U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
San Francisco Airports District Office

1000 Marina Boulevard, Suite 220
Brisbane, California 94005-1835

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; AIP 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,

James W. Lomen
Manager, San Francisco Airports District Office

Enclosure: FAA Conditionally Approved ALP for the Napa County Airport

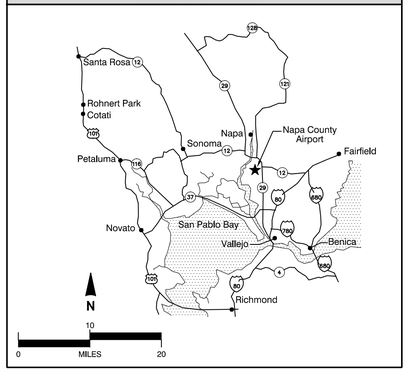
cc: CALTRANS Aeronautics Division,
ATO Planning and Integration

Napa County Airport
Airport Layout Plan

County of Napa, California
April 2016

FAA Project / Grant No. 03-06-0162-29

LOCATION MAP



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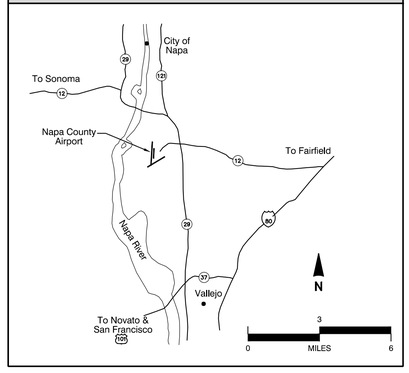
VICINITY MAP



SUBMITTED BY:
County of Napa
Director of Public Works

By _____
Steven E. Lederer Date

NO.	REVISION	SPONSOR	DATE
4	Address FAA Comments in Email Dated January 21, 2015		April 2016
3	Address FAA Comments in Email Dated August 12, 2014		August 2014
2	Address FAA Comments in Letter Dated May 1, 2014		June 2014
1	SOP No.2 Mods		February 2014

NAPA COUNTY AIRPORT
NAPA, CALIFORNIA

INDEX

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

DESIGN:	DD/BM	DRAWN:	TE	DATE:	APRIL 2016	SHEET 1 OF 12

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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MONUMENTS

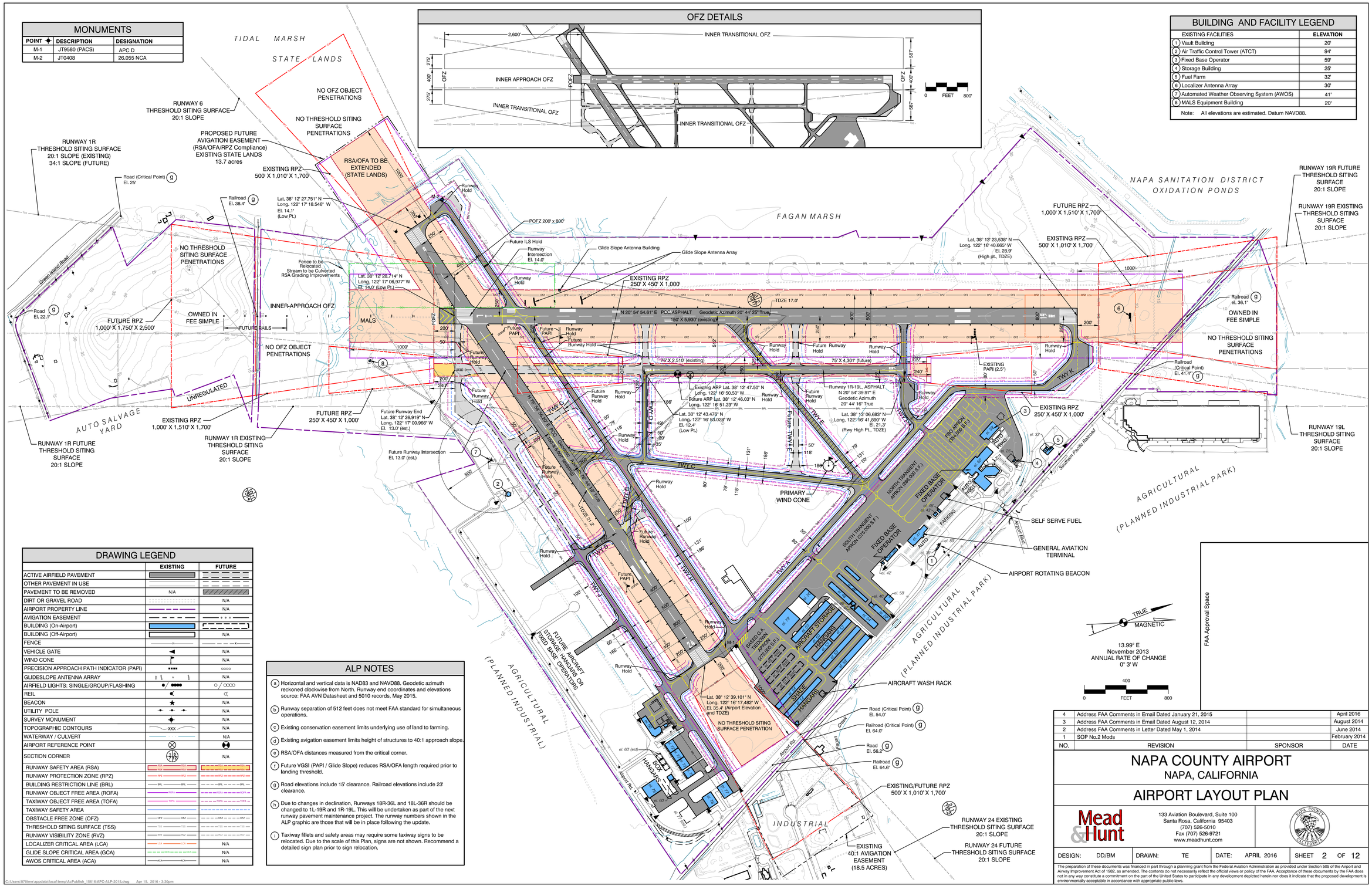
POINT	DESCRIPTION	DESIGNATION
M-1	JT9580 (PACS)	APC D
M-2	JT0408	26,055 NCA

OFZ DETAILS

BUILDING AND FACILITY LEGEND

EXISTING FACILITIES	ELEVATION
1 Vault Building	20'
2 Air Traffic Control Tower (ATCT)	94'
3 Fixed Base Operator	59'
4 Storage Building	25'
5 Fuel Farm	32'
6 Localizer Antenna Array	30'
7 Automated Weather Observing System (AWOS)	41'
8 MALS Equipment Building	20'

Note: All elevations are estimated. Datum NAVD88.



DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
OTHER PAVEMENT IN USE		
PAVEMENT TO BE REMOVED	N/A	
DIRT OR GRAVEL ROAD		N/A
AIRPORT PROPERTY LINE		N/A
AVIGATION EASEMENT		
BUILDING (On-Airport)		
BUILDING (Off-Airport)		N/A
FENCE		
VEHICLE GATE		N/A
WIND CONE		N/A
PRECISION APPROACH PATH INDICATOR (PAPI)		
GLIDESLOPE ANTENNA ARRAY		N/A
AIRFIELD LIGHTS: SINGLE/GROUP/FLASHING	/	/
REIL		
BEACON		N/A
UTILITY POLE		N/A
SURVEY MONUMENT		N/A
TOPOGRAPHIC CONTOURS	XXX	N/A
WATERWAY / CULVERT		N/A
AIRPORT REFERENCE POINT		
SECTION CORNER		N/A
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
BUILDING RESTRICTION LINE (BRL)	BRL	BRL
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	ROFA
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA
TAXIWAY SAFETY AREA		
OBSTACLE FREE ZONE (OFZ)	OFZ	OFZ
THRESHOLD SITING SURFACE (TSS)	TSS	TSS
RUNWAY VISIBILITY ZONE (RVZ)	RVZ	RVZ
LOCALIZER CRITICAL AREA (LCA)	LCA	N/A
GLIDE SLOPE CRITICAL AREA (GCA)	GCA	N/A
AWOS CRITICAL AREA (ACA)	ACA	N/A

ALP NOTES

(a) Horizontal and vertical data is NAD83 and NAVD88. Geodetic azimuth reckoned clockwise from North. Runway end coordinates and elevations source: FAA AVN Datasheet and 5010 records, May 2015.

