May 17, 2016

Mr. Martin J. Pehl
Napa County Airport Manager
2030 Airport Road
Napa, California 94558

Dear Mr. Pehl,

RE: Federal Aviation Administration (FAA) Conditional Approval of Airport Layout Plan (ALP) for the Napa County Airport; ALP No. 3-06-0162-029-2013; Airspace Case Study No. 2015-AWP-1786-NRA

The San Francisco Airports District Office (SFO-ADO) has completed the final review of the Napa County Airport’s updated Airport Layout Plan (ALP). Accordingly, a Conditional Approval is issued for the subject ALP, dated May 17, 2016. A signed copy of the approved ALP is enclosed.

An aeronautical study, Airspace Case Study No. 2015-AWP-1786-NRA, was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.
Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

Please attach this letter to the FAA-approved Airport Layout Plan and retain it for your records. We wish you great success in your plans for the development of the airport.

Sincerely,

[Signature]

James W. Lomen
Manager, San Francisco Airports District Office

Enclosure: FAA Conditionally Approved ALP for the Napa County Airport

cc: CALTRANS Aeronautics Division,
    ATO Planning and Integration
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