate the TSS are identified in the drawing.	



WIND COVERAGE		
RUNWAY	12 M.P.H.	15 M.P.H.
15-33	98.94%	99.61%

Source: National Climatic Data Center, Ukiah Station 72590
Wind Observations: 72,622 - Period of Coverage: 1995-2004



AIRPORT DATA			
	EXISTING	FUTURE	
AIRPORT REFERENCE CODE	B-II	No Change	
AIRPORT REFERENCE POINT (a)	Latitude	39° 07' 33.446" N	No Change
	Longitude	123° 12' 03.078" W	No Change
AIRPORT ELEVATION (Above Mean Sea Level)	614'	No Change	
MEAN MAX. TEMP. (Hottest Month)	95° F	No Change	
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	LOC/VORTAC/GPS	No Change	
GPS APPROACH ESTABLISHED	Yes	No Change	
AIRPORT ACREAGE	Fee Simple	160	167
	Aviation Easement	17	41
AIRCRAFT PARKING SPACES	Tiedowns	45	65
	Hangar Units	84	No Change

RUNWAY DATA				
AIRPORT REFERENCE CODE	EXISTING	FUTURE	RUNWAY 15-33	
			EXISTING	FUTURE
AIRCRAFT	B-II	No Change	B-II	No Change
WINGSPAN	Beech King Air 200	No Change	54.5'	No Change
CRITICAL AIRCRAFT	UNDERCARRIAGE WIDTH	15.0'	15.0'	No Change
	APPROACH SPEED (kts.)	<103	<103	No Change
	MAX. TAKEOFF WT. (lbs.)	12,500	12,500	No Change
PHYSICAL LENGTH AND WIDTH	4,415' x 150'	No Change		
RUNWAY HIGH POINT	614.0'	No Change		
RUNWAY LOW POINT	602.0'	No Change		
VERTICAL LINE-OF-SIGHT PROVIDED	Yes	No Change		
EFFECTIVE GRADIENT (%)	0.27%	No Change		
MAXIMUM GRADIENT (%)	0.36%	No Change		
RUNWAY/TAXIWAY SURFACE TYPE	Asphalt	No Change		
PAVEMENT STRENGTH (1,000#) - S/D/DT	28/-/-	No Change		
RUNWAY EDGE LIGHTING	MIRL	No Change		

DEVIATIONS FROM STANDARDS	
DEVIATION	PROPOSED DISPOSITION
The southern 400 feet of the parallel taxiway is located less than 240 feet from the runway centerline.	Remain as is. The FAA approved a modification to standard for the intrusion on the taxiway in a letter dated _____.
The western edge of the parallel taxiway Object Free Area is located 50 feet from the parallel taxiway centerline, rather than the standard 65 feet.	Remain as is. The FAA approved a modification to standard for the intrusion on the taxiway in a letter dated _____.

By _____ Date _____	SUBMITTED BY: City of Ukiah	
	NO. _____	
	REVISION	SPONSOR
	DATE	DATE
UKIAH REGIONAL AIRPORT UKIAH, CALIFORNIA AIRPORT LAYOUT PLAN		
DESIGN: JE	DRAWN: JE	DATE: September 2005 SHEET 1 OF 1