(b) Runway separation of 512 feet does not meet FAA standard for simultaneous operations.

(c) Existing conservation easement limits underlying use of land to farming.

(d) Existing avigation easement limits height of structures to 40:1 approach slope.

(e) RSA/OFA distances measured from the critical corner.

(f) Future VGSI (PAPI / Glide Slope) reduces RSA/OFA length required prior to landing threshold.

(g) Road elevations include 15' clearance. Railroad elevations include 23' clearance.

(h) Due to changes in declination, Runways 18R-36L and 18L-36R should be changed to 1L-19R and 1R-19L. This will be undertaken as part of the next runway pavement maintenance project. The runway numbers shown in the ALP graphic are those that will be in place following the update.

(i) Taxiway fillets and safety areas may require some taxiway signs to be relocated. Due to the scale of this Plan, signs are not shown. Recommend a detailed sign plan prior to sign relocation.

FAA Approval Space

NO.	REVISION	SPONSOR	DATE
4	Address FAA Comments in Email Dated January 21, 2015		April 2016
3	Address FAA Comments in Email Dated August 12, 2014		August 2014
2	Address FAA Comments in Letter Dated May 1, 2014		June 2014
1	SOP No.2 Mods		February 2014

NAPA COUNTY AIRPORT
NAPA, CALIFORNIA

AIRPORT LAYOUT PLAN

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

DESIGN: DD/BM | DRAWN: TE | DATE: APRIL 2016 | SHEET 2 OF 12

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RUNWAY DATA

		RUNWAY 19R-1L (b)				RUNWAY 19L-1R (b)				RUNWAY 6-24			
		EXISTING		FUTURE		EXISTING		FUTURE		EXISTING		FUTURE	
UTILITY / GREATER THAN UTILITY		Greater than Utility		No Change		Utility		No Change		Greater than Utility		No Change	
RUNWAY DESIGN CODE		C-II-4000		C-III-2400		B- I (small)-VIS		No Change		C-II-5000		C-III-5000	
RUNWAY REFERENCE CODE		C/II/4000		C/III/2400		B/ I (small)/VIS		No Change		C/II/5000		C/III/5000	
CRITICAL AIRCRAFT	AIRCRAFT	Gulfstream III		Global Express		Piper PA-28R		No Change		Gulfstream III		Global Express	
	WINGSPAN	77' 10"		93' 6"		35' 5"		No Change		77' 10"		93' 6"	
	APPROACH SPEED (kts)	135		106		55		No Change		135		106	
	MAX. TAKEOFF WT. (lbs.)	69,700		91,000		2,900		No Change		69,700		91,000	
	COCKPIT TO MAIN GEAR	35' (e)		42.8' (e)		6' (E)		No Change		35' (e)		42.8' (e)	
	MAIN GEAR WIDTH	16' (e)		13.9'		12'		No Change		16' (e)		13.9'	
	TAXIWAY DESIGN GROUP	TDG-2		No Change		TDG-1		No Change		TDG-2		No Change	
PAVEMENT STRENGTH AND MATERIAL TYPE	SURFACE MATERIAL	PCC/Asphalt		No Change		Asphalt		No Change		PCC		No Change	
	DESIGN STRENGTH (1,000#) - S/D/DT	30/50/120		85/110/176		12.5/-/-		No Change		30/50/120		85/110/176	
	STRENGTH BY PCI	51		100		44		100		54		100	
	SURFACE TREATMENT	None		No Change		None		No Change		None		No Change	
EFFECTIVE GRADIENT (%)		0.25%		No Change		0.34%		No Change		0.44%		No Change	
MAXIMUM GRADIENT (%)		0.41%		No Change		0.50%		No Change		0.70%		No Change	
VERTICAL LINE OF SIGHT PROVIDED		Yes		No Change		Yes		No Change		Yes		No Change	
RUNWAY LENGTH		5,930'		No Change		2,510'		4,301'		5,007'		No Change	
RUNWAY WIDTH		150'		No Change		75'		No Change		150'		No Change	
DISPLACED THRESHOLD		19R	None	19R	No Change	19L	None	19L	No Change	6	None	6	No Change
		1L	None	1L	No Change	1R	None	1R	No Change	24	None	24	No Change
RUNWAY END ELEVATIONS (a)		19R	28.9'	19R	No Change	19L	21.3'	19L	No Change	6	14.1'	6	No Change
		1L	14.0'	1L	No Change	1R	12.4'	1R	13.0' (est)	24	35.4'	24	No Change
RUNWAY TOUCHDOWN ZONE ELEVATIONS		19R	28.9'	19R	No Change	19L	21.3'	19L	No Change	6	21.2'	6	No Change
		1L	17.0'	1L	No Change	1R	21.3'	1R	No Change	24	35.4'	24	No Change
RUNWAY HIGH POINT		28.9'		No Change		21.3'		No Change		35.4'		No Change	
RUNWAY LOW POINT		14.0		No Change		12.4'		13.0' (est)		14.1'		No Change	
RUNWAY SAFETY AREA (RSA) LENGTH BEYOND RUNWAY END	REQUIRED	19R	1,000'	19R	No Change	19L	240'	19L	No Change	6	1,000'	6	No Change
		1L	1,000'	1L	No Change	1R	240'	1R	No Change	24	1,000'	24	No Change
	ACTUAL	19R	335'	19R	1,000'	19L	240'	19L	No Change	6	315'	6	1,000'
		1L	571'	1L	1,000'	1R	240'	1R	No Change	24	1,000'	24	No Change
RUNWAY SAFETY AREA WIDTH	REQUIRED	500'		No Change		120'		No Change		500'		No Change	
	ACTUAL	500'		No Change		120'		No Change		500'		No Change	
RUNWAY EDGE LIGHTING		MIRL		HIRL		None		No Change		MIRL		No Change	
RUNWAY PROTECTION ZONE (RPZ) (Inner Width x Outer Width x Length)		19R	500' x 1010' x 1700'	19R	1000' x 1510' x 1700'	19L	250' x 450' x 1000'	19L	No Change	6	500' x 1010' x 1700'	6	No Change
		1L	1000' x 1510' x 1700'	1L	1000' x 1750' x 2500'	1R	250' x 450' x 1000'	1R	No Change	24	500' x 1010' x 1700'	24	No Change
RUNWAY MARKING		19R	Nonprecision	19R	No Change	19L	Visual	19L	No Change	6	Nonprecision	6	No Change
		1L	Precision	1L	No Change	1R	Visual	1R	No Change	24	Nonprecision	24	No Change
PART 77 APPROACH CATEGORY		19R	Visual [B(V)]	19R	Nonprecision [D]	19L	Visual [A(V)]	19L	No Change	6	Nonprecision [C]	6	No Change
		1L	Precision [PIR]	1L	No Change	1R	Visual [A(V)]	1R	No Change	24	Visual [B(V)]	24	Nonprecision [C]
PART 77 APPROACH SLOPE		19R	20:1	19R	34:1	19L	20:1	19L	No Change	6	34:1	6	No Change
		1L	50:1	1L	No Change	1R	20:1	1R	No Change	24	20:1	24	34:1
APPROACH VISIBILITY MINIMUMS (RVR Value)		19R	Visual	19R	3/4 Mile (4,000')	19L	Visual	19L	No Change	6	≥1 Mile (5,000')	6	No Change
		1L	3/4 Mile (4,000')	1L	1/2 Mile (2,400')	1R	Visual	1R	No Change	24	Visual	24	≥1 Mile (5,000')
AERONAUTICAL SURVEY REQUIRED (VERTICALLY GUIDED OR NOT)		19R	Vertically guided	19R	No Change	19L	Not vertically guided	19L	No Change	6	Vertically guided	6	No Change
		1L	Vertically guided	1L	No Change	1R	Not vertically guided	1R	No Change	24	Vertically guided	24	No Change
RUNWAY DEPARTURE SURFACE		19R	Yes (40:1 OCS)	19R	No Change	19L	N/A	19L	No Change	6	Yes (40:1 OCS)	6	No Change
		1L	Yes (40:1 OCS)	1L	No Change	1R	N/A	1R	No Change	24	Yes (40:1 OCS)	24	No Change
RUNWAY OBJECT FREE AREA (ROFA) (Length Beyond Runway End)		19R	654'	19R	1,000'	19L	240'	19L	No Change	6	275'	6	1,000'
		1L	491'	1L	1,000'	1R	240'	1R	No Change	24	1,000'	24	No Change
RUNWAY OBJECT FREE AREA WIDTH		800'		No Change		250'		No Change		734'		No Change	
OBSTACLE FREE ZONE (OFZ) (Length Beyond Runway End)		19R	200'	19R	No Change	19L	200'	19L	No Change	6	200'	6	No Change
		1L	200'	1L	No Change	1R	200'	1R	No Change	24	200'	24	No Change
OBSTACLE FREE ZONE WIDTH		400'		No Change		250'		No Change		400'		No Change	
INNER-APPROACH OFZ LENGTH (For Rwys w/ Approach Lighting System. Begins 200' from Rwy end @ 50:1		19R	N/A	19R	No Change	19L	N/A	19L	No Change	6	N/A	6	No Change
		1L	2,600'	1L	No Change	1R	N/A	1R	No Change	24	N/A	24	No Change
INNER-APPROACH OFZ WIDTH		400'		No Change		N/A		No Change		N/A		No Change	
INNER-TRANSITIONAL OFZ WIDTH (For Runways w/ <3/4-mile Approach Visibility Minimums)		19R	587'	19R	No Change	19L	N/A	19L	No Change	6	N/A	6	No Change
		1L	587'	1L	No Change	1R	N/A	1R	No Change	24	N/A	24	No Change
PRECISION OBSTACLE FREE ZONE (Length x Width) (For Rwys w/vert. guided approach and <250' ceiling/<3/4 mile visibility)		19R	N/A	19R	N/A	19L	N/A	19L	No Change	6	N/A	6	No Change
		1L	N/A	1L	200' x 800'	1R	N/A	1R	No Change	24	N/A	24	No Change
THRESHOLD SITING SURFACE (Per AC 150/5300-13A, Table 3-2 - Change 1. See Airspace Plan for more information.)		19R	20:1 - Expected to serve large airplanes (visual, day/night)	19R	20:1 - Accommodates instrument approaches w/ visibility minimums ≥¾ mile, <1 mile, day or night	19L	20:1 - Expected to serve small airplanes with approach speeds ≥ 50 knots, visual, day/night	19L	No Change	6	20:1 - Expected to support instrument night operations serving > Approach Category B aircraft.	6	No Change
		1L	20:1 - Accommodates instrument approaches w/ visibility minimums ≥¾ mile, <1 mile, day or night	1L	34:1 - Accommodates instrument approaches having visibility minimums <¾ mile	1R	20:1 - Expected to serve small airplanes with approach speeds ≥ 50 knots, visual, day/night	1R	No Change	24	20:1 - Expected to serve large airplanes (visual, day/night)	24	20:1 - Expected to support instrument night operations serving > Approach Category B aircraft.
NAVIGATION AIDS		19R	None	19R	No Change	19L	None	19L	No Change	6	VOR, GPS	6	No Change
		1L	ILS, DME, GPS	1L	No Change	1R	None	1R	No Change	24	None	24	No Change
VISUAL AIDS		19R	PAPI	19R	No Change	19L	None	19L	No Change	6	REIL	6	PAPI
		1L	MALS	1L	MALSR/PAPI	1R	None	1R	No Change	24	None	24	PAPI

