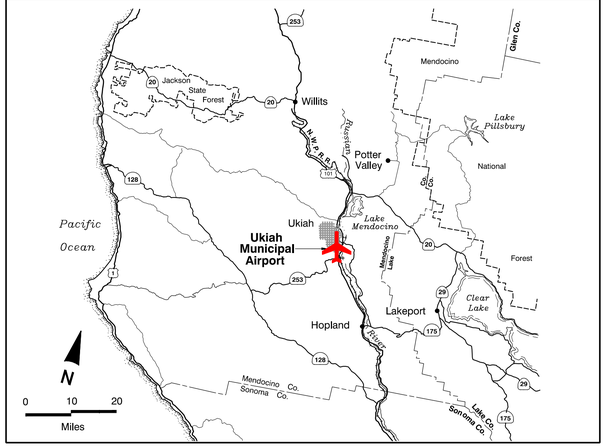
Ukiah Municipal Airport
Airport Layout Plan

City of Ukiah
April 2015

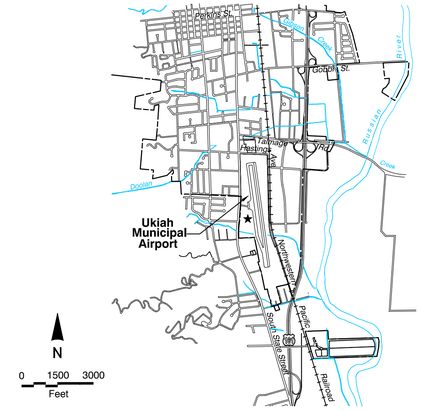
FAA AIP No. 3-06-0268-012

LOCATION MAP



SHEET INDEX

VICINITY MAP



SUBMITTED BY:

By _____

Date

NO.	REVISION	SPONSOR	DATE
1	ALP Update (AC 13A Compliance, Rwy, Width Reduction, Rwy End Mods)	Mead & Hunt, Inc.	April 2015

UKIAH MUNICIPAL AIRPORT
UKIAH, CALIFORNIA

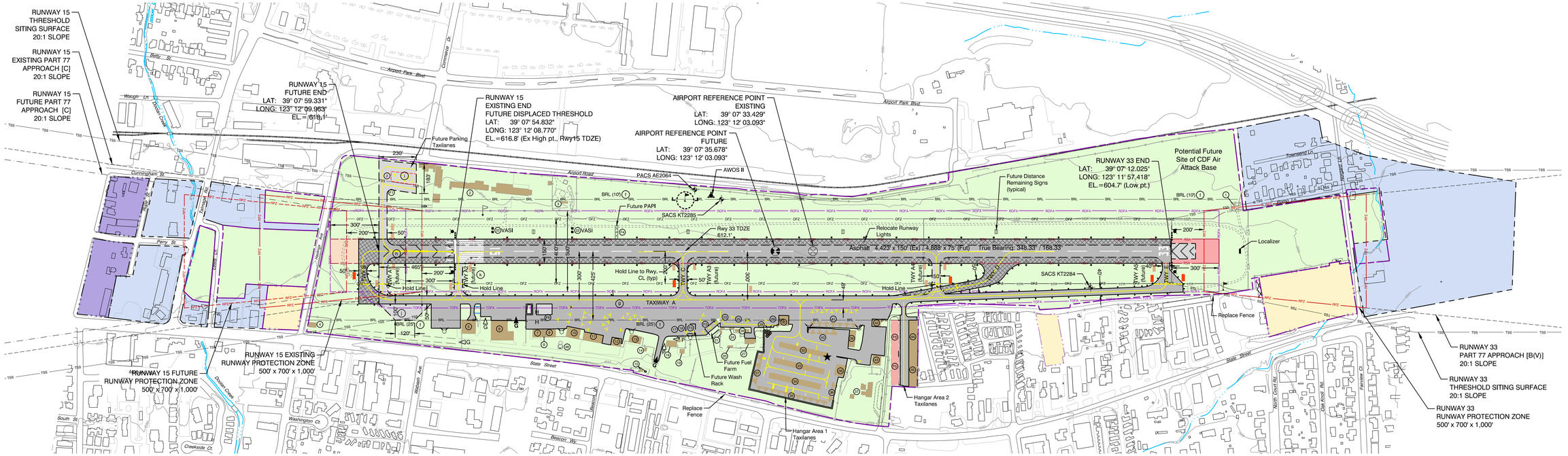
INDEX / COVER

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com

City of Ukiah

DESIGN:	DRAWN:	DATE:	SHEET	OF
CS/BM	TE/DS	April 2015	1	11

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (Project Number Unassigned) as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.



DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
AIRPORT PROPERTY		
AVIGATION EASEMENT		
EXISTING AV. EASEMENT / FUTURE PROPERTY		
AIRPORT REFERENCE POINT		
RUNWAY SAFETY AREA	RSA	RSA
RUNWAY PROTECTION ZONE	RPZ	RPZ
RUNWAY OBJECT FREE AREA	ROFA	ROFA
OBSTACLE FREE ZONE	OFZ	OFZ
PART 77 RUNWAY APPROACH SURFACE		
THRESHOLD SITING SURFACE	TSS	TSS
TAXIWAY OBJECT FREE AREA	TOFA	TOFA
LOCALIZER CRITICAL AREA	LCA	N/A
BUILDING RESTRICTION LINE	BRL	N/A
BUILDING - ON AIRPORT		
BUILDING - OFF AIRPORT		N/A
BUILDING - OFF AIRPORT, TO BE REMOVED	N/A	
PAVED ROAD		
AIRPORT SERVICE ROAD - PAVED		N/A
AIRPORT SERVICE ROAD - GRAVEL		N/A
FENCE		
VEHICLE GATE/PEDESTRIAN GATE	G / P	G / P
WIND CONE		
AIRFIELD SIGNS		
VASI (VISUAL APPROACH SLOPE INDICATOR)		N/A
PAPI (PRECISION APPROACH PATH INDICATOR)	N/A	
AIRFIELD LIGHTS: SINGLE/GROUP/REILS	/ /	/ / N/A
BEACON		N/A
YELLOW CHEVRON MARKINGS	N/A	
UTILITY POLE		N/A
SECURITY LIGHTING	N/A	
DISTANCE REMAINING SIGN	N/A	
TOPOGRAPHIC CONTOURS	XXX	N/A
MONUMENT		N/A
WATERWAY / CULVERT		N/A
HELICOPTER PAD	N/A	H
SECTION CORNER		N/A

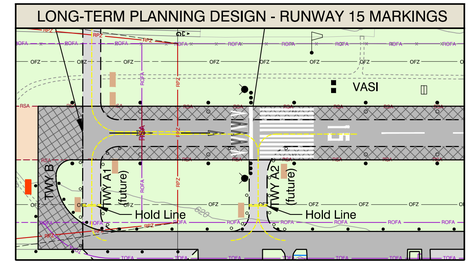
AIRPORT DATA

		EXISTING	FUTURE
AIRPORT REFERENCE CODE		B-II-5000	No Change
MEAN MAX. TEMP. (Hottest Month) (d)		92.7° F (July)	No Change
AIRPORT ELEVATION (Above Mean Sea Level) (c)		617.0'	618.1'
AIRPORT NAVIGATIONAL AIDS		Localizer, Vortac, GPS, Beacon, VASI, RELs, ASOS	Same + PAPI replacing VASI
AIRPORT REFERENCE POINT (b)	LATITUDE	39° 07' 33.429" N	39° 07' 35.678" N
	LONGITUDE	123° 12' 03.093" W	123° 12' 03.093" W
MISCELLANEOUS FACILITIES		Fuel (100LL+JetA), powerplant & airframe service, FBOs	No Change
CRITICAL AIRCRAFT		Beech King Air 200	No Change
MAGNETIC VARIATION (e)		14° 17' 35" E (April 2014)	Moving 0° 6.9' W / Year
NPIAS SERVICE LEVEL		General Aviation	No Change
STATE SERVICE LEVEL		Regional	No Change
AIRPORT ACREAGE	Fee Simple	160.2 acres	166.9 acres
	Avigation Easement	40.9 acres	39.4 acres

EXISTING BUILDING AND FACILITY LEGEND

EXISTING FACILITIES	ELEVATION	EXISTING FACILITIES	ELEVATION	EXISTING FACILITIES	ELEVATION
(1) Localizer Equipment Building	614'	(17) Covered Picnic Area	635'	(33) T-hangars (10)	637'
(2) City of Ukiah - Corporate Yard	632'	(18) Storage	625'	(34) Shade Hangars (14)	636'
(3) Fuel Storage Tank	620'	(19) Commercial Building	640'	(35) Portable T-hangars	636'
(4) Commercial Building	641'	(20) Portable Office	636'	(36) Portable T-hangars	636'
(5) Box Hangar	645'	(21) Storage	631'	(37) Oak Valley Nursery	635'
(6) FBO (2)	642'	(22) VASI (visual approach slope indicator)	617'	(38) Box Hangar	650'
(7) FBO	644'	(23) Covered Storage	627'	(39) Box Hangar (2)	638'
(8) Portable Office	635'	(24) Electrical Vault	625'	(40) Portable T-hangars	630'
(9) Box Hangar	644'	(25) Storage	623'	(41) Portable T-hangars	626'
(10) Airport Maintenance	643'	(26) Fire Retardant Storage	625'	(42) FBO	631'
(11) FBO (2)	642'	(27) FBO Offices	643'	(43) FBO	643'
(12) Box Hangar	639'	(28) Portable T-hangar	630'	(44) Box Hangars (4)	640'
(13) Airport Administration	644'	(29) Storage	623'	(45) Box Hangars (4)	643'
(14) Storage Building	644'	(30) Box Hangar	639'	(46) Street Sweeper Fuel Station	634'
(15) Electrical Vault and Future Standby Generator	641'	(31) Portable T-hangars	635'		
(16) Commercial Building	641'	(32) T-hangars (10)	634'		

LONG-TERM PLANNING DESIGN - RUNWAY 15 MARKINGS



LAYOUT PLAN NOTES

- ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A Change 1, "Airport Design", 150/5070-6A, "Airport Master Plans" and Part 77 of the Federal Aviation Regulations (FAR), "Safe, Efficient Use, and Preservation of the Navigable Airspace."

(a) The proposed 465 foot runway extension project identified herein is for long-term planning purposes only. This proposed project shall not be undertaken without prior NEPA environmental processing and written FAA approval. Precondition will include FAA Forecast approval and FAA approval off airfield standard design.

(b) All coordinates NAD83. Horizontal data source: AGIS Survey by Woolpert, March 2009.

(c) All elevations NAVD88. Data source: AGIS Survey by Woolpert, March 2009.

(d) Temperature Source: Western Regional Climate Center. Station #049122, Ukiah, California.

(e) Magnetic Declination Source: NOAA, National Geophysical Data Center.

(f) The building restriction line (BRL) is based on a composite of airfield design setbacks such as the taxiway object free area (TOFA) and Part 77 airspace surfaces. Allowable building elevations above ground level are noted at each line: 25 feet above runway elevation on west side of runway, and 10 feet above runway elevation on east side of runway.

(g) Taxiway object free area (TOFA) from Taxiway A centerline is based on critical aircraft wingspan. Taxiway centerline to object separation equal to 0.7 times the critical aircraft wingspan plus 10 feet. [0.7(54.5')+10']=49 feet. Wing tip clearance equal to 0.2 times the wingspan plus 10 feet. [0.2(54.5')+10']=21 feet.

(h) Future chevrons shown as near-term marking solution. See inset below for long-term marking design.

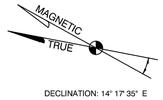
(i) Proposed tie-down apron is depicted for long-term planning purposes only.

(j) Proposed run-up apron is depicted for long-term planning purposes only.

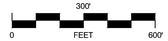
(k) Proposed New Taxiway A2 to existing Runway 15 end threshold and new chevrons aft of existing Runway 15 end will correct and eliminate the non-standard aligned taxiway design.

FUTURE FACILITIES

(F1)	Proposed Tiedown Apron
(F2)	Future Fuel Farm
(F3)	Future Wash Rack
(F4)	Future PAPI
(F5)	Future Box Hangars
(F6)	Future Helicopter Parking Spaces



DECLINATION: 14° 17' 35" E
(April 2014)
ANNUAL RATE OF CHANGE: 6.9' W



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Date

FAA Approval Space

NO.	REVISION	SPONSOR	DATE
1	ALP Update (AC 13A Compliance, Rwy, Width Reduction, Rwy End Mods)	Mead & Hunt, Inc.	April 2015

UKIAH MUNICIPAL AIRPORT
UKIAH, CALIFORNIA

AIRPORT LAYOUT PLAN

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
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City of Ukiah

DESIGN:	CS/BM	DRAWN:	TE/DS	DATE:	April 2015	SHEET	2	OF	11

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RUNWAY DATA

		RUNWAY 15-33			
		EXISTING		FUTURE	
UTILITY / GREATER THAN UTILITY		Greater than Utility		No Change	
RUNWAY DESIGN CODE		B-II-5000		No Change	
APPROACH REFERENCE CODE		15	B-II-5000	15	No Change
		33	B-II-VIS	33	No Change
DEPARTURE REFERENCE CODE		B-II		No Change	
CRITICAL AIRCRAFT	AIRCRAFT	Beech King Air 200		No Change	
	WINGSPAN	54.5'		No Change	
	APPROACH SPEED (kts)	<103'		No Change	
	MAX. TAKEOFF WT. (lbs.)	12,500'		No Change	
	COCKPIT TO MAIN GEAR	N/A		No Change	
	MAIN GEAR WIDTH	17'-2"		No Change	
	TAXIWAY DESIGN GROUP	2		No Change	
PAVEMENT STRENGTH AND MATERIAL TYPE (f)	SURFACE MATERIAL	Asphalt		No Change	
	DESIGN STRENGTH (1,000#) - S/D/DT	28/-/-		No Change	
	STRENGTH BY PCN	None		No Change	
	SURFACE TREATMENT	None		No Change	
EFFECTIVE GRADIENT (%)		0.27		No Change	
MAXIMUM GRADIENT (%)		0.36		No Change	
VERTICAL LINE OF SIGHT PROVIDED		Yes		No Change	
RUNWAY LENGTH		4,423'		4,888'	
RUNWAY WIDTH		150'		75'	
DISPLACED THRESHOLD		15	None	15	465'
		33	None	33	No Change
RUNWAY END ELEVATIONS (c)		15	616.8'	15	618.1' (est.)
		33	604.7'	33	No Change
DISPLACED THRESHOLD ELEVATIONS (c)		15	None	15	616.8'
		33	None	33	No Change
RUNWAY TOUCHDOWN ZONE ELEVATIONS (c)		15	616.8'	15	618.1' (est.)
		33	612.1'	33	No Change
RUNWAY HIGH POINT (c)		616.8'		618.1' (est.)	
RUNWAY LOW POINT (c)		604.7'		No Change	
RUNWAY SAFETY AREA (RSA) LENGTH BEYOND RUNWAY END	REQUIRED	15	300'	15	No Change
		33	300'	33	No Change
	ACTUAL	15	300'	15	No Change
		33	300'	33	No Change
RUNWAY SAFETY AREA WIDTH	REQUIRED	150'		No Change	
	ACTUAL	150'		No Change	
RUNWAY EDGE LIGHTING		Medium Intensity		No Change	
RUNWAY PROTECTION ZONE (RPZ) (Inner Width x Outer Width x Length)		15	500' x 700' x 1,000'	15	No Change
		33	500' x 700' x 1,000'	33	No Change
RUNWAY MARKING		15	Nonprecision	15	No Change
		33	Visual	33	No Change
PART 77 APPROACH TYPE		15	Non-Precision [C]	15	No Change
		33	Visual [B(V)]	33	No Change
PART 77 APPROACH SLOPE		15	34:1	15	No Change
		33	20:1	33	No Change
APPROACH VISIBILITY MINIMUMS		15	1 ¼ Mile	15	No Change
		33	Visual	33	No Change
AERONAUTICAL SURVEY REQUIRED (VERTICALLY GUIDED OR NOT)		15	Not Required	15	No Change
		33	Not Required	33	No Change
RUNWAY DEPARTURE SURFACE		15	No	15	No Change
		33	40:1	33	No Change
RUNWAY OBJECT FREE AREA (ROFA) (Length Beyond Runway End)		15	300'	15	No Change
		33	300'	33	No Change
RUNWAY OBJECT FREE AREA WIDTH		500'		No Change	
OBSTACLE FREE ZONE (OFZ) (Length Beyond Runway End)		15	200'	15	No Change
		33	200'	33	No Change
OBSTACLE FREE ZONE WIDTH		400'		No Change	
INNER-APPROACH OFZ LENGTH		15	N/A	15	No Change
(For Rwys w/ Approach Lighting System. Begins 200' from Rwy end @ 50:1		33	N/A	33	No Change
INNER-APPROACH OFZ WIDTH		N/A		No Change	
INNER-TRANSITIONAL OFZ WIDTH		15	N/A	15	No Change
(For Runways w/ <3/4-mile Approach Visibility Minimums)		33	N/A	33	No Change
PRECISION OBSTACLE FREE ZONE (Length x Width)		15	N/A	15	No Change
(For Rwys w/vert. guided approach and <250' ceiling/<3/4 mile visibility)		33	N/A	33	No Change
THRESHOLD SITING SURFACE (Per AC 150/5300-13A, Table 3-2. See Airspace Plan for more information.)		15	20:1 = Expected to support inst. night ops serving greater than approach Cat. B aircraft.	15	No Change
		33	20:1 - Expected to serve large airplanes (visual day/night), or instrument min. ≥ 1 statute mile	33	No Change
NAVIGATION AIDS		15	GPS, VOR, Loc.	15	No Change
		33	None	33	No Change
VISUAL AIDS		15	VASI 4L, REIL	15	PAPI, REIL
		33	REIL	33	No Change