AIRPORT DATA

		EXISTING	FUTURE
AIRPORT REFERENCE CODE		C-II	C-III
MEAN MAX. TEMP. (Hottest Month)		78.4° F (Jul, Aug)	No Change
AIRPORT ELEVATION (Above Mean Sea Level) (a)		35.4'	No Change
AIRPORT NAVIGATIONAL AIDS		Beacon, ILS, MALS GPS	No Change
AIRPORT REFERENCE POINT (a)	Latitude	38° 12' 47.50" N	38° 12' 46.03" N
	Longitude	122° 16' 50.50" W	122° 16' 51.23" W
MISCELLANEOUS FACILITIES		AWOS III, lighted taxiways, lighted wind cone	No Change
CRITICAL AIRCRAFT		Gulfstream III	Global Express
MAGNETIC VARIATION		13.99° East	Moving 0° 3' West / Year
AIRPORT ACREAGE	Fee Simple	820.5	No Change
	Avigation Easement	18.6	32.3
NPIAS SERVICE LEVEL		Reliever	No Change
STATE SERVICE LEVEL		Regional	No Change

DATA NOTES

(a) Horizontal and vertical data is NAD83 and NAVD88. Geodetic azimuth reckoned clockwise from North. Runway end coordinates and elevations source: FAA AVN Datasheet and 5010 records, May 2015.

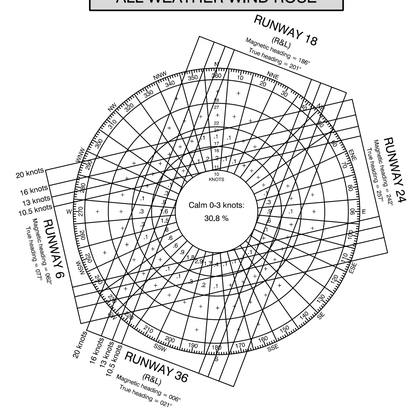
(b) Due to changes in declination, Runways 18R-36L and 18L-36R should be changed to 1L-19R and 1R-19L. This will be undertaken as part of the next runway pavement maintenance project. The runway numbers shown in the ALP graphic are those that will be in place following the update.

(c) Taxiway fillets and safety areas may require some taxiway signs to be relocated. Due to the scale of this Plan, signs are not shown. Recommend a detailed sign plan prior to sign relocation.

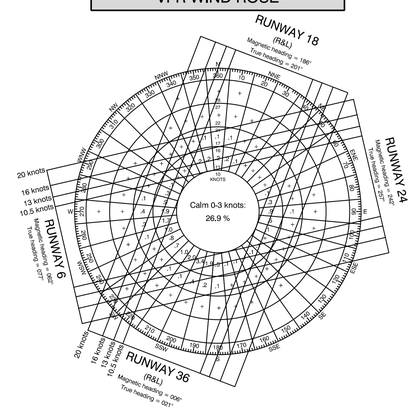
NONSTANDARD CONDITIONS

DEVIATION	FAA STANDARD DIMENSION	ACTUAL DIMENSION	PROPOSED DISPOSITION
Taxiways B, C and E are acute angle taxiways not intended to serve as high-speed exit taxiways.	Right angle intersection.	Acute angle intersection.	Realign or replace all three taxiways.
The intersection where Taxiways A, C and E cross is a four-node intersection.	Maximum three-node intersection.	Four-node intersection.	Realign Taxiway E so that it does not join at this intersection.
The RSA in the approach to Runway 6 is substandard with respect to length and slope.	Width: 500' Length beyond departure end: 1,000' Length prior to threshold: 600'	Length with full width: 315' prior to threshold	Establish easement/agreement to place the drainage channel into a culvert, realign the fence, and regrade the area to meet slope requirements. This will require permission from California Department of Fish and Game, the property owner.
The RSA in the approach to Runway 19R does not meet length and gradient requirements. Regrading the RSA would require repositioning the localizer antenna. If the RSA was graded to meet standards the RSA would not meet length requirements at the critical corner due to a railroad track that cuts across the northeast corner of the RSA. The rail line limits the RSA beyond the runway end to approximately 94.9% of standard.	Width: 500' Length beyond departure end: 1,000' Length prior to threshold: 600' Longitudinal grade First 200' ≤ .3% Beyond 200' ≤ 5%	Length with full width and standard grade: 335' prior to threshold; grade becomes more steep prior to ILS antenna. Length with full width: 791' prior to threshold; corner of RSA clipped by railroad tracks. Length without full width: 1,000' prior to threshold	Regrade the RSA to meet gradient standards. Request an RSA Determination from the FAA on the rail line.
The OFA in the approach to Runway 19R does not meet the length requirements due to a railroad track that cuts across the northeast corner of the OFA.	Width: 800' Length beyond runway end: 1,000' Length prior to threshold: 600'	Length with full width: 654' prior to threshold; corner of RSA clipped by railroad tracks. Length without full width: 1,000' prior to threshold	Existing nonstandard condition. To remain.
The RSA in the approach to Runway 1L is substandard with respect to length and slope.	Width: 500' Length beyond departure end: 1,000' Length prior to threshold: 600' Longitudinal grade First 200' ≤. 3% Beyond 200' ≤ 5%	Length with full width and standard grade: 571' prior to threshold; grade becomes more steep prior to creek. Length with standard grade but without full width: 687' prior to threshold	Place the stream into a culvert, realign fences, and regrade the area to meet slope requirements.
The OFA in the approach to Runway 24 does not meet the width requirement due to the intrusion of portions of two hangars and a tiedown apron.	Width: 800' Length beyond runway end: 1,000' Length prior to threshold: 600'	Length with full width: 581' prior to threshold at nearest intruding tiedown. Length without full width: 1,000' prior to threshold	Existing nonstandard condition. To remain.
Fillets on many taxiways do not meet current standards.	Taxiway fillet geometry is defined in AC 150/5300-13A	Fillets meet old standards based upon judgmental steering	Widen fillets to meet current standards when each taxiway is rehabilitated.
Glide slope antenna lies within the RSA and ROFZ for Runway 1L-19R.	RSA width: 500' OFA width: 800'	Nearest point on antenna array is 97' from centerline. At this point the RSA is 347' wide and the OFA 497' wide	Antenna recently installed by FAA. Location fixed by function.
Localizer antenna lies within the RSA in Runway 19R.	Width: 500' Length beyond departure end: 1,000' Length prior to threshold: 600'	Face of localizer antenna nearest the runway end is 494' from the runway end	To remain.

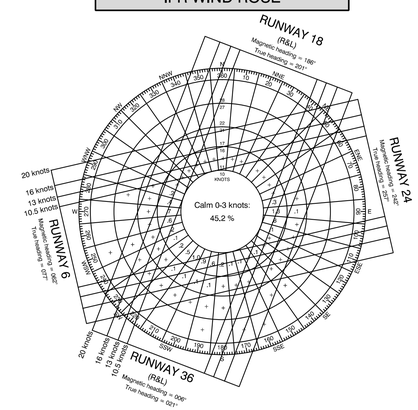
ALL WEATHER WIND ROSE



VFR WIND ROSE



IFR 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.)
18-36 (R&L)	92.57%	95.97%	99.05%	99.87%
6-24	93.00%	96.76%	99.20%	99.86%
Combined	99.57%	99.88%	99.98%	100.0%
Number of Observations:	163,794			

VFR 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.)
18-36 (R&L)	91.85%	95.58%	98.91%	99.85%
6-24	91.99%	96.30%	99.09%	99.85%
Combined	99.97%	99.86%	99.97%	100.0%
Number of Observations:	132,139			

Wind Data Source: NOAA Weather Station 724955, Napa County, California
Period of Time: May 2005 - May 2015
Note: Windrose compass headings are true north.

IFR 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.)
18-36 (R&L)	95.46%	97.54%	99.66%	99.95%
6-24	97.15%	98.67%	99.64%	99.92%
Combined	99.80%	99.95%	99.99%	100.0%
Number of Observations:	33,338			

RUNWAY END COORDINATES NAD83 (a)

	RUNWAY 1L-19R				RUNWAY 1R-19L				RUNWAY 6-24			
	EXISTING		FUTURE		EXISTING		FUTURE		EXISTING		FUTURE	
19R	LAT.	38° 13' 23.538" N	19R	No Change	19L	38° 13' 06.683" N	19L	No Change	6	38° 12' 27.751" N	6	No Change
	LONG.	122° 16' 40.665" W		No Change		122° 16' 41.890" W		No Change		122° 17' 18.546" W		No Change
1L	LAT.	38° 12' 28.714" N	1L	No Change	1R	38° 12' 43.476" N	1R	38° 12' 26.919" N	24	38° 12' 39.101" N	24	No Change
	LONG.	122° 17' 06.977" W		No Change		122° 16' 53.028" W		122° 17' 00.966" W		122° 16' 17.482" W		No Change

TAXIWAY DATA (c)

	A		B		C		D		E[1]		F		G		H		J		K	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
TAXIWAY DESIGN GROUP	TDG-2	TDG-3	TDG-2	TDG-3	TDG-2	TDG-3	TDG-1	TDG-3	TDG-2	TDG-3	TDG-2	TDG-3	N/A	TDG-3	TDG-2	TDG-3	TDG-2	TDG-3	TDG-2	TDG-3
AIRCRAFT DESIGN GROUP	C-II	C-III	C-II	C-III	C-II	C-III	B-I	C-III	C-II	C-III	C-II	C-III	N/A	C-III	C-II	C-III	C-II	C-III	C-II	C-III
WIDTH	50'	No Change	50'	No Change	50'	No Change	35'	50'	50'	No Change	50'	No Change	N/A	50'	50'	No Change	50'	No Change	50'	No Change
TAXIWAY SAFETY AREA WIDTH	79'	118'	79'	118'	79'	118'	49'	118'	79'	118'	79'	118'	N/A	118'	79'	118'	79'	118'	79'	118'
TAXIWAY EDGE SAFETY MARGIN	7.5'	10'	7.5'	10'	7.5'	10'	5'	10'	7.5'	10'	7.5'	10'	N/A	10'	7.5'	10'	7.5'	10'	7.5'	10'
TAXIWAY SHOULDER WIDTH	15'	20'	15'	20'	15'	20'	10'	20'	15'	20'	15'	20'	N/A	20'	15'	20'	15'	20'	15'	20'
TAXIWAY OBJECT FREE AREA WIDTH	131'	186'	131'	186'	131'	186'	89'	186'	131'	186'	131'	186'	N/A	186'	131'	186'	131'	186'	131'	186'
DISTANCE from TWY. ℄ to FIXED/MOVABLE OBJECT	65.5'	93'	65.5'	93'	65.5'	93'	44.5'	93'	65.5'	93'	65.5'	93'	N/A	93'	65.5'	93'	65.5'	93'	65.5'	93'
TAXIWAY WINGTIP CLEARANCE	26'	34'	26'	34'	26'	34'	20'	34'	26'	34'	26'	34'	N/A	34'	26'	34'	26'	34'	26'	34'
DISTANCE from RUNWAY ℄ to TAXIWAY ℄	N/A	No Change	400'	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	400'	No Change	400'	No Change	685'	No Change
TAXIWAY LIGHTING	MITL	No Change	MITL	No Change	MITL	No Change	None	MITL	MITL	No Change	MITL	No Change	N/A	MITL	MITL	No Change	MITL	No Change	MITL	No Change
DISTANCE FROM RUNWAY ℄ to HOLD BARS	250'	No Change	250'	No Change	250'	No Change	125'	125'/250'	125'/250'	No Change	125'/250'	No Change	N/A	250'	250'	No Change	250'	No Change	250'	No Change

NOTES: 1. Taxiway E is to be realigned to eliminate 4-node intersection with Taxiway A.

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NO.	REVISION	SPONSOR	DATE
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1	SOP No.2 Mods		February 2014