AIRPORT DATA

		EXISTING	FUTURE
AIRPORT REFERENCE CODE		B-II-5000	No Change
MEAN MAX. TEMP. (Hottest Month) (d)		92.7° F (July)	No Change
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(f) The building restriction line (BRL) is based on a composite of airfield design setbacks such as the taxiway object free area (TOFA) and Part 77 airspace surfaces. Allowable building elevations above ground level are noted at each line: 25 feet above runway elevation on west side of runway, and 10 feet above runway elevation on east side of runway.

(g) Taxiway object free area (TOFA) from Taxiway A centerline is based on critical aircraft wingspan. Taxiway centerline to object separation equal to 0.7 times the critical aircraft wingspan plus 10 feet. [0.7(54.5')+10']=49 feet. Wing tip clearance equal to 0.2 times the wingspan plus 10 feet. [0.2(54.5')+10']=21 feet.

RUNWAY END COORDINATES (a)

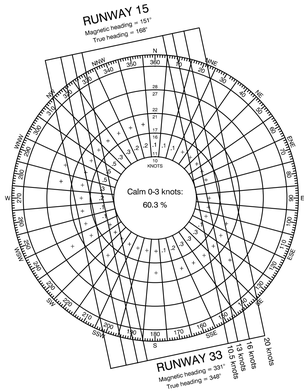
		EXISTING	FUTURE
15	LATITUDE	39° 07' 54.832" N	39° 07' 59.331" N
	LONGITUDE	123° 12' 08.770" W	123° 12' 09.963" W
	ELEVATION	616.8'	618.1' (est.)
33	LATITUDE	39° 07' 12.025" N	No Change
	LONGITUDE	123° 11' 57.418" W	No Change
	ELEVATION	604.7'	No Change
15 (Displaced Threshold)	LATITUDE	None	39° 07' 54.832" N
	LONGITUDE	None	123° 12' 08.770" W
	ELEVATION	N/A	616.8'

DECLARED DISTANCES

	RUNWAY 15*		RUNWAY 33	
	EXISTING	FUTURE	EXISTING	FUTURE
TAKEOFF RUN AVAILABLE (TORA)	4,423'	4,888'	4,423'	4,888'
TAKEOFF DISTANCE AVAILABLE (TODA)	4,423'	4,888'	4,423'	4,888'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	4,423'	4,888'	4,423'	4,888'
LANDING DISTANCE AVAILABLE (LDA)	4,423'	4,423'	4,423'	4,888'

*Assumes all departure surface penetrations are removed prior to construction.

ALL WEATHER WIND ROSE



ALL WEATHER WIND COVERAGE

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.)
15-33	98.50 %	99.40 %	99.93 %	99.99 %
Number of Observations:		74,163		

Wind Data Source: NOAA Weather Station 72590, Ukiah, California
Period of Time: Jan. 1, 2000 - Dec. 31, 2009
Note: Windrose compass headings are true north.

TAXIWAY FILLET DATA

Table 4-5. Standard intersection details for TDG 2

TDG 2							
Dimension (See Figure 4-13, Figure 4-14, and Figure 4-15)							
Δ (degrees)	30	45	60	90	120	135	150
W-0 (ft)	17.5	17.5	17.5	17.5	17.5	17.5	17.5
W-1 (ft)	29	35	26	26	27	26	28
W-2 (ft)	29	35	40	48	48	50	54
L-1 (ft)	192	228	183	185	192	183	194
L-2 (ft)	0	0	60	75	65	75	71
L-3 (ft)	8	14	23	48	117	170	279
R-Fillet (ft)	0	0	0	0	25	25	25
R-CL (ft)	75	75	75	60	75	75	80
R-Outer (ft)	92	92	92	77	92	92	97

Note: Values in the table are rounded to the nearest foot. 1 foot = 0.305 meters.

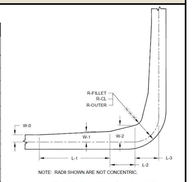


Figure 4-13. Taxiway turn - 90 degree delta

Table 4-5 and Figure 4-13 from FAA Advisory Circular 150/5300-13A (Change 1) "Airport Design".

TAXIWAY / TAXILANE DATA TABLE

	PARALLEL TAXIWAY A		CONNECTOR TAXIWAYS B		A1 A2		C		A3		D		A4		E		A5		TAXILANES Hangar Area 1 Taxilanes		Hangar Area 2 Taxilanes		Future Parking Taxilanes	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
TAXIWAY DESIGN GROUP	2	No Change	2	No Change	2	No Change	2	No Change	2	No Change	2	No Change	2	No Change	2	No Change	2	No Change	2	No Change	2	No Change	N/A	2
AIRCRAFT DESIGN GROUP	II	No Change	II	No Change	II	No Change	II	No Change	II	No Change	II	No Change	II	No Change	II	No Change	II	No Change	II	No Change	II	No Change	N/A	II
WIDTH	40'	No Change	50'	No Change	50'	No Change	50'	No Change	50'	No Change	40'	No Change	40'	No Change	40'	No Change	35'	No Change	35'	No Change	35'	No Change	N/A	35'
TAXIWAY SAFETY AREA WIDTH	79'	No Change	79'	No Change	79'	No Change	79'	No Change	79'	No Change	79'	No Change	79'	No Change	79'	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	N/A
TAXIWAY / TAXILANE OBJECT FREE AREA WIDTH (g)	98'	No Change	98'	No Change	98'	No Change	98'	No Change	98'	No Change	98'	No Change	98'	No Change	98'	No Change	62' **	No Change	62' **	No Change	62' **	No Change	N/A	No Change
DISTANCE from TWY. / TAXILANE ℄ to FIXED/MOVABLE OBJECT	49'	No Change	49'	No Change	49'	No Change	49'	No Change	49'	No Change	49'	No Change	49'	No Change	49'	No Change	31' **	No Change	31' **	No Change	31' **	No Change	N/A	89' *
TAXIWAY / TAXILANE WINGTIP CLEARANCE	21'	No Change	21'	No Change	21'	No Change	21'	No Change	21'	No Change	21'	No Change	21'	No Change	21'	No Change	13' **	No Change	13' **	No Change	13' **	No Change	N/A	42' *
DISTANCE from RUNWAY ℄ to TAXIWAY / TAXILANE	300'	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	535'	No Change	N/A	No Change	N/A	No Change	N/A	383'
DISTANCE FROM RUNWAY ℄ to HOLD BARS	200'	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change
TAXIWAY SURFACE TYPE	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change	N/A	No Change	N/A	No Change

NOTES

- Taxiway names to be updated, per "Engineering Brief No. 89, Taxiway Nomenclature Convention".
- See Taxiway Fillet Data table for more detailed dimension data.

*Based on critical aircraft (King Air 200)

**Taxilane based on wingtip clearance of critical aircraft for this area (C-172)

NO.	REVISION	SPONSOR	DATE
1	ALP Update (AC 13A Compliance, Rwy, Width Reduction, Rwy End Mods)	Mead & Hunt, Inc.	April 2015

UKIAH MUNICIPAL AIRPORT
UKIAH, CALIFORNIA

DATA SHEET

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-8721
www.meadhunt.com

City of Ukiah

DESIGN:	CS/BM	DRAWN:	TE/DS	DATE:	April 2015	SHEET	3	OF	11

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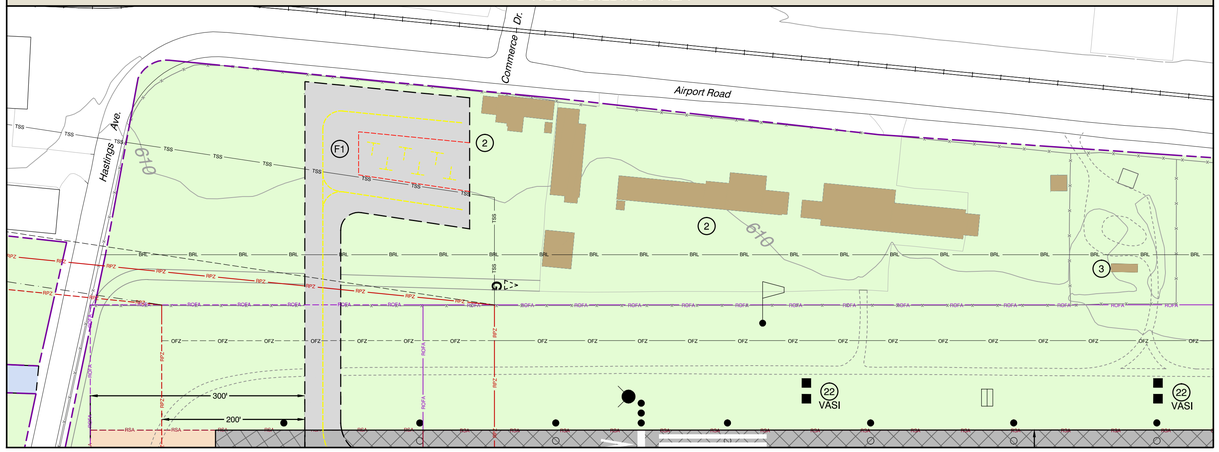
WEST BUILDING AREA



LAYOUT PLAN NOTES

- ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A Change 1, "Airport Design", 150/5070-6A, "Airport Master Plans" and Part 77 of the Federal Aviation Regulations (FAR), "Safe, Efficient Use, and Preservation of the Navigable Airspace."

(a) All coordinates NAD83. Horizontal data source: AGIS Survey by Woolpert, March 2009.

(b) All elevations NAVD88. Data source: AGIS Survey by Woolpert, March 2009.

(c) Temperature Source: Western Regional Climate Center, Station #049122, Ukiah, California.

(d) Magnetic Declination Source: NOAA, National Geophysical Data Center.

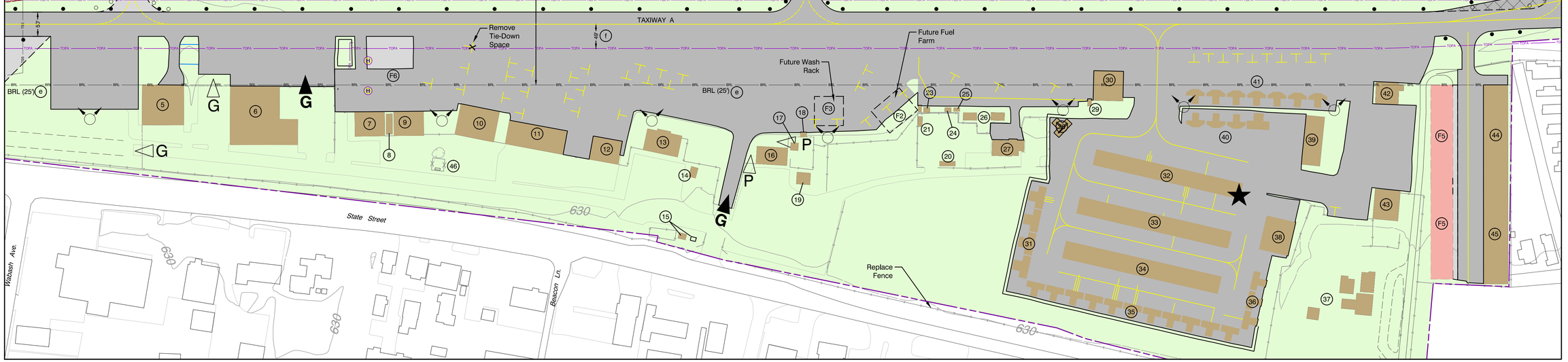
(e) The building restriction line (BRL) is based on a composite of airfield design setbacks such as the taxiway object free area (TOFA) and Part 77 airspace surfaces. Allowable building elevations above ground level are noted at each line: 25 feet above runway elevation on west side of runway, and 10 feet above runway elevation on east side of runway.

(f) Taxiway object free area (TOFA) from Taxiway A centerline is based on critical aircraft wingspan. Taxiway centerline to object separation equal to 0.7 times the critical aircraft wingspan plus 10 feet. [0.7(54.5')+10']=49 feet. Wing tip clearance equal to 0.2 times the wingspan plus 10 feet. [0.2(54.5')+10']=21 feet.

DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
AIRPORT PROPERTY		
AVIGATION EASEMENT		
EXISTING AV. EASEMENT / FUTURE PROPERTY		
HELICOPTER PAD	N/A	(H)
RUNWAY SAFETY AREA	RSA	RSA
RUNWAY PROTECTION ZONE	RPZ	RPZ
RUNWAY OBJECT FREE AREA	ROFA	ROFA
OBSTACLE FREE ZONE	OFZ	OFZ
PART 77 RUNWAY APPROACH SURFACE		
THRESHOLD SITING SURFACE	TSS	TSS
TAXIWAY OBJECT FREE AREA	TOFA	TOFA
LOCALIZER CRITICAL AREA	LCA	N/A
BUILDING RESTRICTION LINE	BRL	N/A
BUILDING - ON AIRPORT		
BUILDING - OFF AIRPORT		N/A
BUILDING - OFF AIRPORT, TO BE REMOVED	N/A	
PAVED ROAD		
AIRPORT SERVICE ROAD - PAVED		N/A
AIRPORT SERVICE ROAD - GRAVEL		N/A
FENCE		
VEHICLE GATE/PEDESTRIAN GATE	◀G / ◀P	◁G / ◁P
WIND CONE		
VASI (VISUAL APPROACH SLOPE INDICATOR)	▪▪	N/A
PAPI (PRECISION APPROACH PATH INDICATOR)	N/A	□□□□
AIRFIELD LIGHTS: SINGLE/GROUP/REILS	● / ●●●● / ◀	○ / ○○○○ / N/A
BEACON	★	N/A
UTILITY POLE		N/A
SECURITY LIGHTING	N/A	
DISTANCE REMAINING SIGN	N/A	
TOPOGRAPHIC CONTOURS	XXX	N/A
MONUMENT		N/A

WEST BUILDING AREA

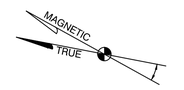


EXISTING BUILDING AND FACILITY LEGEND

	EXISTING FACILITIES	ELEVATION		EXISTING FACILITIES	ELEVATION		EXISTING FACILITIES	ELEVATION
(1)	Localizer Equipment Building	614'	(17)	Covered Picnic Area	635'	(33)	T-hangars (10)	637'
(2)	City of Ukiah - Corporate Yard	632'	(18)	Storage	625'	(34)	Shade Hangars (14)	636'
(3)	Fuel Storage Tank	620'	(19)	Commercial Building	640'	(35)	Portable T-hangars	636'
(4)	Commercial Building	641'	(20)	Portable Office	636'	(36)	Portable T-hangars	636'
(5)	Box Hangar	645'	(21)	Storage	631'	(37)	Oak Valley Nursery	635'
(6)	FBO (2)	642'	(22)	VASI (visual approach slope indicator)	617'	(38)	Box Hangar	650'
(7)	FBO	644'	(23)	Covered Storage	627'	(39)	Box Hangar (2)	638'
(8)	Portable Office	635'	(24)	Electrical Vault	625'	(40)	Portable T-hangars	630'
(9)	Box Hangar	644'	(25)	Storage	623'	(41)	Portable T-hangars	626'
(10)	Airport Maintenance	643'	(26)	Fire Retardant Storage	625'	(42)	FBO	631'
(11)	FBO (2)	642'	(27)	FBO Offices	643'	(43)	FBO	643'
(12)	Box Hangar	639'	(28)	Portable T-hangar	630'	(44)	Box Hangars (4)	640'
(13)	Airport Administration	644'	(29)	Storage	623'	(45)	Box Hangars (4)	643'
(14)	Storage Building	644'	(30)	Box Hangar	639'	(46)	Street Sweeper Fuel Station	634'
(15)	Electrical Vault and Future Standby Generator	641'	(31)	Portable T-hangars	635'			
(16)	Commercial Building	641'	(32)	T-hangars (10)	634'			

FUTURE FACILITIES

(F1)	Proposed Tiedown Apron
(F2)	Future Fuel Farm
(F3)	Future Wash Rack
(F4)	Future PAPI
(F5)	Future Box Hangars
(F6)	Future Helicopter Parking Spaces



DECLINATION: 14° 17' 35" E
(April 2014)
ANNUAL RATE OF CHANGE: 6.9' W

NO.	REVISION	SPONSOR	DATE
1	ALP Update (AC 13A Compliance, Rwy, Width Reduction, Rwy End Mods)	Mead & Hunt, Inc.	April 2015

UKIAH MUNICIPAL AIRPORT
UKIAH, CALIFORNIA

BUILDING AREA PLAN

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com

City of Ukiah

DESIGN:	CS/BM	DRAWN:	TE/DS	DATE:	April 2015	SHEET	4	OF	11

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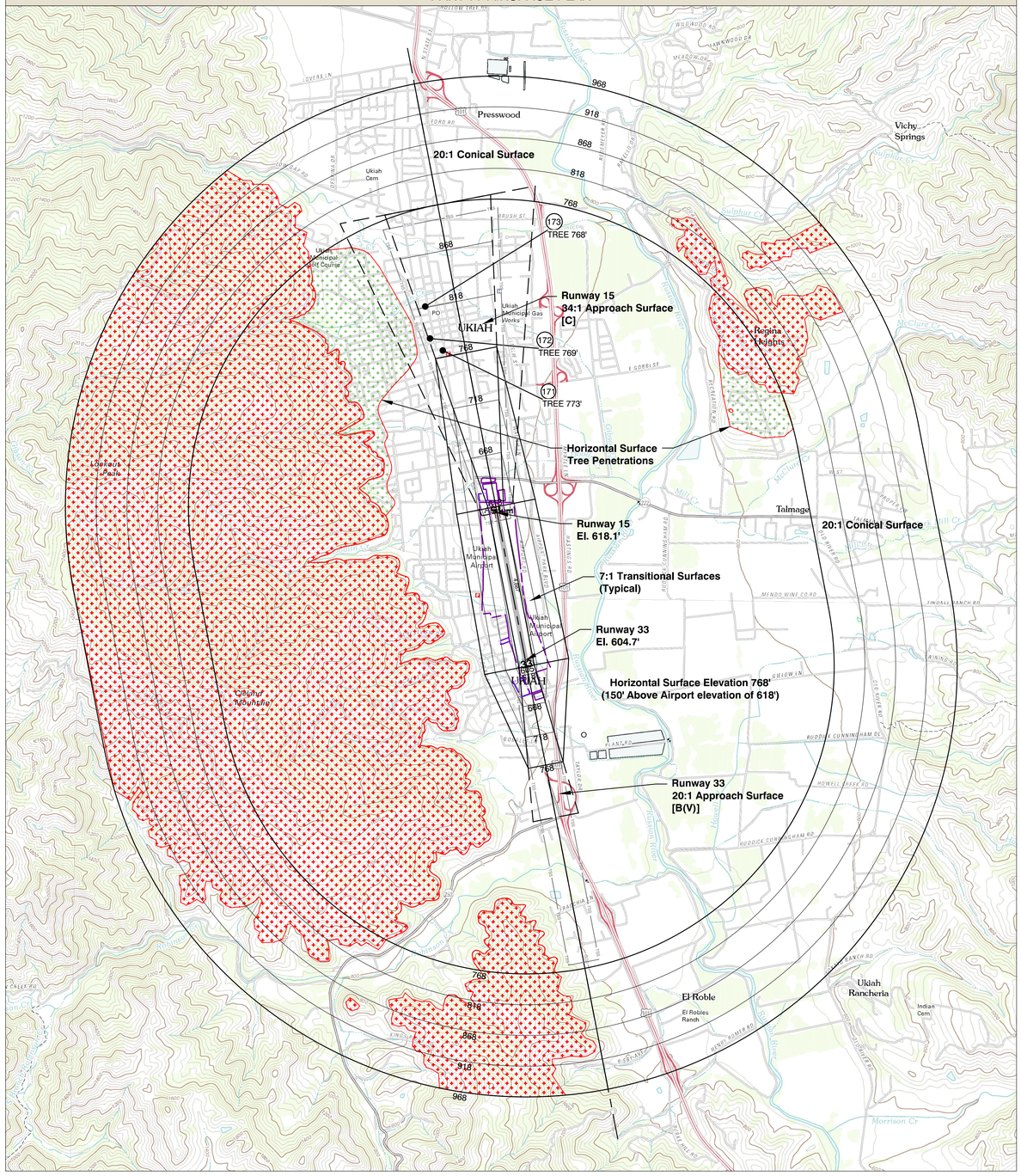
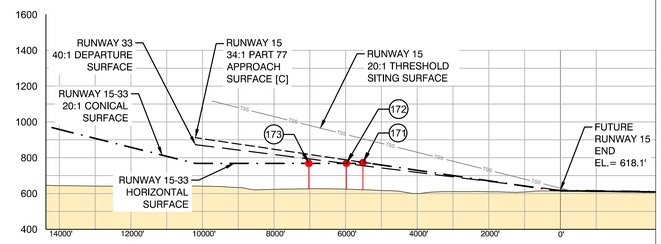
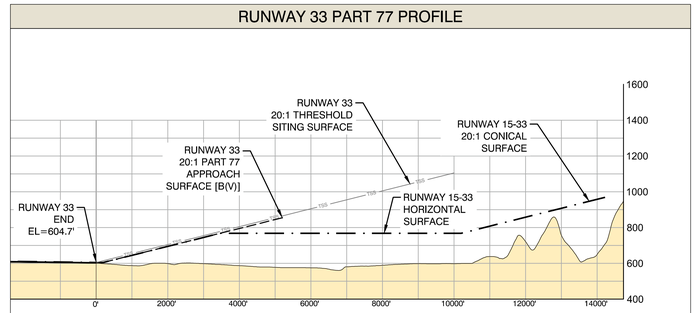
PART 77 AIRSPACE PLAN



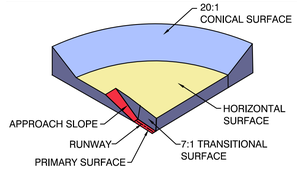
RUNWAY 15 PART 77 PROFILE



RUNWAY 33 PART 77 PROFILE



TYPICAL FAR PART 77 SURFACES



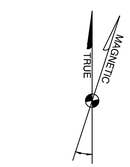
LEGEND: PLAN VIEW

- Airport Property Boundary
- Future Airport Property
- Part 77 Surfaces
- Part 77 Surface Contour
- Threshold Siting Surface
- Terrain Contours
- Terrain Penetration
- Tree Penetration

NOTES:

- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Runway elevation and object data source: AGIS survey by Woolpert, March 2009.
- Only airspace surfaces associated with ultimate runway configurations are illustrated. All objects are analyzed against the ultimate airspace surfaces.
- Basemap source: USGS Topographic maps.
- 'Trees' indicate multiple trees within close proximity to each other. Most critical tree selected for airspace evaluation.
- See Inner-Approach Sheets 6 and 7 for close-in obstructions in RPZ areas and Sheet 8 for objects in the transitional surface.

* 15 feet vertical clearance added to road elevations, per Part 77.



DECLINATION: 14° 17' 35" E
(April 2014)
ANNUAL RATE OF CHANGE: 6.9' W

2,000'
0 FEET 4,000'

NO.	REVISION	SPONSOR	DATE
1	ALP Update (AC 13A Compliance, Rwy, Width Reduction, Rwy End Mods)	Mead & Hunt, Inc.	April 2015

UKIAH MUNICIPAL AIRPORT
UKIAH, CALIFORNIA

PART 77 AIRSPACE

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com

City of Ukiah

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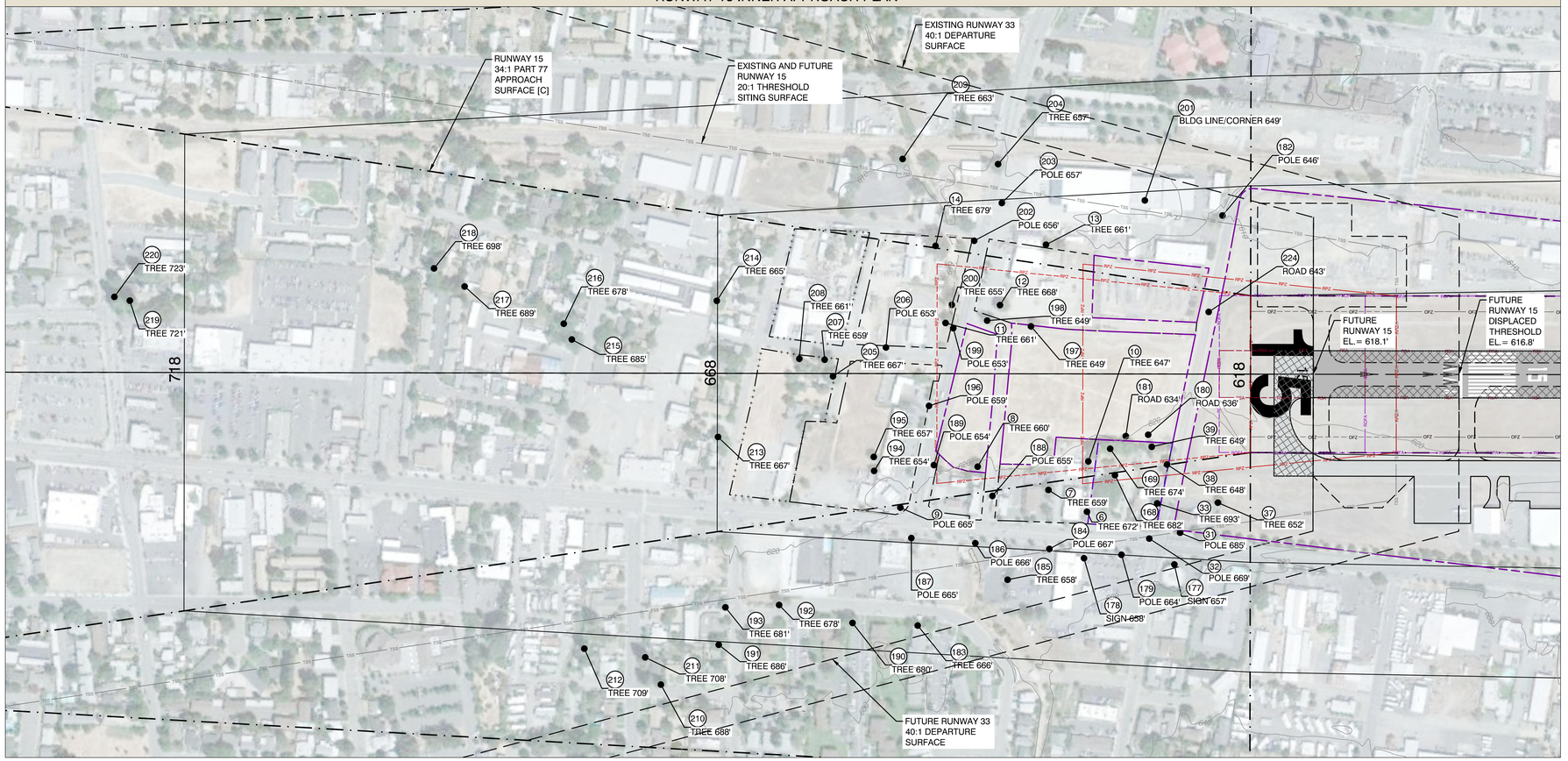
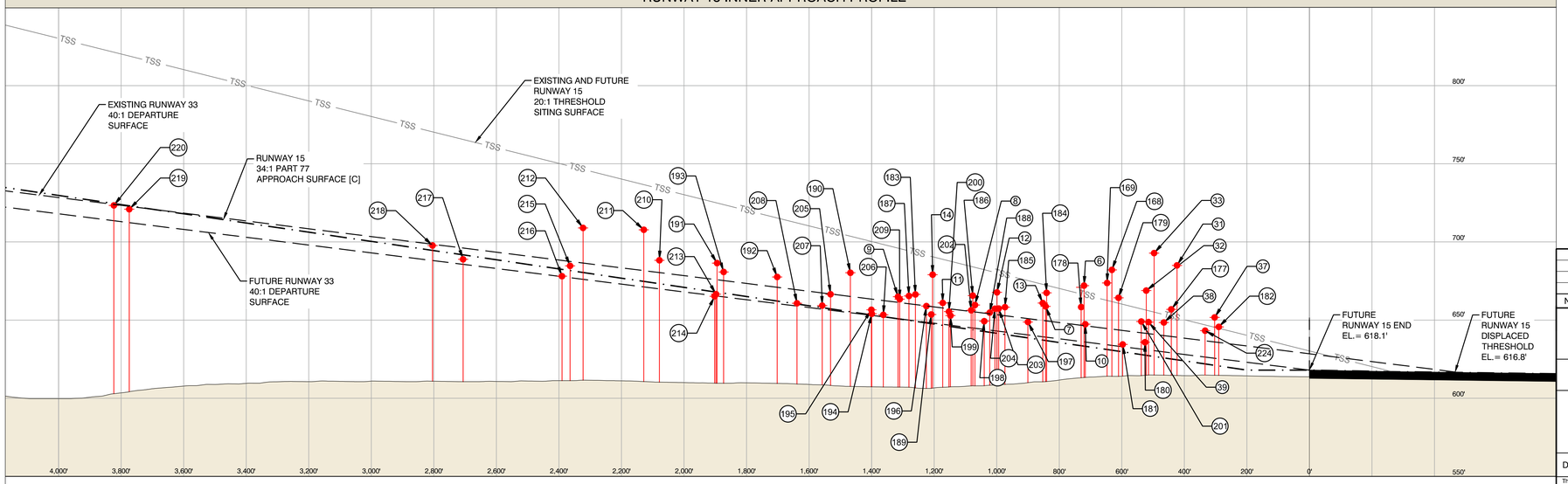
RUNWAY 15 INNER-APPROACH PLAN