NAPA COUNTY AIRPORT
NAPA, CALIFORNIA

AIRPORT DATA

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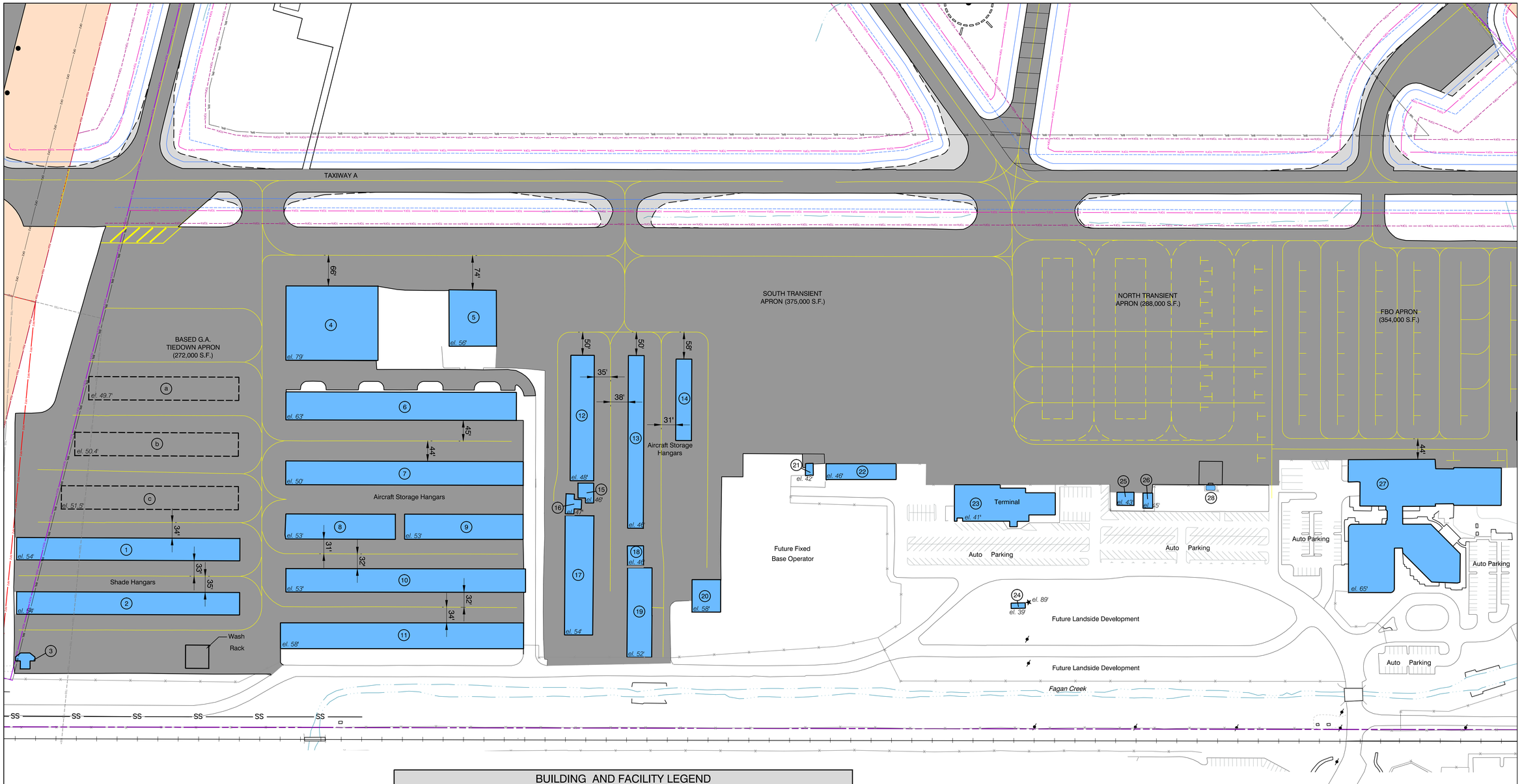

BUILDING AND FACILITY LEGEND

EXISTING FACILITIES	ELEVATION	EXISTING FACILITIES	ELEVATION
(1) Shade Hangars	53.9 ft.	(17) T-Hangars	53.7 ft.
(2) Shade Hangars	53.6 ft.	(18) Portable Hangar	46.0 ft.
(3) Portable Hangar	50.7 ft.	(19) T-Hangars	52.2 ft.
(4) Fixed Base Operator	78.4 ft.	(20) Box Hangar	57.7 ft.
(5) Specialty Fixed Base Operator	55.2 ft.	(21) Fixed Base Operator Shop Building	42.1 ft.
(6) Box Hangars	63.0 ft.	(22) Fixed Base Operator	45.9 ft.
(7) T-Hangars	49.6 ft.	(23) General Aviation Terminal	41.2 ft.
(8) T-Hangars	52.7 ft.	(24) Electrical Vault	39.4 ft.
(9) T-Hangars	52.9 ft.	(25) Equipment Building	42.7 ft.
(10) T-Hangars	52.6 ft.	(26) Equipment Building	45.0 ft.
(11) Box Hangars	58.0 ft.	(27) Fixed Base Operator	65.0 ft.
(12) T-Hangars	47.6 ft.	(28) Fuel Island	41.0 ft.
(13) T-Hangars	45.9 ft.	FUTURE FACILITIES	ELEVATION
(14) T-Hangars	42.2 ft.	(a) T-Hangars (14)	49.7 ft.
(15) Portable Hangar	46.0 ft.	(b) T-Hangars (15)	50.4 ft.
(16) Portable Hangar	47.0 ft.	(c) T-Hangars (17)	51.5 ft.

Note: All elevations are estimated.

TRUE
MAGNETIC
13.99° E
ANNUAL RATE OF CHANGE 0° 3' W
(November 2013)

0 100' 200'
FEET

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NAPA COUNTY AIRPORT
NAPA, CALIFORNIA

TERMINAL AREA PLAN

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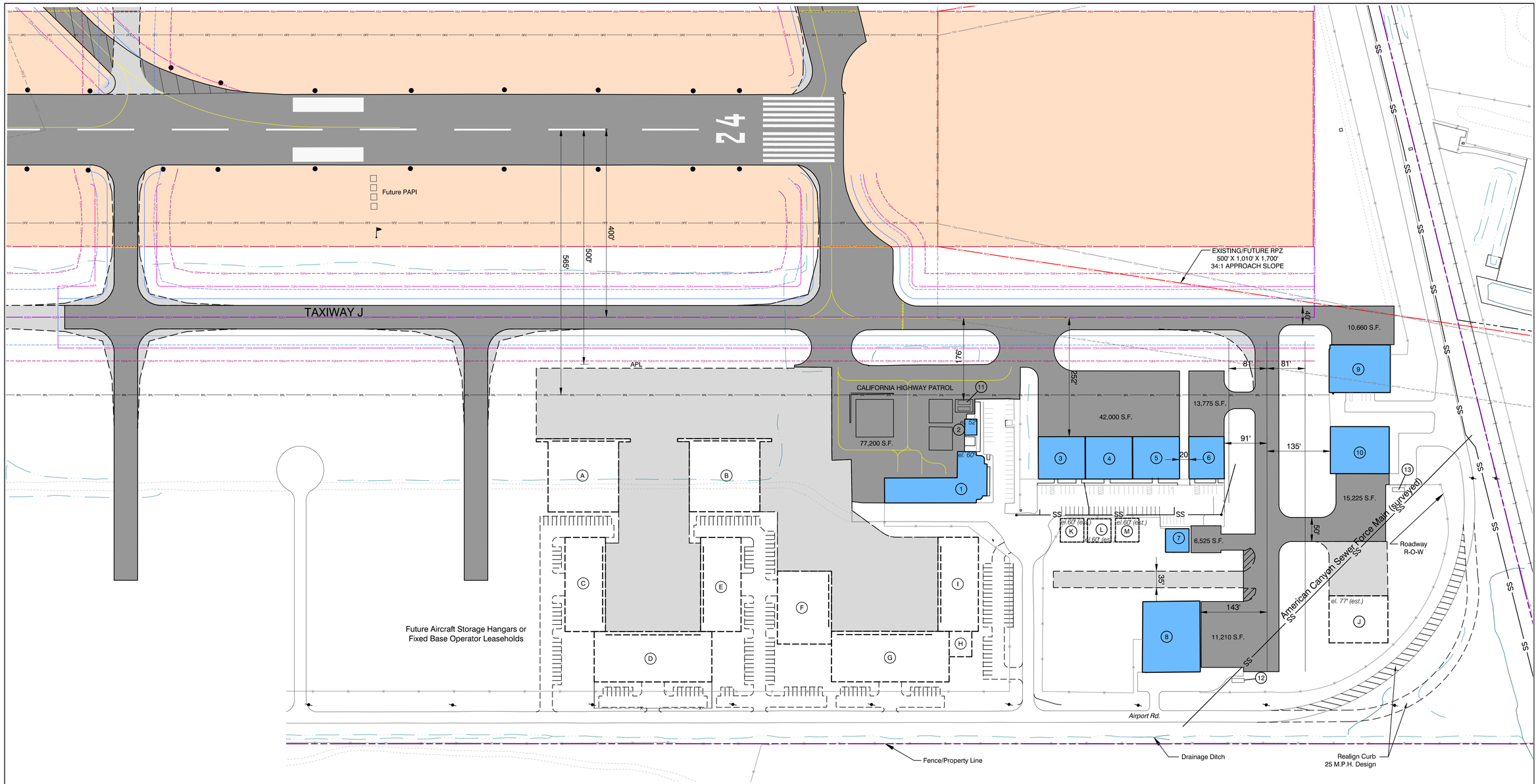

BUILDING AND FACILITY LEGEND

EXISTING FACILITIES	ELEVATION	FUTURE FACILITIES	ELEVATION
(1) California Highway Patrol Office	51.7 FT.	(A) Large Aircraft Hangar	74.6 ft.
(2) California Highway Patrol Storage Bldg.	60.0 FT.	(B) Large Aircraft Hangar	74.6 ft.
(3) Large Aircraft Hangar	71.8 FT.	(C) Large Aircraft Hangar	74.8 ft.
(4) Large Aircraft Hangar	72.2 FT.	(D) Large Aircraft Hangar	74.8 ft.
(5) Large Aircraft Hangar	72.6 FT.	(E) Large Aircraft Hangar	74.8 ft.
(6) Large Aircraft Hangar	74.8 FT.	(F) Large Aircraft Hangar	74.8 ft.
(7) Small Box Hangar	60.1 FT.	(G) Large Aircraft Hangar	74.8 ft.
(8) Large Aircraft Hangar	75.1 FT.	(H) Fixed Base Operator Office	50.4 ft.
(9) Box Hangar	77.4 FT.	(I) Large Aircraft Hangar	75.9 ft.
(10) Box Hangar	77.7 FT.	(J) Box Hangar	77.4 ft.
(11) California Highway Patrol Fuel Tanks	48.0 FT.	(K) Box Hangar	60 ft.
(12) Fuel Tank	53.0 FT.	(L) Box Hangar	60 ft.
(13) Fuel Tank	55.0 FT.	(M) Box Hangar	60 ft.

Note: All elevations are estimated.

TRUE
MAGNETIC

13.99° E
ANNUAL RATE OF CHANGE 0° 3' W
(November 2013)

100'
0 FEET 200'

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NAPA COUNTY AIRPORT
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SOUTH SIDE BUILDING AREA PLAN

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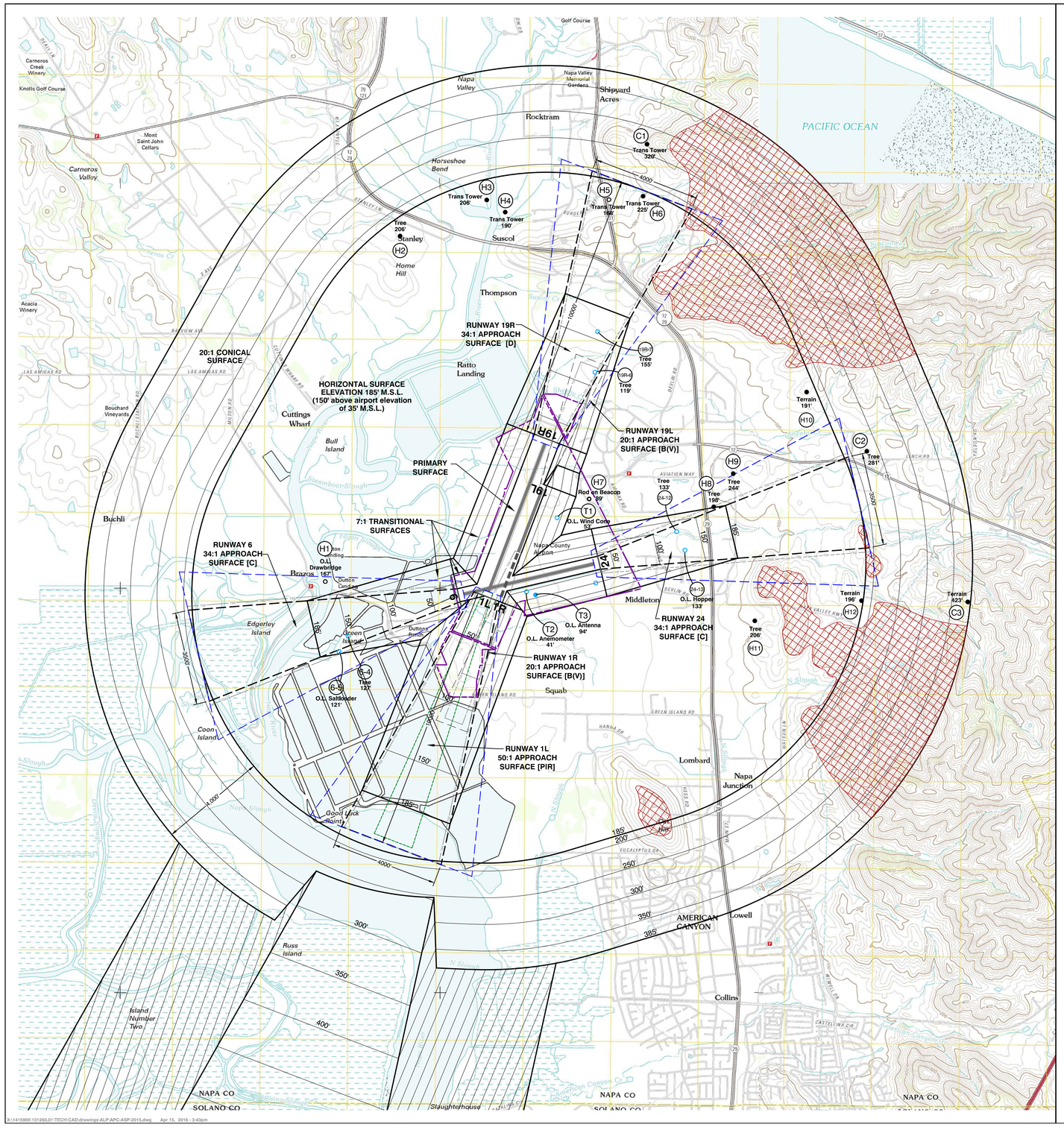

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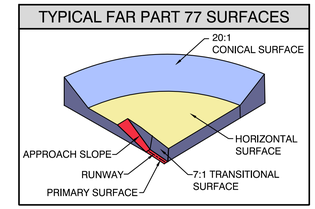
TYPICAL FAR PART 77 SURFACES



PART 77 AND DEPARTURE SURFACE OBJECT DATA

POINT #	DESCRIPTION	TOP ELEVATION IN FEET (MSL)	AFFECTED PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 SURFACE PENETRATION	THRESHOLD SITING SURFACE ELEVATION	THRESHOLD SITING SURFACE PENETRATION	DEPARTURE SURFACE ELEVATION	DEPARTURE SURFACE ELEVATION	DISPOSITION
T1	O.L. WIND CONE	53	TRANSITIONAL	132	-79	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
T2	O.L. ANEMOMETER	41	TRANSITIONAL	55	-14	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
T3	O.L. ANTENNA	94	TRANSITIONAL	84	10	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
H1	O.L. DRAWBRIDGE	167	HORIZONTAL	185	-18	Not Under Surface	N/A	138	29	NO ACTION
H2	TREE	206	HORIZONTAL	185	21	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
H3	TRANS. TOWER	206	HORIZONTAL	185	21	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
H4	TRANS. TOWER	190	HORIZONTAL	185	5	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
H5	TRANS. TOWER	168	HORIZONTAL	185	-17	490	-322	279	-96	NO ACTION
H6	TRANS. TOWER	225	HORIZONTAL	185	40	490	-293	279	-54	NO ACTION
H7	ROD on BEACON	89	HORIZONTAL	185	-96	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
H8	TREE	198	HORIZONTAL	185	13	268	-70	122	76	NO ACTION
H9	TREE	244	HORIZONTAL	185	59	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
H10	TERRAIN	191	HORIZONTAL	185	6	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
H11	TREE	206	HORIZONTAL	185	21	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
H12	TERRAIN	196	HORIZONTAL	185	11	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
C1	TRANS. TOWER	320	CONICAL	267	53	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
C2	TREE	281	CONICAL	227	54	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
C3	TERRAIN	423	CONICAL	378	45	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
6-4	TREE	127	RUNWAY 6 APPROACH	137	-5	209	-82	96	31	NO ACTION
6-5	O.L. SALTLOADER	121	RUNWAY 6 APPROACH	161	-35	256	-135	140	-19	NO ACTION
19R-6	TREE	119	RWY 19R APPROACH	114	5	178	-59	106	13	TOP/ REMOVE
19R-7	TREE	155	RWY 19R APPROACH	156	-1	251	-96	142	13	NO ACTION
24-12	TREE	133	RWY 24 APPROACH	124	9	188	-55	116	17	NO ACTION
24-13	O.L. HOPPER	133	RWY 24 APPROACH	128	5	195	-62	119	14	NO ACTION

Note: A negative penetration value indicates amount object is below surface.