RUNWAY 15 INNER-APPROACH PROFILE



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LEGEND: PLAN VIEW

- Airport Property Boundary
- Future Airport Property
- Existing Avigation Easement
- Future Avigation Easement
- Part 77 Surfaces
- Part 77 Surface Contour
- Threshold Siting Surface
- 40:1 Departure OCS
- Existing Runway Safety Area (RSA)
- Future Runway Safety Area (RSA)
- Existing Runway Object Free Area (ROFA)
- Future Runway Object Free Area (ROFA)
- Existing Obstacle Free Zone (OFZ)
- Future Obstacle Free Zone (OFZ)
- Existing Runway Protection Zone (RPZ)
- Future Runway Protection Zone (RPZ)
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface
- Terrain Contours

LEGEND: PROFILE VIEW

- Part 77 Approach Surface
- Threshold Siting Surface
- Departure Surface
- Object Penetrates Indicated Surface

200' 0 FEET 400'

VERTICAL EXAGGERATION OF 5
VERTICAL SCALE: 1"=40'

NOTES:

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MAGNETIC
TRUE

DECLINATION: 14° 17' 35" E
(April 2014)
ANNUAL RATE OF CHANGE: 6.9' W

NO.	REVISION	SPONSOR	DATE
1	ALP Update (AC 13A Compliance, Rwy, Width Reduction, Rwy End Mods)	Mead & Hunt, Inc.	April 2015

UKIAH MUNICIPAL AIRPORT
UKIAH, CALIFORNIA

INNER-APPROACH: RUNWAY 15

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
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City of Ukiah

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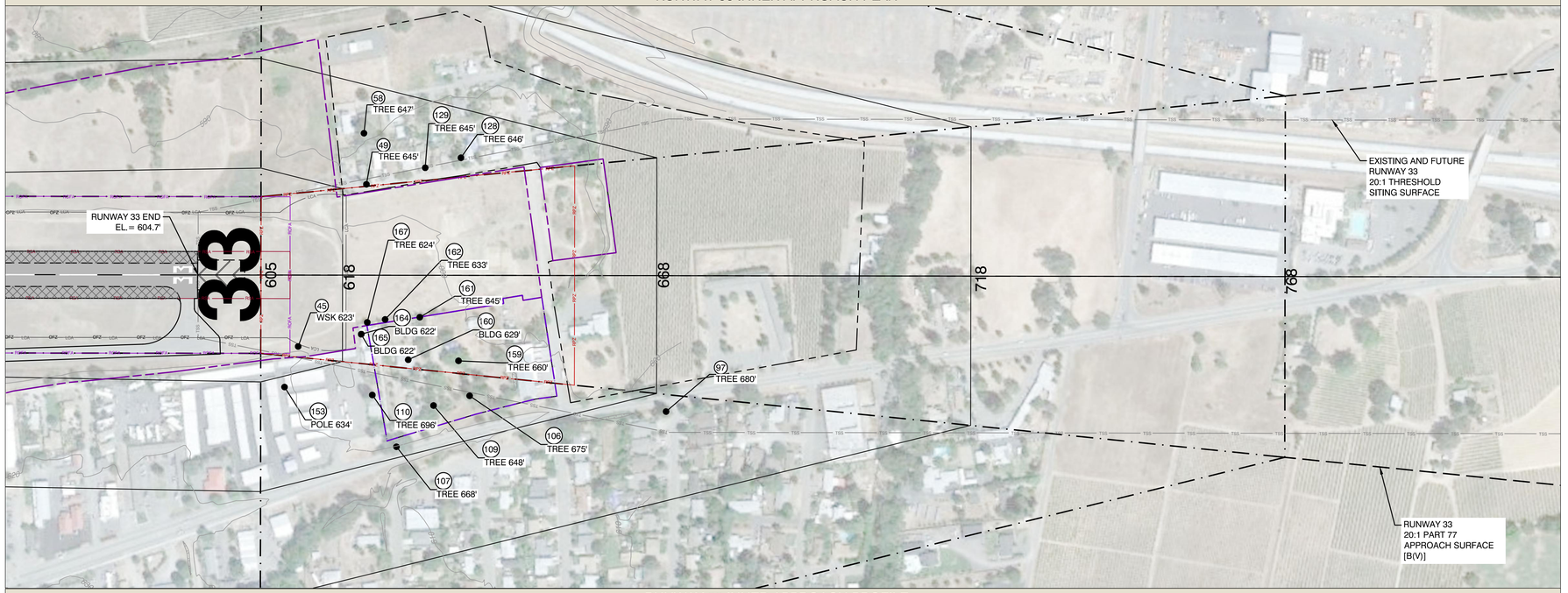
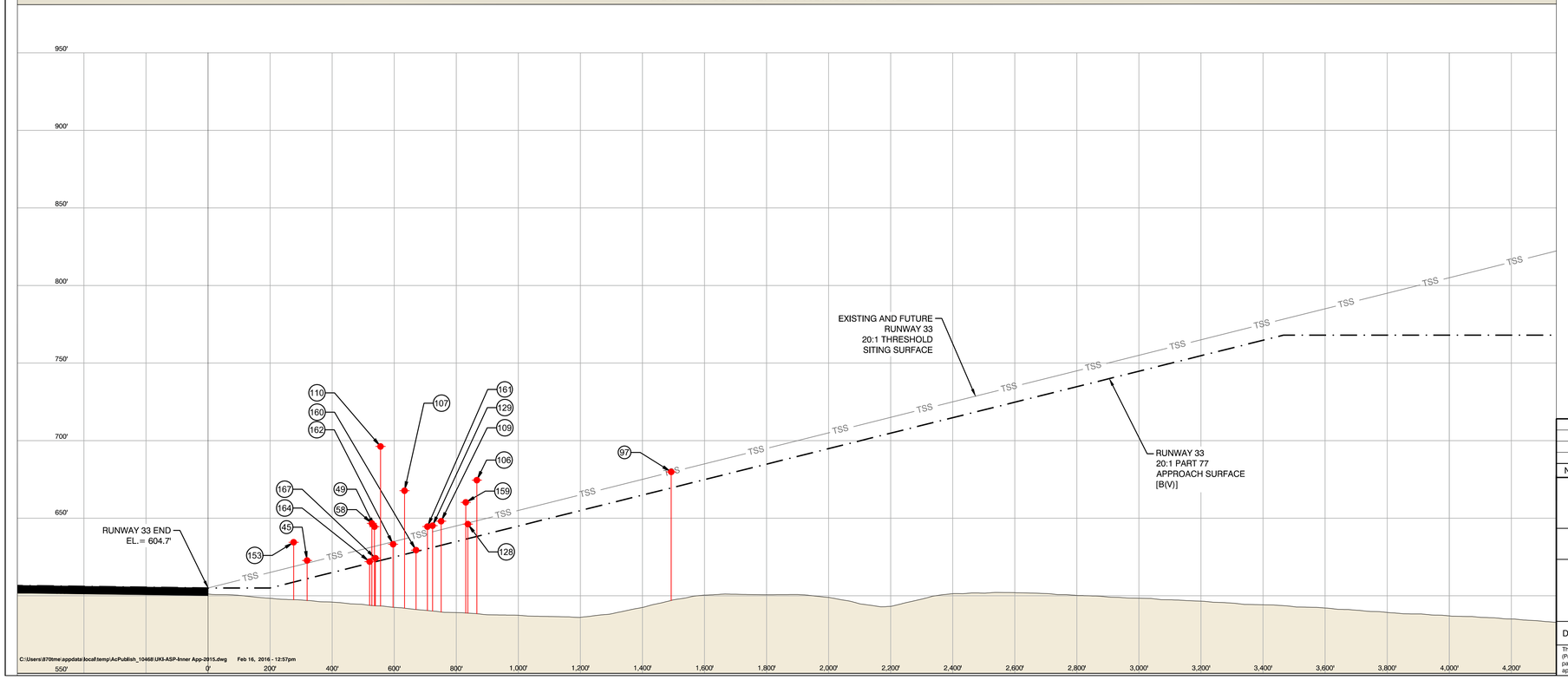
RUNWAY 33 INNER APPROACH PLAN



RUNWAY 33 INNER APPROACH PROFILE



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LEGEND: PLAN VIEW

- Airport Property Boundary
- Future Airport Property
- Existing Avigation Easement
- Future Avigation Easement
- Part 77 Surfaces
- Part 77 Surface Contour
- Threshold Siting Surface
- 40:1 Departure OCS
- Existing Runway Safety Area (RSA)
- Existing Runway Object Free Area (ROFA)
- Existing Obstacle Free Zone (OFZ)
- Existing Runway Protection Zone (RPZ)
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface
- Terrain Contours

LEGEND: PROFILE VIEW

- Part 77 Approach Surface
- Threshold Siting Surface
- Object Penetrates Indicated Surface

200'
0 FEET 400'
VERTICAL EXAGGERATION OF 5
VERTICAL SCALE: 1"=40'

MAGNETIC
TRUE
DECLINATION: 14° 17' 35" E
(April 2014)
ANNUAL RATE OF CHANGE: 6.9' W

NOTES:

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* 15 feet vertical clearance added to road elevations, per Part 77.

NO.	REVISION	SPONSOR	DATE
1	ALP Update (AC 13A Compliance, Rwy. Width Reduction, Rwy End Mods)	Mead & Hunt, Inc.	April 2015

UKIAH MUNICIPAL AIRPORT
UKIAH, CALIFORNIA

INNER-APPROACH: RUNWAY 33

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
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City of Ukiah

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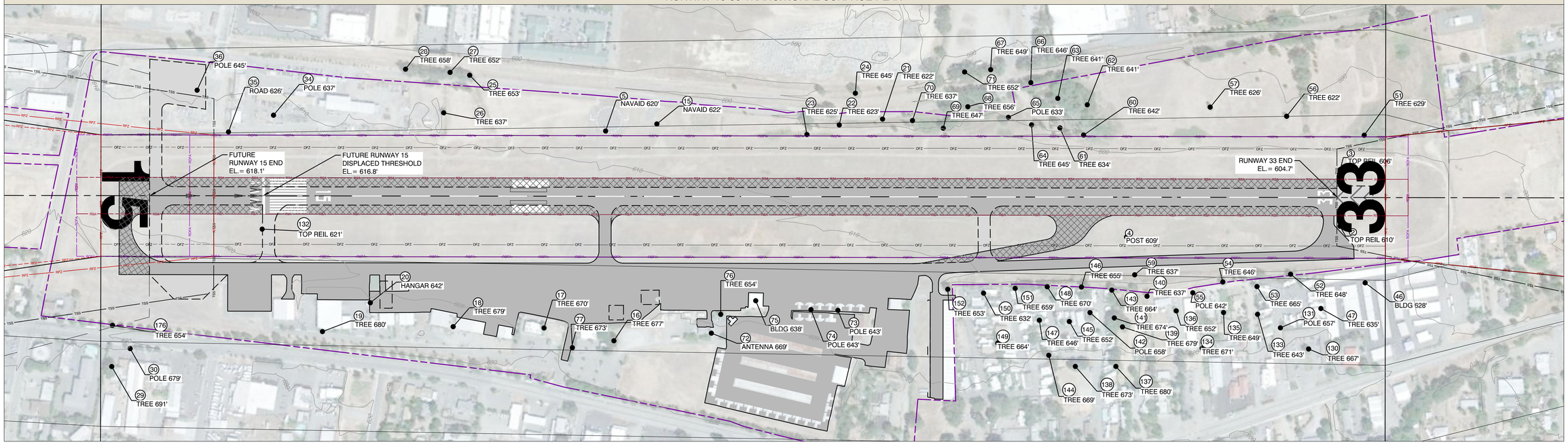
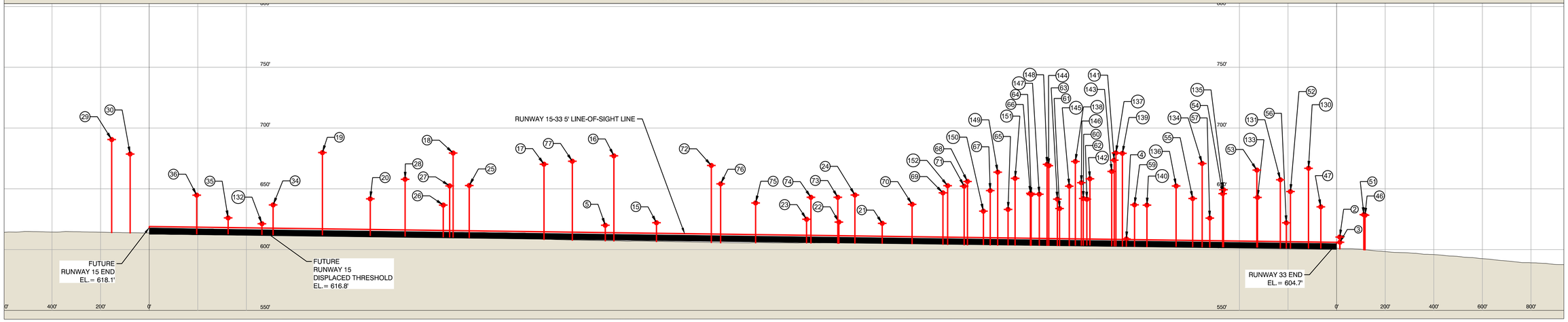
RUNWAY 15-33 TRANSITIONAL SURFACE PLAN



RUNWAY 15-33 TRANSITIONAL SURFACE PROFILE



LEGEND: PLAN VIEW

- Airport Property Boundary
- Future Airport Property
- Part 77 Surfaces
- Part 77 Approach Surface
- Part 77 Surface Contour
- Threshold Siting Surface
- Existing Runway Safety Area (RSA)
- Future Runway Safety Area (RSA)
- Existing Runway Object Free Area (ROFA)
- Future Runway Object Free Area (ROFA)
- Existing Obstacle Free Zone (OFZ)
- Future Obstacle Free Zone (OFZ)
- Existing Runway Protection Zone (RPZ)
- Future Runway Protection Zone (RPZ)
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface
- Terrain Contours

LEGEND: PROFILE VIEW

- Part 77 Approach Surface
- Threshold Siting Surface
- Object Under Approach Surface

NOTES:

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300'
0 FEET 600'
VERTICAL EXAGGERATION OF 5
VERTICAL SCALE: 1"=40'

MAGNETIC
TRUE
DECLINATION: 14° 17' 35" E
(April 2014)
ANNUAL RATE OF CHANGE: 6.9' W

NO.	REVISION	SPONSOR	DATE
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UKIAH MUNICIPAL AIRPORT
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PART 77 AIRSPACE: TRANSITIONAL

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
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Fax (707) 526-9721
www.meadhunt.com

City of Ukiah

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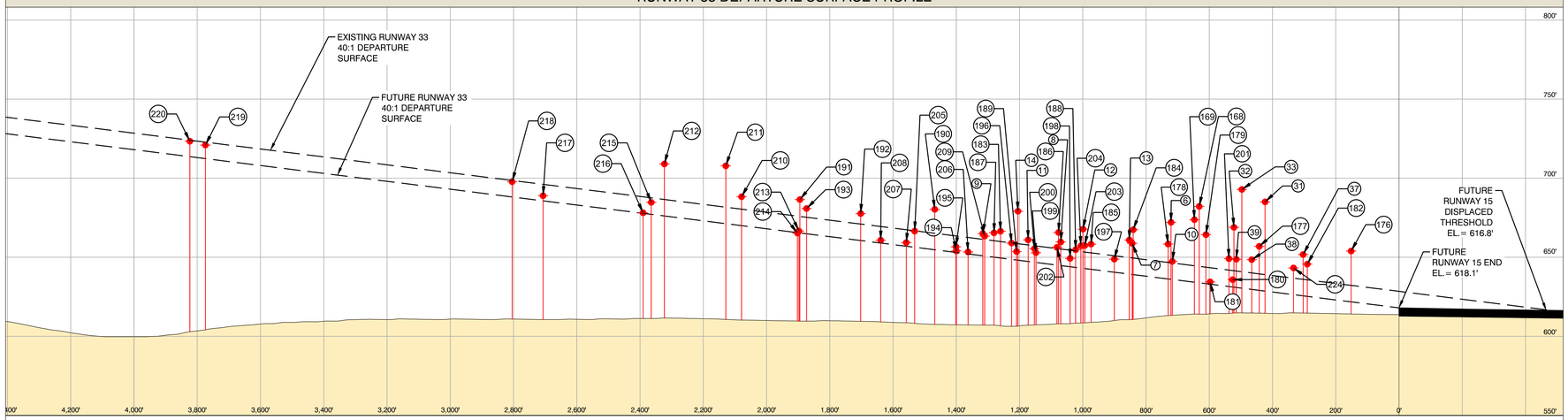
RUNWAY 33 DEPARTURE SURFACE

RUNWAY 33 DEPARTURE SURFACE PROFILE



LEGEND: PLAN VIEW

- Airport Property Boundary
- Future Airport Property
- Existing Avigation Easement
- Future Avigation Easement
- Part 77 Surfaces
- Part 77 Surface Contour
- Threshold Siting Surface
- Existing Runway Safety Area (RSA)
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- Existing Runway Object Free Area (ROFA)
- Future Runway Object Free Area (ROFA)
- Existing Obstacle Free Zone (OFZ)
- Future Obstacle Free Zone (OFZ)
- Existing Runway Protection Zone (RPZ)
- Future Runway Protection Zone (RPZ)
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface
- Terrain Contours

LEGEND: PROFILE VIEW

- Departure Surface
- Object Penetrates Indicated Surface

200'
0 FEET 400'
VERTICAL EXAGGERATION OF 5
VERTICAL SCALE: 1"=40'

MAGNETIC
TRUE
DECLINATION: 14° 17' 35" E
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NOTES:

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UKIAH MUNICIPAL AIRPORT
UKIAH, CALIFORNIA

DEPARTURE SURFACE: RUNWAY 33

Mead & Hunt
133 Aviation Boulevard, Suite 100
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City of Ukiah

DESIGN:	DRAWN:	DATE:	SHEET
CS/BM	TE/DS	April 2015	9 OF 11

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RUNWAY 15-33 OBJECT DATA

POINT NUMBER	OBJECT DESCRIPTION	PART 77 SURFACE	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	FUTURE RUNWAY 33 DEPARTURE SURFACE ELEVATION	FUTURE RUNWAY 33 DEPARTURE SURFACE PENETRATION	DISPOSITION
2	TOP REIL	33 PRIMARY	610.33	605.47	4.86	N/A	N/A	N/A	N/A	NONE
3	TOP REIL	33 PRIMARY	606.06	605.47	0.59	N/A	N/A	N/A	N/A	NONE
4	POST	33 PRIMARY	608.77	607.65	1.12	N/A	N/A	N/A	N/A	NONE
5	NAVAID	15 PRIMARY	620.02	615.69	4.33	N/A	N/A	N/A	N/A	NONE
6	TREE	15 TRANS / TSS	672.05	651,95	20.10	666.28	5,77	636,02	36.03	TOP/REMOVE
7	TREE	15 APPROACH	658,75	649,61	9.14	N/A	N/A	639,09	19.66	TOP/REMOVE
8	TREE	15 APPROACH	659.63	656,26	3.37	N/A	N/A	644,74	14,88	TOP/REMOVE
9	POLE	15 APPROACH	664.94	663.50	1.44	N/A	N/A	650.90	14.04	OBST. LIGHT
10	TREE	15 APPROACH	647.34	645,88	1,46	N/A	N/A	635,92	11.42	TOP/REMOVE
11	TREE	15 APPROACH	660.97	659,29	1.68	N/A	N/A	647,32	13,65	TOP/REMOVE
12	TREE	15 APPROACH	667.74	654.18	13,56	N/A	N/A	642,98	24,76	TOP/REMOVE
13	TREE	15 APPROACH	660.88	649,88	11,00	N/A	N/A	639,32	21,56	TOP/REMOVE
14	TREE	15 APPROACH	679.06	660.24	18.82	N/A	N/A	648,13	30.93	TOP/REMOVE
15	NAVAID	15 PRIMARY	622,10	619.93	2.17	N/A	N/A	N/A	N/A	NONE
16	TREE	TRANSITIONAL	677.13	662.12	15.01	N/A	N/A	N/A	N/A	TOP/REMOVE
17	TREE	TRANSITIONAL	670.26	655,38	14,88	N/A	N/A	N/A	N/A	TOP/REMOVE
18	TREE	TRANSITIONAL	679.44	655.62	23.82	N/A	N/A	N/A	N/A	TOP/REMOVE
19	TREE	TRANSITIONAL	679.79	659.96	19.83	N/A	N/A	N/A	N/A	TOP/REMOVE
20	HANGAR	TRANSITIONAL	641.76	641.10	0.66	N/A	N/A	N/A	N/A	OBST. LIGHT
21	TREE	TRANSITIONAL	621,60	620,11	1,50	N/A	N/A	N/A	N/A	TOP/REMOVE
22	TREE	TRANSITIONAL	622.66	617,06	5.59	N/A	N/A	N/A	N/A	TOP/REMOVE
23	TREE	TRANSITIONAL	624.95	611,75	13.21	N/A	N/A	N/A	N/A	TOP/REMOVE
24	TREE	TRANSITIONAL	644.89	635.59	9.30	N/A	N/A	N/A	N/A	TOP/REMOVE
25	TREE	TRANSITIONAL	652.71	649.79	2.92	N/A	N/A	N/A	N/A	TOP/REMOVE
26	TREE	TRANSITIONAL	636,61	627,93	8.68	N/A	N/A	N/A	N/A	TOP/REMOVE
27	TREE	TRANSITIONAL	652.43	651,64	0.79	N/A	N/A	N/A	N/A	TOP/REMOVE
28	TREE	TRANSITIONAL	657.85	653.95	3.90	N/A	N/A	N/A	N/A	TOP/REMOVE
29	TREE	15 TRANSITIONAL	690.54	685,16	5.38	N/A	N/A	N/A	N/A	TOP/REMOVE
30	POLE	15 TRANSITIONAL	678.65	673.99	4.66	N/A	N/A	N/A	N/A	OBST. LIGHT
31	POLE	15 TRANS / TSS	684.99	659.06	25.93	651,42	33,57	628.59	56,40	OBST. LIGHT
32	POLE	15 TRANS / TSS	668,88	662,54	6,34	656.34	12,54	631,05	37.83	OBST. LIGHT
33	TREE	15 TRANS / TSS	692.86	646,29	46,56	655.08	37.78	630.42	62,43	TOP/REMOVE
34	POLE	TRANSITIONAL	636.76	628,11	8.65	N/A	N/A	N/A	N/A	OBST. LIGHT
35	ROAD	TRANSITIONAL	626.07	618.72	7.35	N/A	N/A	N/A	N/A	OBST. LIGHT
36	POLE	15 TRANSITIONAL	644.79	643,91	0.88	N/A	N/A	N/A	N/A	OBST. LIGHT
37	TREE	15 TRANSITIONAL	651,70	644,38	7.32	N/A	N/A	625,58	26,12	TOP/REMOVE
38	TREE	15 APPROACH	648.46	638.49	9.97	N/A	N/A	629.64	18.82	TOP/REMOVE
39	TREE	15 APPROACH	648,71	639,93	8.78	N/A	N/A	630,87	17.84	TOP/REMOVE
40	BLDG	33 APPROACH	614.58	614.59	-0.01	N/A	N/A	N/A	N/A	OBST. LIGHT
41	BLDG	33 APPROACH	614.58	614,50	0.09	N/A	N/A	N/A	N/A	OBST. LIGHT
42	BLDG	33 APPROACH	613,45	614,93	-1,48	N/A	N/A	N/A	N/A	OBST. LIGHT
43	BLDG	33 APPROACH	615.49	614.92	0.57	N/A	N/A	N/A	N/A	OBST. LIGHT
44	BLDG	33 APPROACH	616.55	614,83	1.72	N/A	N/A	N/A	N/A	OBST. LIGHT
45	WSK	33 APPROACH/TSS	622.73	608.51	14.22	620.97	1.76	N/A	N/A	NONE
46	BLDG	TRANSITIONAL	628.27	619.68	8.59	N/A	N/A	N/A	N/A	OBST. LIGHT
47	TREE	TRANSITIONAL	635.18	635,26	-0,08	N/A	N/A	N/A	N/A	TOP/REMOVE
48	BLDG	33 APPROACH	616,40	614.82	1.58	N/A	N/A	N/A	N/A	OBST. LIGHT
49	TREE	33 TRANSITIONAL	644.53	614,89	29.64	N/A	N/A	N/A	N/A	TOP/REMOVE
51	TREE	TRANSITIONAL	628.76	606.15	22.61	N/A	N/A	N/A	N/A	TOP/REMOVE
52	TREE	TRANSITIONAL	647.74	615.43	32.31	N/A	N/A	N/A	N/A	TOP/REMOVE
53	TREE	TRANSITIONAL	665.39	623,07	42,33	N/A	N/A	N/A	N/A	TOP/REMOVE
54	TREE	TRANSITIONAL	646,04	620,74	25,30	N/A	N/A	N/A	N/A	TOP/REMOVE
55	POLE	TRANSITIONAL	642,02	627,43	14,58	N/A	N/A	N/A	N/A	OBST. LIGHT
56	TREE	TRANSITIONAL	622.03	618.02	4.01	N/A	N/A	N/A	N/A	TOP/REMOVE
57	TREE	TRANSITIONAL	625.91	624,10	1.81	N/A	N/A	N/A	N/A	TOP/REMOVE
58	TREE	33 TRANSITIONAL	646,62	636,61	10.01	N/A	N/A	N/A	N/A	TOP/REMOVE
59	TREE	TRANSITIONAL	636,82	617,50	19,32	N/A	N/A	N/A	N/A	TOP/REMOVE
60	TREE	TRANSITIONAL	642,02	608,87	33,16	N/A	N/A	N/A	N/A	TOP/REMOVE
61	TREE	TRANSITIONAL	633,78	613,31	20.47	N/A	N/A	N/A	N/A	TOP/REMOVE
62	TREE	TRANSITIONAL	641.47	626.64	14.83	N/A	N/A	N/A	N/A	TOP/REMOVE
63	TREE	TRANSITIONAL	641,47	630,66	10.81	N/A	N/A	N/A	N/A	TOP/REMOVE
64	TREE	TRANSITIONAL	645.28	615,35	29.93	N/A	N/A	N/A	N/A	TOP/REMOVE
65	POLE	TRANSITIONAL	633.06	620.02	13.03	N/A	N/A	N/A	N/A	OBST. LIGHT
66	TREE	TRANSITIONAL	646.28	640,17	6.11	N/A	N/A	N/A	N/A	TOP/REMOVE
67	TREE	TRANSITIONAL	648.58	648.20	0.38	N/A	N/A	N/A	N/A	TOP/REMOVE
68	TREE	TRANSITIONAL	656.06	626.62	29.44	N/A	N/A	N/A	N/A	TOP/REMOVE
69	TREE	TRANSITIONAL	646.67	614,19	32,48	N/A	N/A	N/A	N/A	TOP/REMOVE
70	TREE	TRANSITIONAL	637,24	618,98	18,26	N/A	N/A	N/A	N/A	TOP/REMOVE
71	TREE	TRANSITIONAL	652.16	647,09	5.07	N/A	N/A	N/A	N/A	TOP/REMOVE
72	ANTENNA	TRANSITIONAL	669.22	656.55	12.67	N/A	N/A	N/A	N/A	OBST. LIGHT
73	POLE	TRANSITIONAL	643.00	641.72	1.28	N/A	N/A	N/A	N/A	OBST. LIGHT
74	POLE	TRANSITIONAL	643,00	641,58	1.42	N/A	N/A	N/A	N/A	OBST. LIGHT
75	BLDG	TRANSITIONAL	638.37	636.97	1.40	N/A	N/A	N/A	N/A	OBST. LIGHT
76	TREE	TRANSITIONAL	654.08	645,35	8.73	N/A	N/A	N/A	N/A	TOP/REMOVE
77	TREE	TRANSITIONAL	672.69	666,64	6.05	N/A	N/A	N/A	N/A	TOP/REMOVE
97	TREE	33 APPROACH/TSS	679.85	643.02	36.82	N/A	N/A	N/A	N/A	TOP/REMOVE
106	TREE	33 TRANSITIONAL	674,52	629.52	45,00	N/A	N/A	N/A	N/A	TOP/REMOVE
107	TREE	33 TRANSITIONAL	667,71	650,94	16,77	N/A	N/A	N/A	N/A	TOP/REMOVE
109	TREE	33 TRANSITIONAL	648,04	633,05	14,99	N/A	N/A	N/A	N/A	TOP/REMOVE
110	TREE	33 TRANSITIONAL	696.23	626.73	69.50	N/A	N/A	N/A	N/A	TOP/REMOVE
112	BLDG	33 APPROACH	615.49	615.10	0.40	N/A	N/A	N/A	N/A	OBST. LIGHT
113	BLDG	33 APPROACH	616,02	615,34	0.68	N/A	N/A	N/A	N/A	OBST. LIGHT
114	BLDG	33 APPROACH	615,72	615.09	0.63	N/A	N/A	N/A	N/A	OBST. LIGHT
115	BLDG	33 APPROACH	621,01	615.32	5.70	N/A	N/A	N/A	N/A	OBST. LIGHT
116	BLDG	33 APPROACH	616,40	615,29	1,11	N/A	N/A	N/A	N/A	OBST. LIGHT
119	TREE	33 APPROACH	628.37	627.47	0.91	N/A	N/A	N/A	N/A	TOP/REMOVE
128	TREE	33 TRANSITIONAL	646.19	627,97	18.22	N/A	N/A	N/A	N/A	TOP/REMOVE
129	TREE	33 TRANSITIONAL	645.18	622,48	22.70	N/A	N/A	N/A	N/A	TOP/REMOVE
130	TREE	TRANSITIONAL	666,91	659,21	7,70	N/A	N/A	N/A	N/A	TOP/REMOVE
131	POLE	TRANSITIONAL	657.44	647,08	10.36	N/A	N/A	N/A	N/A	OBST. LIGHT
132	TOP REIL	15 PRIMARY	621.26	616.40	4.86	N/A	N/A	N/A	N/A	NONE
133	TREE	TRANSITIONAL	642.93	639.36	3.57	N/A	N/A	N/A	N/A	TOP/REMOVE
134	TREE	TRANSITIONAL	670.86	660,00	10,86	N/A	N/A	N/A	N/A	TOP/REMOVE
135	TREE	TRANSITIONAL	649.23	638.72	10.51	N/A	N/A	N/A	N/A	TOP/REMOVE
136	TREE	TRANSITIONAL	652,34	638,24	14,10	N/A	N/A	N/A	N/A	TOP/REMOVE
137	TREE	TRANSITIONAL	679.59	671.62	7.97	N/A	N/A	N/A	N/A	TOP/REMOVE
138	TREE	TRANSITIONAL	672.52	672.06	0.46	N/A	N/A	N/A	N/A	TOP/REMOVE
139	TREE	TRANSITIONAL	679,21	648,28	30,92	N/A	N/A	N/A	N/A	TOP/REMOVE
140	TREE	TRANSITIONAL	636.59	629,98	6,61	N/A	N/A	N/A	N/A	TOP/REMOVE
141	TREE	TRANSITIONAL	673.59	643.09	30.50	N/A	N/A	N/A	N/A	TOP/REMOVE
142	POLE	TRANSITIONAL	658.26	640.22	18.04	N/A	N/A	N/A	N/A	OBST. LIGHT
143	TREE	TRANSITIONAL	664.30	626.74	37.56	N/A	N/A	N/A	N/A	TOP/REMOVE
144	TREE	TRANSITIONAL	669,04	665,81	3.23	N/A	N/A	N/A	N/A	TOP/REMOVE
145	TREE	TRANSITIONAL	652.19	645,72	6.47	N/A	N/A	N/A	N/A	TOP/REMOVE
146	TREE	TRANSITIONAL	655,04	625,31	29.73	N/A	N/A	N/A	N/A	TOP/REMOVE
147	TREE	TRANSITIONAL	645.59	645,28	0.30	N/A	N/A	N/A	N/A	TOP/REMOVE
148	TREE	TRANSITIONAL	670.14	625.51	44.63	N/A	N/A	N/A	N/A	TOP/REMOVE
149	TREE	TRANSITIONAL	663,72	659,23	4.50	N/A	N/A	N/A	N/A	TOP/REMOVE
150	TREE	TRANSITIONAL	631,62	629.98	1,64	N/A	N/A	N/A	N/A	TOP/REMOVE
151	TREE	TRANSITIONAL	658,62	626.82	31,80	N/A	N/A	N/A	N/A	TOP/REMOVE
152	TREE	TRANSITIONAL	652.57	628.11	24.46	N/A	N/A	N/A	N/A	TOP/REMOVE
153	POLE	33 TRANSITIONAL	634.48	620.93	13.55	N/A	N/A	N/A	N/A	OBST. LIGHT
159	TREE	33 APPROACH/TSS	660,22	623.55	36,67	646.53	13.69	N/A	N/A	TOP/REMOVE
160	BLDG	33 APPROACH	629,41	618,83	10.57	N/A	N/A	N/A	N/A	OBST. LIGHT
161	TREE	33 APPROACH/TSS	644.56	619.92	24,65	640.36	4,20	N/A	N/A	TOP/REMOVE
162	TREE	33 APPROACH	633,21	616,66	16,55	N/A	N/A	N/A	N/A	TOP/REMOVE
163	BLDG	33 APPROACH	621,54	615.02	6.52	N/A	N/A	N/A	N/A	OBST. LIGHT
164	BLDG	33 APPROACH	622.01	614.44	7,57	N/A	N/A	N/A	N/A	OBST. LIGHT
165	BLDG	33 APPROACH	621.77	614,42	7,35	N/A	N/A	N/A	N/A	OBST. LIGHT
166	BLDG	33 APPROACH	616,32	614,37	1,95	N/A	N/A	N/A	N/A	OBST. LIGHT
167	TREE	33 APPROACH	624,21	614,99	9,23	N/A	N/A	N/A	N/A	TOP/REMOVE
168	TREE	15 APPROACH/TSS	682,12	643,38	38,74	661.83	20,29	633,80	48,32	TOP/REMOVE
169	TREE	15 APPROACH/TSS	673.74	643,83	29.91	662.59	11,15	634.18	39.56	TOP/REMOVE
170	TREE	33 DEPARTURE	767.32	768,00	-0.68	N/A	N/A	768.00	-0.68	TOP/REMOVE
171	TREE	HORIZONTAL	769,26	768,00	1,26	N/A	N/A	768,00	1,26	TOP/REMOVE
172	TREE	HORIZONTAL	769,39	768,00	1,39	N/A	N/A	768,00	1,39	TOP/REMOVE
173	TREE	HORIZONTAL	772.54	768,00	4.54	N/A	N/A	768,00	4,54	TOP/REMOVE
174	TREE	HORIZ/33 DEPART	782.84	768.00	14.84	N/A	N/A	768.00	14.84	TOP/REMOVE
175	TREE	33 DEPARTURE	769.04	768.00	1.04	N/A	N/A	768.00	1.04	TOP/REMOVE
176	TREE	33 DEPARTURE	653,91	658,47	-4,55	N/A	N/A	621,79	32,13	TOP/REMOVE
177	SIGN	33 DEPARTURE	656.87	670,97	-14.10	N/A	N/A	629.05	27.82	NONE
178	SIGN	33 DEPARTURE	658,32	670,49	-12.17	N/A	N/A	636.25	22.07	NONE
179	POLE	33 DEPARTURE	664.26	667.91	-3.66	N/A	N/A	633.27	30.99	OBST. LIGHT
180	ROAD	33 DEPARTURE	635.84	627.59	8.25	N/A	N/A	631.15	4.69	NONE
181	ROAD	33 DEPARTURE	634,41	629,69	4,73	N/A	N/A	632,93	1,48	NONE
182	POLE	33 DEPARTURE	645,65	655,22	-9,58	N/A	N/A	625,25	20,39	OBST. LIGHT
183	TREE	33 DEPARTURE	666,40	705,50	-39.09	N/A	N/A	649,50	16.90	TOP/REMOVE
184	POLE	33 DEPARTURE	667.43	667,15	0.28	N/A	N/A	639,02	28,41	OBST. LIGHT
185	TREE	33 DEPARTURE	658.26	682,28	-24.02	N/A	N/A	642.34	15.92	TOP/REMOVE
186	POLE	33 DEPARTURE	665.66	666,48	-0,82	N/A	N/A	644,92	20,74	OBST. LIGHT
187	POLE	33 DEPARTURE	665,43	665,81	-0,37	N/A	N/A	650,02	15,41	OBST. LIGHT
188	POLE	33 DEPARTURE	654,74	644,50	10,24	N/A	N/A	643,56	11.18	OBST. LIGHT
189	POLE	33 DEPARTURE	653.59	647,69	5.90	N/A	N/A	648,23	5,36	OBST. LIGHT
190	TREE	33 DEPARTURE	680,27	706.01	-25.74	N/A	N/A	654.70	25.57	TOP/REMOVE
191	TREE	33 DEPARTURE	686,46	719,44	-32,99	N/A	N/A	665,36	21,10	TOP/REMOVE
192	TREE	33 DEPARTURE	677.59	699,75	-22.16	N/A	N/A	660.55	17.03	TOP/REMOVE
193	TREE	33 DEPARTURE	680.79	702,24	-21,45	N/A	N/A	664,84	15,95	TOP/REMOVE
194	TREE	33 DEPARTURE	654,02	653,29	0.73	N/A	N/A	652,99	1,03	TOP/REMOVE
195	TREE	33 DEPARTURE	656.58	653.32	3.26	N/A	N/A	653.03	3.56	TOP/REMOVE
196	POLE	33 DEPARTURE	658,94	648,15	10,79	N/A	N/A	648,63	10,31	OBST. LIGHT
197	TREE	33 DEPARTURE	648,78	638,60	10,18	N/A	N/A	640,51	8,27	TOP/REMOVE
198	TREE	33 DEPARTURE	649.28	642,71	6.57	N/A	N/A	644,00	5,28	TOP/REMOVE
199	POLE	33 DEPARTURE	652.88	645,88	6.99	N/A	N/A	646,70	6,18	OBST. LIGHT
200	TREE	33 DEPARTURE	655,41	646,03	9.38	N/A	N/A	646,82	8.59	TOP/REMOVE
201	BLDG	33 DEPARTURE	649.09	664.04	-14.94	N/A	N/A	631.45	17.65	OBST. LIGHT
202	POLE	33 DEPARTURE	656,25	649,87	6,38	N/A	N/A	645,04	11,21	OBST. LIGHT
203	POLE	33 DEPARTURE	657.39	666,41	-9,02	N/A	N/A	642,85	14.54	OBST. LIGHT
204	TREE	33 DEPARTURE	657,25	684,19	-26,94	N/A	N/A	643,15	14,10	TOP/REMOVE
205	TREE	33 DEPARTURE	666.51	657.16	9.35	N/A	N/A	656.29	10.23	TOP/REMOVE
206	POLE	33 DEPARTURE	653.34	652.20	1.15	N/A	N/A	652.07	1.28	OBST. LIGHT
207	TREE	33 DEPARTURE	659,24	657,95	1,30	N/A	N/A	656,95	2.29	TOP/REMOVE
208	TREE	33 DEPARTURE	660,74	660,32	0,42	N/A	N/A	658,97	1,77	TOP/REMOVE
209	TREE	33 DEPARTURE	663.35	688.92	-25.57	N/A	N/A	650,76	12.59	TOP/REMOVE
210	TREE	33 DEPARTURE	688.25	739.11	-50.86	N/A	N/A	669.97	18.28	TOP/REMOVE
211	TREE	33 DEPARTURE	707.78	727.10	-19.32	N/A	N/A	671.22	36.56	TOP/REMOVE
212	TREE	33 DEPARTURE	708,97	724,72	-15.74	N/A	N/A	676,07	32.90	TOP/REMOVE
213	TREE	33 DEPARTURE	666.59	667,93	-1,35	N/A	N/A	665,44	1,14	TOP/REMOVE
214	TREE	33 DEPARTURE	665,27	668,07	-2,80	N/A	N/A	665,56	-0,29	TOP/REMOVE
215	TREE	33 DEPARTURE	684,69	681,66	3.03	N/A	N/A	677.11	7,58	TOP/REMOVE
216	TREE	33 DEPARTURE	678.07	682,42	-4.35	N/A	N/A	677.76	0,31	TOP/REMOVE
217	TREE	33 DEPARTURE	688.89	691,72	-2,83	N/A	N/A	685,67	3,23	TOP/REMOVE
218	TREE	33 DEPARTURE	697,72	694,60	3.13	N/A	N/A	688,11	9,62	TOP/REMOVE
219	TREE	33 DEPARTURE	720.94	723,12	-2,18	N/A	N/A	712.36	8.59	TOP/REMOVE
220	TREE	33 DEPARTURE	723,36	724,57	-1,21	N/A	N/A	713.59	9.78	TOP/REMOVE
224	ROAD	15 APP / 33 DEP	643.21	621.93	21.28	N/A	N/A	626.34	16.87	NONE