LEGEND: PLAN VIEW

- Existing Runway
- Future Runway
- Airport Property Boundary
- Part 77 Surfaces
- Part 77 Approach Surface
- Part 77 Surface Contour (50' Interval)
- Threshold Siting Surface
- 40:1 Departure Surface
- 30:1 Glide Path Qualification Surface
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface
- Terrain Contours
- Terrain Penetrates Part 77 Surface

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).
- Obstruction data source: Napa County Airport Obstruction Chart No. OC281, May 1989. Best available data used. Full AGIS update and integration recommended.
- Only airspace surfaces associated with ultimate runway design and instrument approaches are evaluated in this Airspace Plan.
- Base map data source: USGS Topographic quad maps.
- See Runway 1L Outer Approach Plan (Sheet 7) for continuation of 40:1 approach surface to Runway 1L.
- For objects not illustrated on this Sheet, see Inner-Approach Plan and Profiles (Sheets 9, 10 and 11) for detail in runway protection zone areas.
- Runway end numbers changing due to change in magnetic declination. Runways 18R-36L and 18L-36R should be changed to 1L-19R and 1R-19L, respectively. This will be undertaken as part of the next runway pavement maintenance project. Runway numbers shown in this Airspace Plan are the ultimate identifiers.
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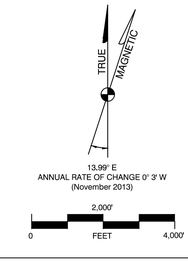
- O.L. = Obstruction Light.



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NAPA COUNTY AIRPORT
NAPA, CALIFORNIA

AIRPORT AIRSPACE DRAWING: PLAN VIEW

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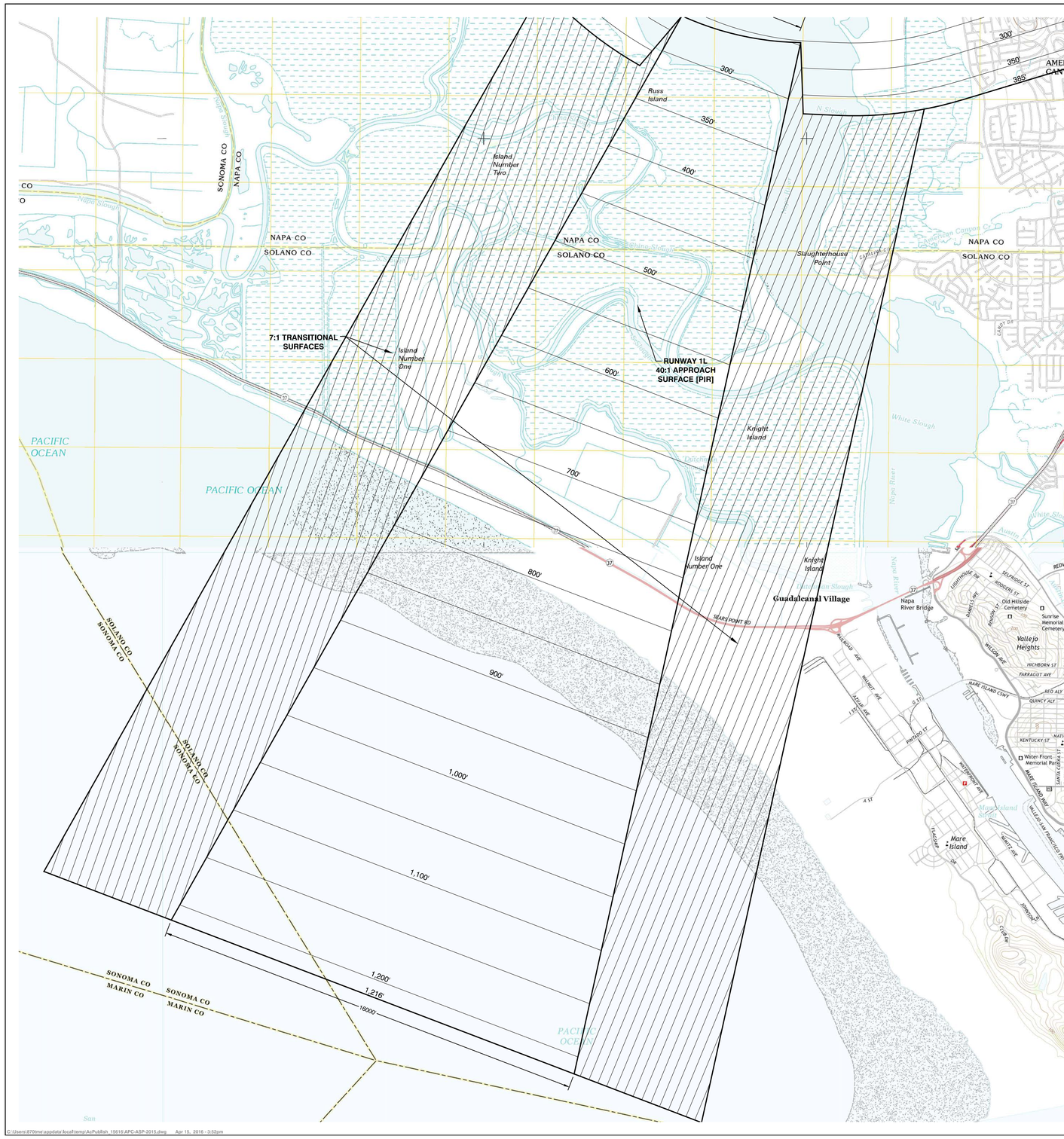

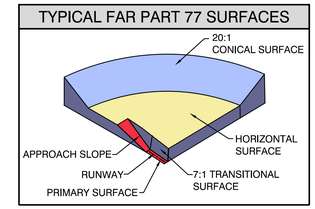

LEGEND: PLAN VIEW

- Existing Runway
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- 30:1 Glide Path Qualification Surface
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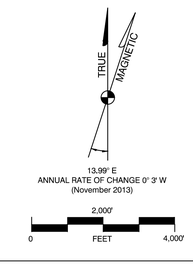

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NAPA COUNTY AIRPORT
NAPA, CALIFORNIA

RUNWAY 1L OUTER APPROACH PLAN

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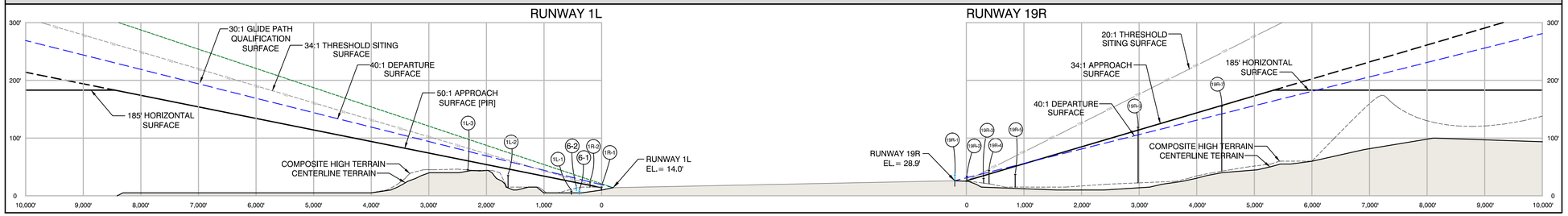
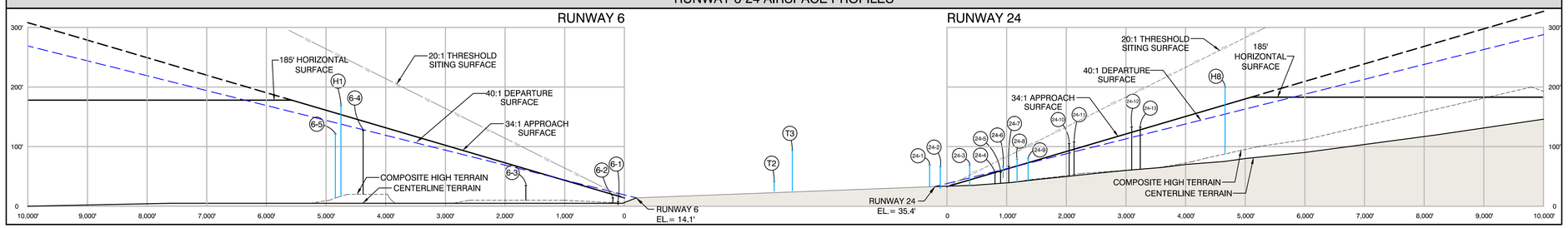
RUNWAY 1L-19R AIRSPACE PROFILES