Note: A Negative Penetration Number Indicates Distance Object is Below Surface.

NO.	REVISION	SPONSOR	DATE
1	ALP Update (AC 13A Compliance, Rwy, Width Reduction, Rwy End Mods)	Mead & Hunt, Inc.	April 2015

UKIAH MUNICIPAL AIRPORT
UKIAH, CALIFORNIA

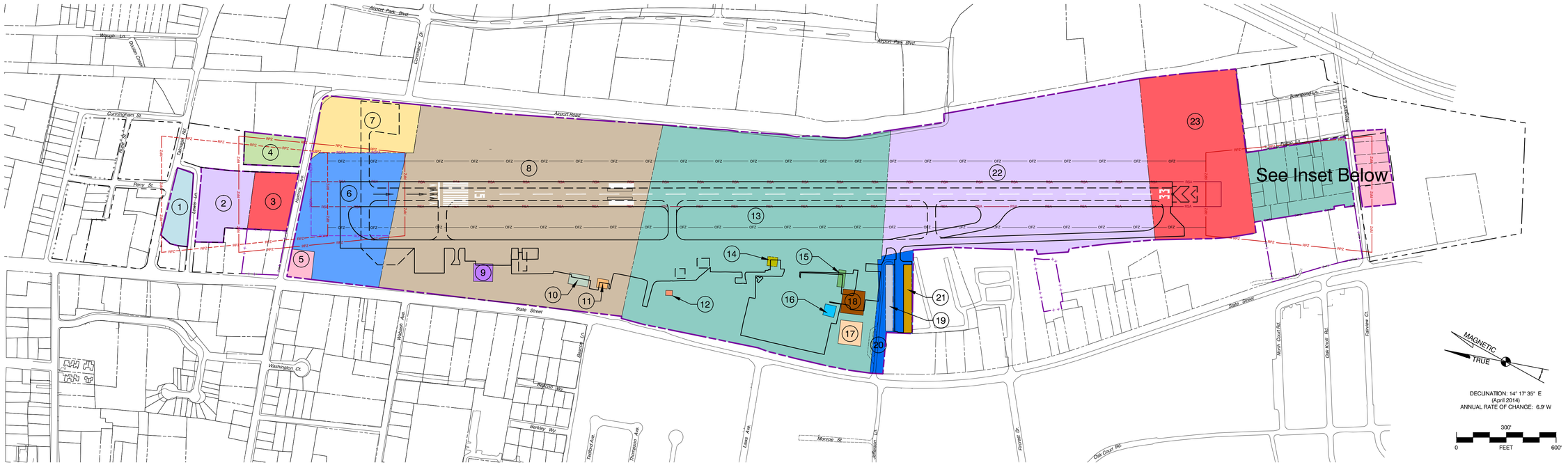
AIRSPACE OBSTACLE DATA TABLE

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com

City of Ukiah

DESIGN:	DRAWN:	DATE:	SHEET
CS/BM	TE/DS	April 2015	10 OF 11

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (Project Number Unassigned) as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.



AIRPORT PROPERTY DATA

PARCEL ID	ACRES	ASSESSORS PARCEL #	TYPE OF INTEREST	GRANTOR	DATE ACQUIRED	CONVEYANCE	BOOK/PAGE NUMBER	TYPE OF ACQUISTION	FAA GRANT NUMBER	NOTES
1	1.40	003-140-42	Fee Simple	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	
2	2.86	003-140-41	Fee Simple	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	
3	1.98	003-230-04	Fee Simple	Sword	1937	Data N/A	470/295	Fee Simple	Data N/A	
4	1.50	003-230-31	Fee Simple	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	
5	0.55	003-230-23	Fee Simple	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	
6	9.54	003-230-22	Fee Simple	Linn	1941	Data N/A	152/341-342	Fee Simple	Data N/A	
7	4.43	003-230-26	Fee Simple	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	
8	37.97	003-280-05	Fee Simple	Linn	1941	Data N/A	152/343-344	Fee Simple	Data N/A	
9	0.28	003-280-06	Fee Simple	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	
10	0.18	003-280-07	Fee Simple	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	
11	0.08	003-280-08	Fee Simple	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	
12	0.03	003-310-03	Fee Simple	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	
13	42.19	003-310-08	Fee Simple	Cox	1941	Data N/A	152/347-348	Fee Simple	Data N/A	
14	0.08	003-310-10	Fee Simple	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	
15	0.10	003-310-04	Fee Simple	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	
16	0.11	003-310-09	Fee Simple	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	
17	0.45	003-310-07	Fee Simple	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	
18	0.45	003-310-06	Fee Simple	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	
19	0.41	003-330-69	Fee Simple	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	
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21	0.47	003-330-70	Fee Simple	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	Data N/A	
22	31.7	003-330-62	Fee Simple	Gordon Ball	1965	Data N/A	699/538-539	Fee Simple	Data N/A	
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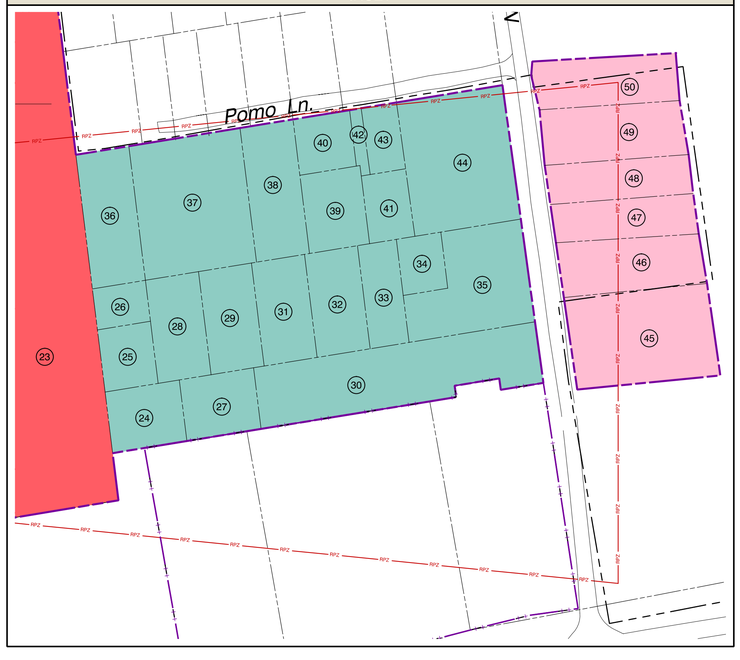
INSET



NOTES

(a) Information contained in the Airport Property Data block reflects available information from the City of Ukiah. The City will add a detailed property inventory to the ACIP.

DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY		
AVIGATION EASEMENT		
RUNWAY SAFETY AREA	RSA	RSA
RUNWAY PROTECTION ZONE	RPZ	RPZ
RUNWAY OBJECT FREE AREA	ROFA	ROFA
OBSTACLE FREE ZONE	OFZ	OFZ
BUILDING RESTRICTION LINE	BRL	N/A

NO.	REVISION	SPONSOR	DATE
1	ALP Update (AC 13A Compliance, Rwy, Width Reduction, Rwy End Mods)	Mead & Hunt, Inc.	April 2015

UKIAH MUNICIPAL AIRPORT
UKIAH, CALIFORNIA

Exhibit "A" Airport Inventory Map

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com

City of Ukiah

DESIGN:	CS/BM	DRAWN:	TE/DS	DATE:	April 2015	SHEET	11	OF	11

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (Project Number Unassigned) as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

C:\Users\870tme\appdata\local\temp\AcPublish_10764\UKI-ALP_Exhibit A Property-2015_.dwg Feb 16, 2016 - 3:14pm

UKIAH MUNICIPAL AIRPORT
ALP Narrative Report

Prepared for the
City of Ukiah, California

May 2015 Final

INTRODUCTION

This document details the changes to the Airport Layout Plan (ALP) for Ukiah Municipal Airport (the Airport) since the previous ALP was approved by the Federal Aviation Administration (FAA) in 2006. An approved plan is necessary for an airport to receive grant funding for eligible capital improvements under the terms of the FAA's Airport Improvement Program. An ALP creates a blueprint for airport development by depicting proposed facility improvements. Typically updated every 5 to 10 years, the ALP incorporates recent construction, reflects new documentation requirements and illustrates future projects anticipated to occur over the next 20 years. This ALP was prepared in accordance with the applicable elements specified in FAA Advisory Circulars 150/5070-6B, *Airport Master Plans* and 150/5300-13A, *Airport Design*.

The ALP set is provided in its entirety at the end of this report. The eleven individual sheets in the set are as follows:

1. Index/Cover Sheet
2. Airport Layout Plan
3. Data Sheet
4. Building Area Plan
5. Part 77 Airspace
6. Inner Approach: Runway 15
7. Inner Approach: Runway 33
8. Part 77 Airspace: Transitional
9. Departure Surface: Runway33
10. Airspace Obstacle Data Table
11. Airport Property Map

Publicly-owned and operated by the City of Ukiah, the Airport is located within Ukiah city limits in southern Mendocino County. Ukiah Municipal Airport is located approximately 20 miles south of Willits and 24 miles north of Cloverdale. A location map for the Airport and its surrounding vicinity is illustrated in **Exhibit 1**.

AIRPORT ROLE AND EXISTING CONDITIONS

Ukiah Municipal Airport is a public-use, General Aviation (GA) airport serving the communities surrounding the City of Ukiah. The Airport is expected to retain this role throughout the 20-year planning horizon. Although this update did not include a forecasting element, it is expected that the Airport will experience slight growth in general aviation activity. The changes proposed on this ALP would allow the Airport to continue to adequately serve the GA population while meeting FAA safety and design standards.

Ukiah Municipal Airport has one asphalt runway, Runway 15-33, which is currently 4,423 feet in length and 150 feet wide. The Airport has three instrument approach procedures:

- RNAV(GPS) Procedure – Circling (as low as 1 ¼ mile visibility minimums)
- VOR procedure – Circling (as low as 1 ¼ mile visibility minimums)
- Localizer Procedure – Runway 15 (as low as 1 ¼ mile visibility minimums)

Airport Reference Code Criteria		
Approach Category	Approach Speed Range	
B	≥91 kts	< 121 kts
Design Group	Wingspan Range	
II	49 feet	< 79 feet

The existing Airport Reference Code (ARC) at Ukiah Municipal Airport is B-II. The ARC is based on the largest aircraft that operates at least 500 times per year at the Airport. For Ukiah Municipal Airport, the aircraft meeting that requirement is the Beechcraft King Air. The Airport's existing layout satisfies safety standards for a B-II airport. This ALP effort did not analyze proposed changes in the ARC.

The Runway Design Code (RDC) consists of the Aircraft Approach Category, Aircraft Design Group, and the approach visibility minimums. For Ukiah Municipal Airport, the Runway Design Code is B-II-5000.

Exhibit 1

Airport Location

Ukiah Municipal Airport

The last update of the Ukiah Municipal Airport's ALP was completed in 2006. No major changes to the airfield have occurred since 2006. This current update effort was required by the FAA in order to bring the ALP set up to current standards prior to issuance of a runway rehabilitation grant.

In addition to complying with current ALP standards, technical analysis was conducted on various facilities that the City would like to incorporate to better serve airport users. Major changes to this updated ALP set include the following features:

- Relocated north runway end
- Northeast transient parking apron
- Runway width reduction
- Parallel taxiway holding bay
- Taxiway D (A4) connector replacement
- Helicopter parking positions
- Wash rack and fuel farm locations
- Security lighting
- Fencing replacement/upgrades
- Future supplemental windcone
- Creation of Airspace Plan Sheets
- Creation of an Airport Property Map

Object Free Area (OFA): A two-dimensional ground area centered on a runway, taxiway, or taxilane centerline which is clear of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground-maneuvering purposes.

Obstacle Free Zone (OFZ): is the airspace below 150 feet above the established airport elevation and along the runway and extended runway centerline that is required to be clear of all objects, except for the frangible visual NAVAID's that need to be located in the OFZ because of their function, in order to provide clearance protection for the aircraft landing or taking off from the runway, and for missed approaches.

Declared Distances: The distances the airport owner declares available for a turbine powered aircraft's takeoff run, takeoff distance, accelerate-stop distance and landing distance requirements.

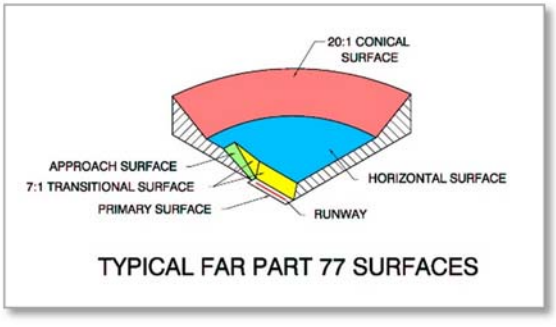
Runway Safety Area (RSA): A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an overshoot, undershoot or excursion from the runway and provides greater accessibility for fire- fighting and rescue equipment during such incidents.

TECHNICAL JUSTIFICATION

Relocated North Runway End

The history as to when and why the north runway end was shifted south is not well documented. Available information suggests that it was shifted to provide standard clearances over the adjacent street (Hastings Avenue). It is not known why a displaced threshold was not used. As part of this update an analysis was conducted to determine whether any of the currently aligned taxiway pavement could be reclaimed as runway. The FAA has held steady on the determination that declared distances should not be applied to airports which are not regularly used by turbine powered aircraft. Even if airports do experience some operations by turbine powered aircraft, the use must meet the *National Plan of Integrated Airport Systems* (NPIAS) criteria to be considered the critical aircraft. Without the use of declared distances the runway end's location will be set to provide standard runway Object Free Area (OFA) clearances.

The Airport's northern section of perimeter fence (along Hastings Avenue) is the critical constraint to siting the new runway end. The runway end could be extended a maximum of 465' north of its present location while still providing a standard OFA. The landing threshold for Runway 15 would remain in the current runway end location. This runway extension will not change the threshold siting surfaces currently established for the Airport. The Part 77 Approach Surface for the runway will shift north with the relocated end due to the fact that the Approach Surface is based on the physical end of the runway regardless of any displaced threshold location (**Exhibit 2**).



TYPICAL FAR PART 77 SURFACES

At this time, the 465-foot runway extension is being shown (**Exhibit 2**) for planning purposed only. At point in the future when documented operational demands necessitate a runway extension, this will be reanalyzed.

In the near-term the north end of the runway will be marking as shown in **Exhibit 3.** The existing connector Taixway B will be removed and the pavement aft of the Runway 15 landing threshold and end will be marked with yellow chevrons, indicating non-usable pavement. The future Taxiway A2 will be constructed to connect to the Runway 15 end.

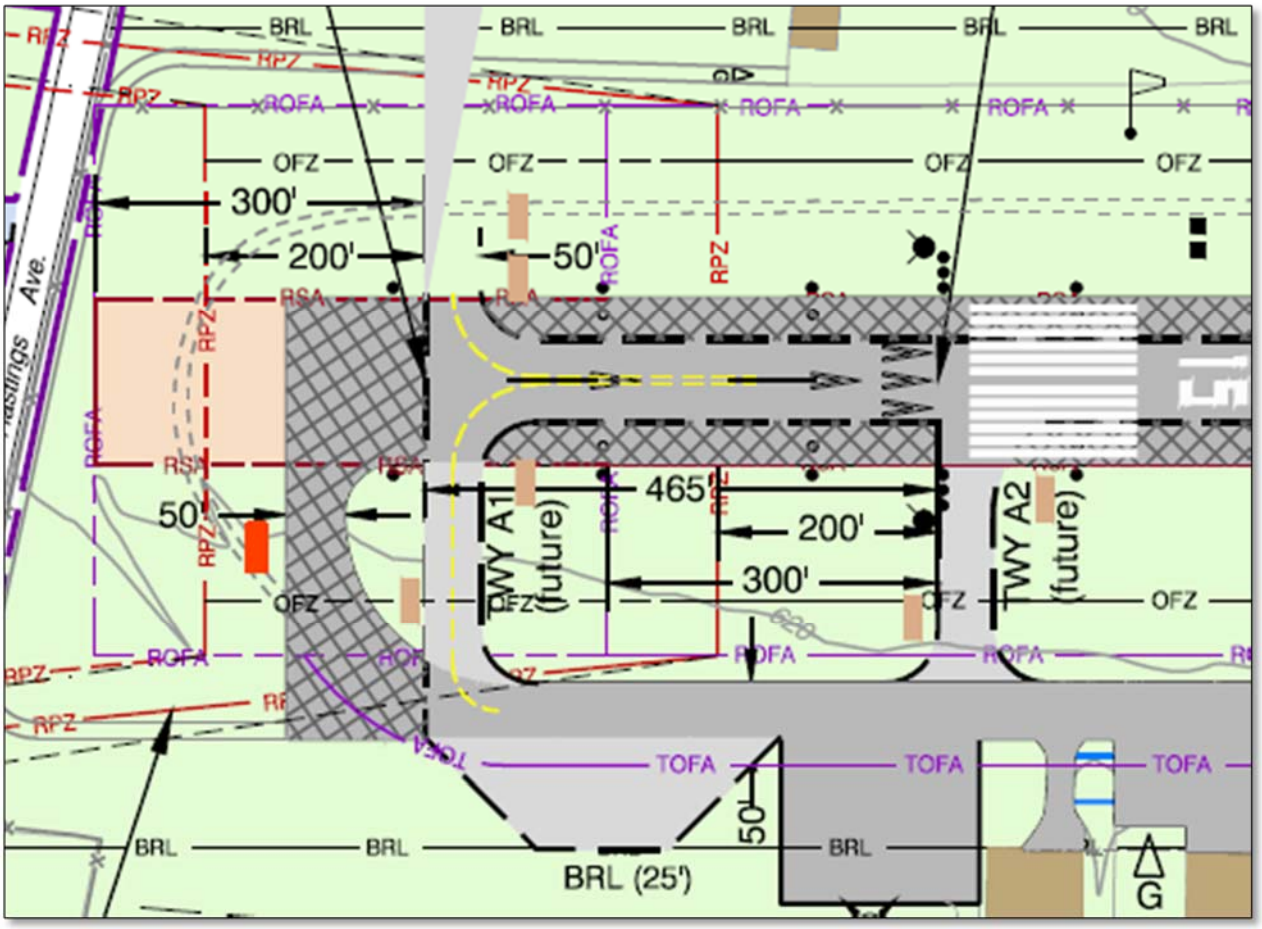


Exhibit 2

Long-Term Planning Design - Relocated Runway End

Ukiah Municipal Airport

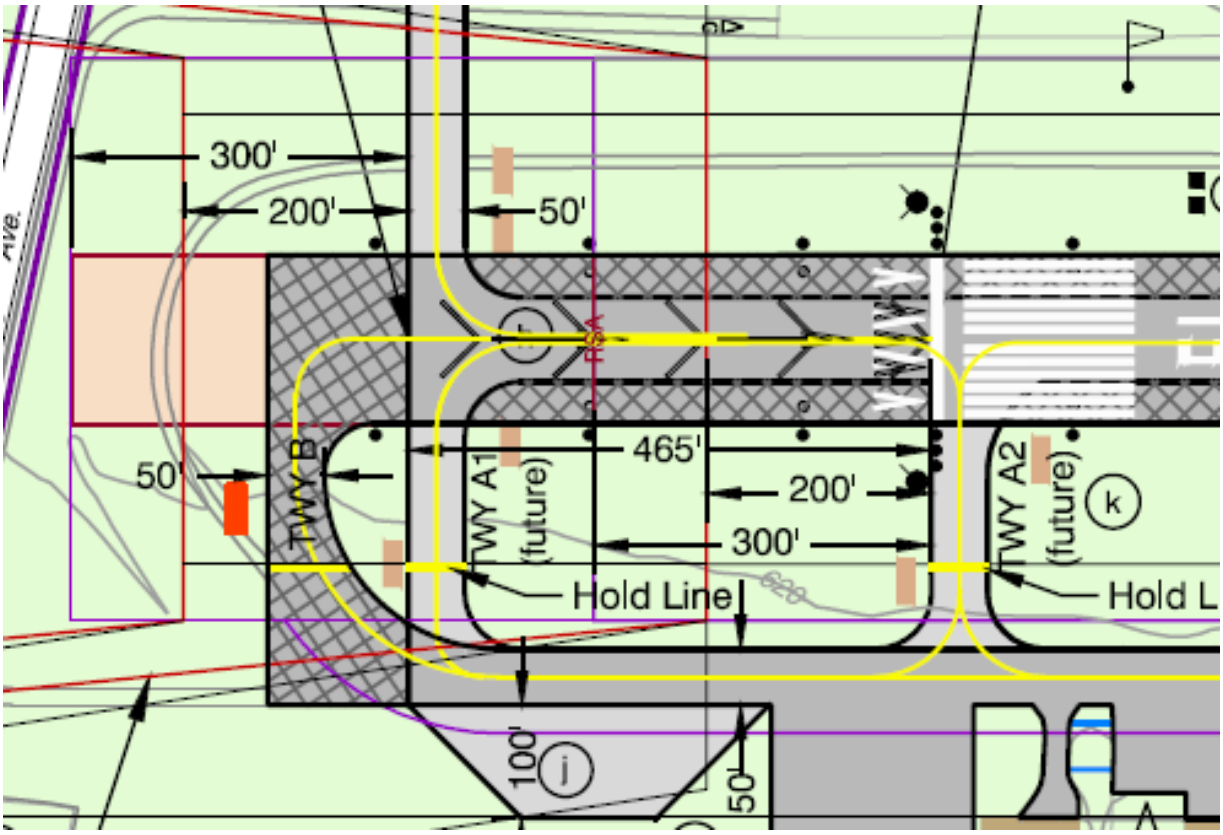


Exhibit 3

Near-Term Design - North Runway End

Ukiah Municipal Airport

As shown on the accompanying Inner Approach Plan (**Sheet 6**), existing objects do penetrate this future approach surface to Runway 15. Many of these objects currently penetrate the existing Part 77 surfaces as well, but were unknown prior to the completion of the AGIS obstruction survey. The Airport does acknowledge that before the runway shift to the north can occur, an obstruction removal program will be required along with meeting National Environmental Policy Act (NEPA) requirements, and the establishment of a project timeline. Specific details about the airspace penetrations and the future disposition can be found on **Sheet 10** of the ALP set.

Northeast Transient Parking Apron

In order to provide transient aircraft convenient access to the business district located east of the Airport, a transient parking apron has been designed in the Airport's northeast corner. The size and location of this transient parking apron is dictated by the existing and future 40:1 Departure Surface and the existing and future 20:1 Threshold siting surface. The timing of this project would require the runway to be extended north before the apron could be constructed. Extending the runway would shift the location of the 40:1 Departure Surface and allow parked aircraft to remain outside of both critical surfaces. An alternative option which the airport may explore in the future is the

raising of the departure surface elevation. This would require consultation with the FAA's Air Traffic Organization and is not guaranteed to allow the parking apron to move forward. All aircraft parking positions were designed to remain clear of the Runway Object Free Area (OFA), and Obstacle Free Zone (OFZ). The future transient apron is illustrated in **Exhibit 4**.

Runway Width Reduction

The FAA has required that the runway be shown as ultimately reduced to the standard width for B-II aircraft (75 feet). Although larger aircraft such as the CalFire S-2T Air Tanker do operate at the Airport, the FAA does not consider other government agency aircraft operations when determining the critical aircraft. Therefore the FAA views the runway width standard to be 75 feet. The FAA would allow the City of Ukiah to contribute local funds in order to fund the maintenance of an additional 25 feet of runway width for a total of 100 feet. However, it is understood that the level of funds required for the additional 25 feet are not likely to be available from the City. Consequently, the ALP shows a runway width reduction to 75 feet in the future.

Parallel Taxiway Holding Bay

Based on observations from airport management and users, a hold apron at the north end of Taxiway A would benefit the flow of aircraft. This holding apron has been designed to permit aircraft to perform run-ups while remaining clear of the taxiway OFA (a setback of 49 feet from the taxiway centerline).

Taxiway D Connector Replacement

Taxiway D (future A4) is a non-standard design. It is neither a high-speed exit taxiway nor a 90 degree exit taxiway. In the future it will be replaced with a standard 90 degree exit taxiway. The location of the future taxiway was shifted northwards to be more readily usable for aircraft landing on Runway 33.

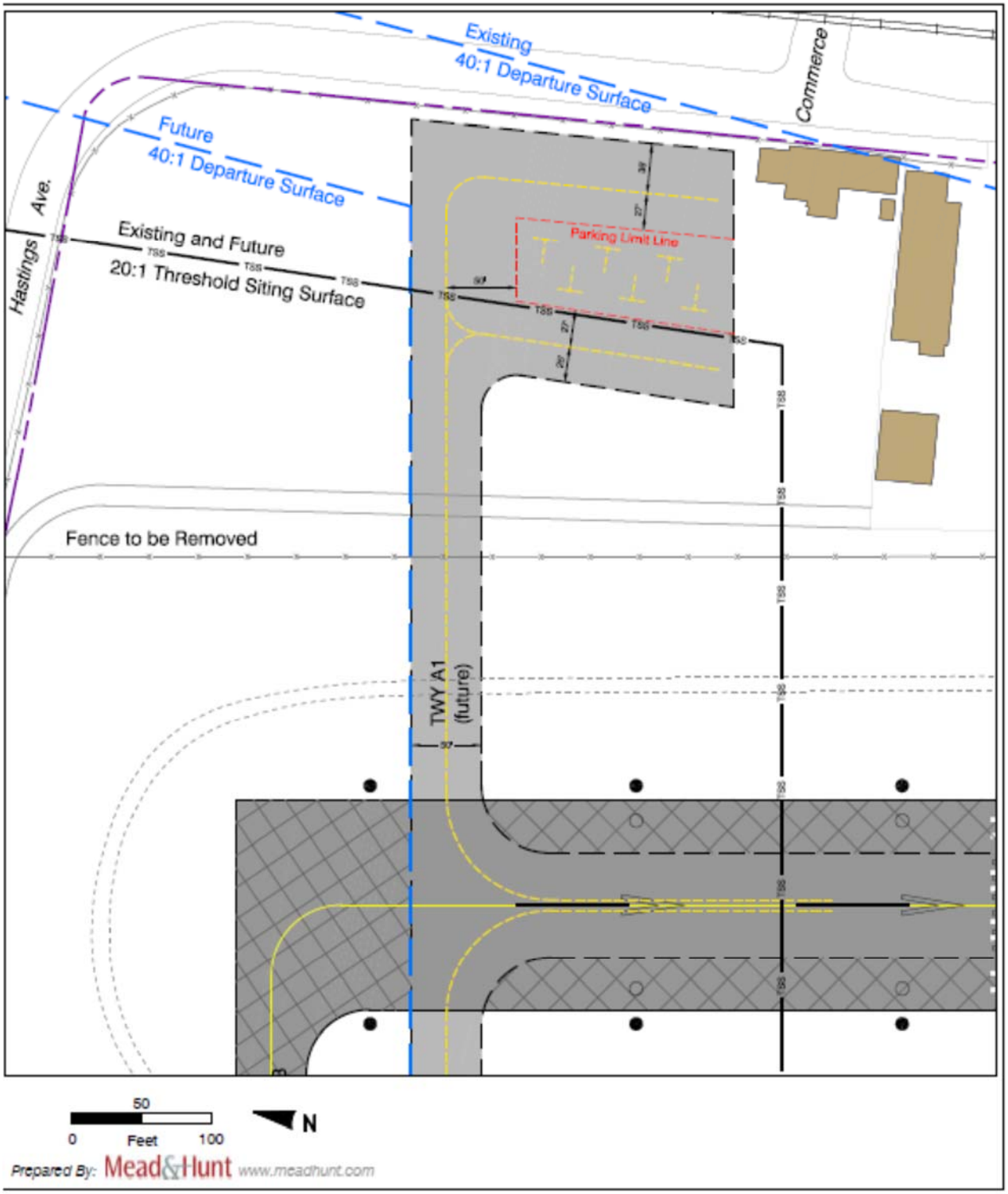


Exhibit 4

Transient Parking Apron

Ukiah Municipal Airport

Helicopter Parking Positions

The current medical helicopter operator at the Airport uses an apron area in front of their hangar for parking and staging the helicopters. The Airport and the operator would like to see a designated parking area for the helicopters which would not block access to taxiways or hangars. Two sites were analyzed on the east side of the airfield for stand-alone helicopter facilities. They were dismissed due to the fact that any location on the east side of the airfield would require dedicated taxiway access. Construction of a taxiway for a single tenant or airport user would not be eligible for FAA funding, thus prohibitively expensive for the City of Ukiah.

The design as shown on the ALP will accommodate two AgustaWestland AW109 helicopters (36-foot rotor diameter) parked near the medical operator staging area. The helicopter parking position design is illustrated in **Exhibit 5.**

Removal of Aligned Taxiway

Currently an aligned taxiway leads into the Runway 15 end. This is a nonstandard condition and will be removed for safety reasons as part of the upcoming runway pavement rehabilitation project. The existing connector taxiway providing access to the aligned taxiway will be removed and new taxiway connector will be constructed at the runway end.

Wash Rack and Fuel Farm Locations

In order to better serve the Airport's tenants, future locations for an aircraft wash rack and fuel farm location are shown on the ALP (see callouts F2 and F3) south of the airport administration building.

Miscellaneous

As future improvement projects at the Airport, the City included the following additional items on the ALP:

- Security lighting throughout the hangar and apron area
- Fencing replacement/upgrades
- Future supplemental windcone

A component of this ALP update was to develop Airspace Plan Sheets and an Airport Property Map Sheet. The Airspace Plan incorporates all of the data obtained through the Airports GIS survey which was completed in March of 2009. The Airport Property Map Sheet reflects available data from the City regarding the history and location of the parcels which make up the Airport property.

List of Upcoming Projects

• Runway rehabilitation and taxiway realignment (design)	$190,000
• Runway rehabilitation and taxiway realignment (construction)	$2,200,000
• FAA reimbursable agreements for PAPO and PAPI Flight Check	$315,000
• Runup Apron Design	$40,000
• Runup Apron Construction	$250,000
• Transient Apron Design	$110,000
• Transient Apron Construction	$1,100,000

Pavement Condition

A graphic depicting the most current (2011) pavement condition index is included for reference following page 10.

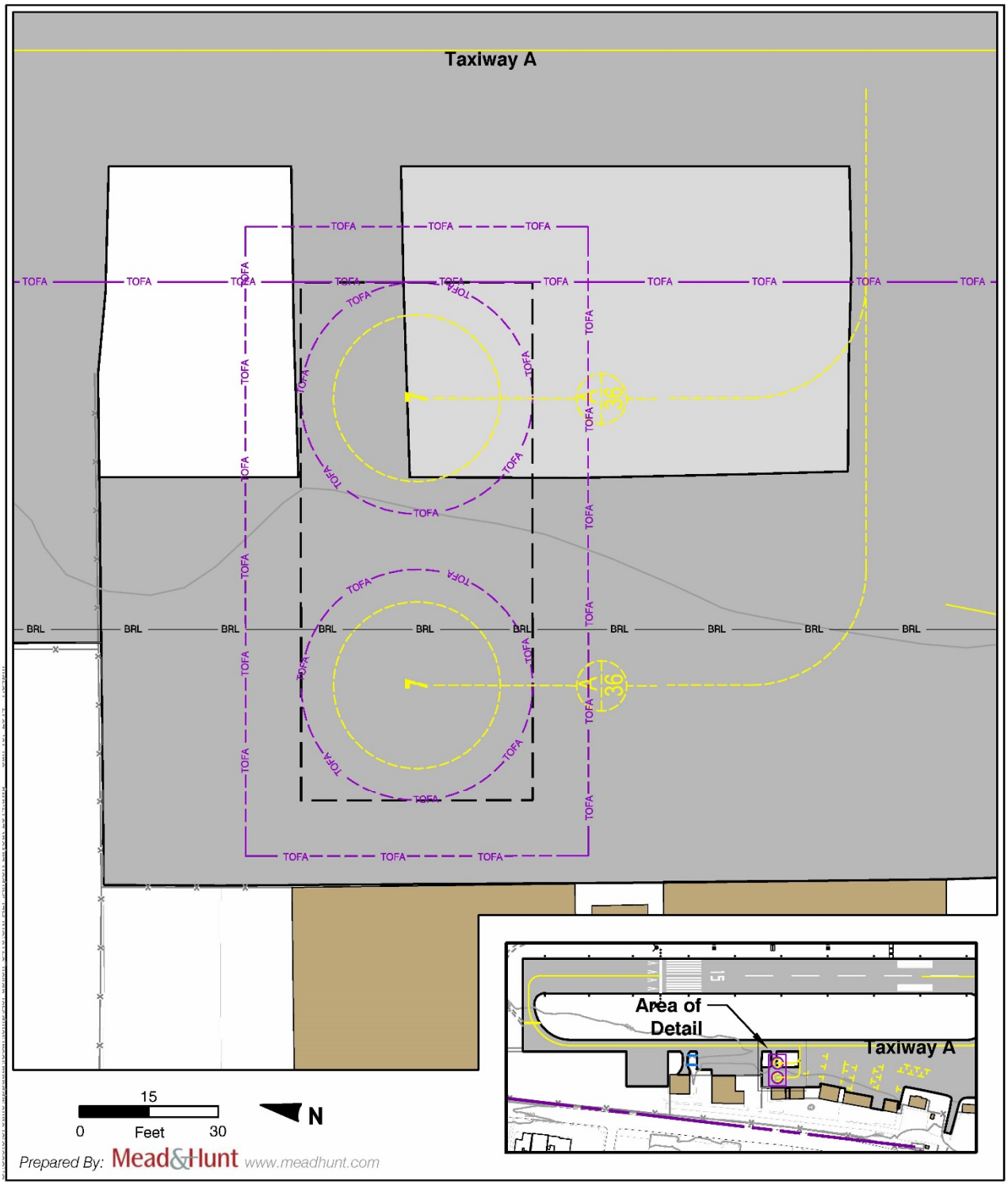


Exhibit 5

Helicopter Parking Positions

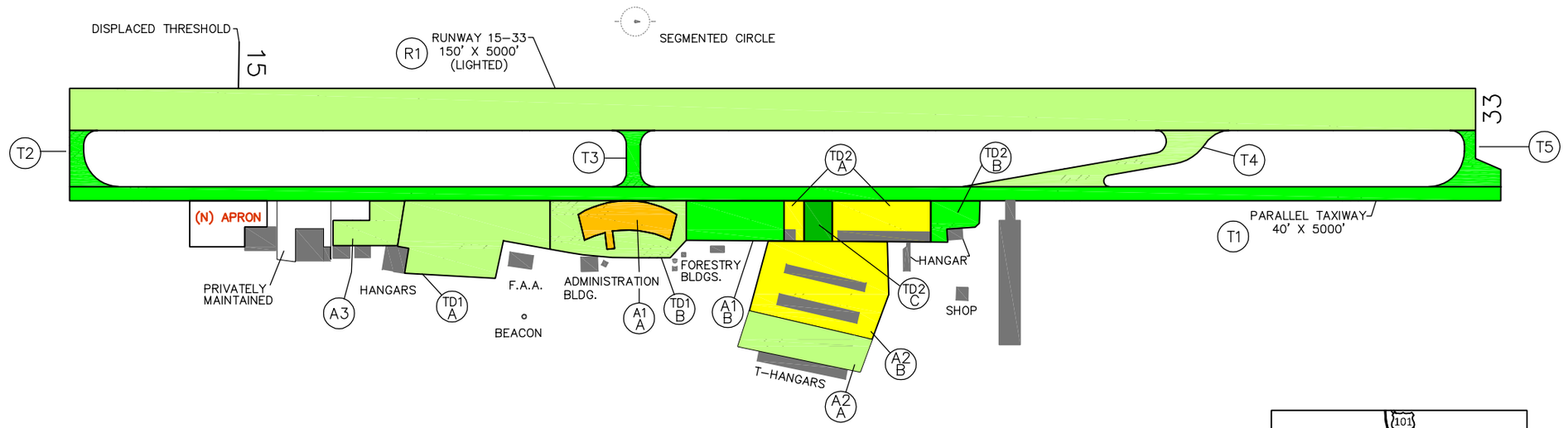
Ukiah Municipal Airport

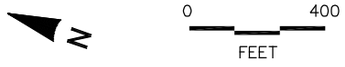
CALTRANS Airport Pavement Management System, 2011

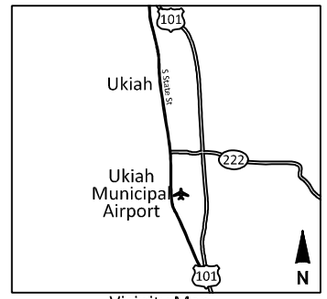
LEGEND

PCI RATING

100	GOOD
85	SATISFACTORY
70	FAIR
55	POOR
40	VERY POOR
25	SERIOUS
10	FAILED
0	







Vicinity Map
1 mile S of Ukiah, CA

Notes:

1. Map intended for schematic representation of pavement condition. Do not scale.
2. Private taxilanes and aprons as well as other non–publicly funded improvements are not shown.

NO.	REVISION	DATE

UKIAH MUNICIPAL AIRPORT
MENDOCINO COUNTY, CALIFORNIA
FAA Site Number 02383.*A
Site Code UKI

PCI RATING

California Division of Aeronautics Project No. 63A0061

Hill International | Mead & Hunt

DATE: 10/31/11

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