RUNWAY 6-24 AIRSPACE PROFILES



RUNWAY 1L-19R OBJECT DATA

POINT #	DESCRIPTION	TOP ELEVATION IN FEET (MSL)	AFFECTED PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 SURFACE PENETRATION	THRESHOLD SITING SURFACE ELEVATION	THRESHOLD SITING SURFACE PENETRATION	DEPARTURE SURFACE ELEVATION	DEPARTURE SURFACE ELEVATION	DISPOSITION
1L-1	FENCE	8	TRANSITIONAL	22	-14	29	-21	32	-24	NO ACTION
1L-2	RAILROAD**	35	RWY 1L APPROACH	46	-11	61	-26	60	-25	NO ACTION
1L-3	TERRAIN	44	RWY 1L APPROACH	59	-15	82	-38	76	-32	NO ACTION
19R-1	TERRAIN	36	PRIMARY	28	8	Not Under Surface	N/A	26	10	NO ACTION
19R-2	TERRAIN	34	RWY 19R APPROACH	26	8	Not Under Surface	N/A	31	3	NO ACTION
19R-3	O.L. LOCALIZER	30	RWY 19R APPROACH	35	-5	44	-14	38	-8	NO ACTION
19R-4	RAILROAD**	44	RWY 19R APPROACH	38	6	Not Under Surface	N/A	41	3	NO ACTION
19R-5	RAILROAD**	37	RWY 19R APPROACH	51	-14	71	-34	52	-15	NO ACTION
19R-6	TREE	119	RWY 19R APPROACH	114	5	178	-59	106	13	TOP/ REMOVE
19R-7	TREE	155	RWY 19R APPROACH	156	-1	251	-96	142	13	NO ACTION

RUNWAY 6-24 OBJECT DATA

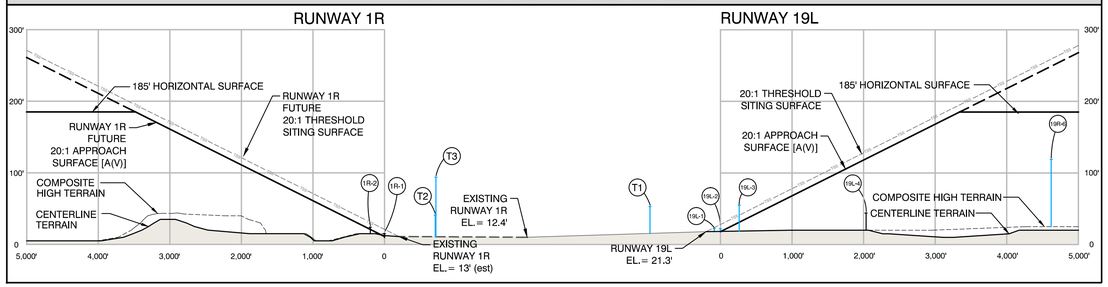
POINT #	DESCRIPTION	TOP ELEVATION IN FEET (MSL)	AFFECTED PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 SURFACE PENETRATION	THRESHOLD SITING SURFACE ELEVATION	THRESHOLD SITING SURFACE PENETRATION	DEPARTURE SURFACE ELEVATION	DEPARTURE SURFACE ELEVATION	DISPOSITION
6-1	FENCE	8	RUNWAY 6 APPROACH	17	-9	19	-11	22	-14	NO ACTION
6-2	SIGN	14	RUNWAY 6 APPROACH	24	-10	24	-10	24	-10	NO ACTION
6-3	RAILROAD**	35	RUNWAY 6 APPROACH	60	-25	93	-58	53	-18	NO ACTION
6-4	TREE	127	RUNWAY 6 APPROACH	143	-16	233	-106	128	-1	NO ACTION
6-5	O.L. SALTLOADER	121	RUNWAY 6 APPROACH	156	-35	242	-121	140	-19	NO ACTION
24-1	POLE	69	TRANSITIONAL	100	-31	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
24-2	FLOODLIGHT	66	TRANSITIONAL	70	-4	Not Under Surface	N/A	35	31	NO ACTION
24-3	FLOODLIGHT	69	TRANSITIONAL	72	-3	Not Under Surface	N/A	48	21	NO ACTION
24-4	ROAD*	56	RWY 24 APPROACH	57	-1	73	-17	58	-2	NO ACTION
24-5	ROAD*	57	RWY 24 APPROACH	59	-2	78	-21	60	-3	NO ACTION
24-6	RAILROAD**	66	TRANSITIONAL	61	5	80	-14	62	4	NO ACTION
24-7	RAILROAD**	67	RWY 24 APPROACH	63	4	85	-18	64	3	NO ACTION
24-8	POLE	79	TRANSITIONAL	68	11	Not Under Surface	N/A	67	12	NO ACTION
24-9	TREE	80	TRANSITIONAL	73	7	101	-21	72	8	NO ACTION
24-10	TREE	105	RWY 24 APPROACH	93	12	135	-30	89	16	NO ACTION
24-11	TREE	108	RWY 24 APPROACH	96	12	139	-31	91	17	NO ACTION
24-12	TREE	133	RWY 24 APPROACH	124	9	188	-55	116	17	NO ACTION
24-13	O.L. HOPPER	133	RWY 24 APPROACH	128	5	195	-62	119	14	NO ACTION

RUNWAY 1R-19L OBJECT DATA

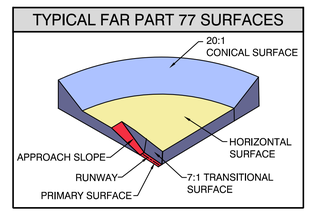
POINT #	DESCRIPTION	TOP ELEVATION IN FEET (MSL)	AFFECTED PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 SURFACE PENETRATION	THRESHOLD SITING SURFACE ELEVATION	THRESHOLD SITING SURFACE PENETRATION	DEPARTURE SURFACE ELEVATION	DEPARTURE SURFACE ELEVATION	DISPOSITION
1R-1	TERRAIN	15	RWY 1R APPROACH	13	2	23	-8	Not Under Surface	N/A	REMOVE W/ RWY EXTSN.
1R-2	FENCE	24	RWY 1R APPROACH	23	1	33	-9	Not Under Surface	N/A	NO ACTION
19L-1	TERRAIN	22	PRIMARY	21	1	23	-1	Not Under Surface	N/A	NO ACTION
19L-2	TERRAIN	22	PRIMARY	21	1	28	-6	Not Under Surface	N/A	NO ACTION
19L-3	FLOODLIGHT	55	TRANSITIONAL	31	24	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
19L-4	RAILROAD**	44	RWY 19L APPROACH	120	-76	130	-86	Not Under Surface	N/A	NO ACTION

Note: A negative penetration value indicates amount object is below surface.

RUNWAY 1R-19L AIRSPACE PROFILES



TYPICAL FAR PART 77 SURFACES



LEGEND:

- Part 77 Approach Surface
- TSS — Threshold Siting Surface
- 40:1 Departure Surface
- 30:1 Glide Path Qualification Surface
- T — Object

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).
- Obstruction data source: Napa County Airport Obstruction Chart No. OC281, May 1989. Best available data used. Full AGIS update and integration recommended.
- Only airspace surfaces associated with ultimate runway design and instrument approaches are evaluated in this Airspace Plan.
- See Inner-Approach Plan and Profiles (Sheets 9, 10 and 11) for detail in runway protection zone areas.
- Runway end numbers changing due to change in magnetic declination. Runways 18R-36L and 18L-36R should be changed to 1L-19R and 1R-19L, respectively. This will be undertaken as part of the next runway pavement maintenance project. Runway numbers shown in this Airspace Plan are the ultimate identifiers.
- In the Data Tables, a negative penetration value indicates amount object is below surface.
- O.L. = Obstruction Light.

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

** 23 feet vertical clearance added to railroad elevations, per Part 77.

1,000'
0 FEET 2,000'

VERTICAL EXAGGERATION OF 10 IN PROFILE VIEWS.
VERTICAL SCALE: 1"=100'

PART 77 OBJECT DATA

POINT #	DESCRIPTION	TOP ELEVATION IN FEET (MSL)	AFFECTED PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 SURFACE PENETRATION	THRESHOLD SITING SURFACE ELEVATION	THRESHOLD SITING SURFACE PENETRATION	DEPARTURE SURFACE ELEVATION	DEPARTURE SURFACE ELEVATION	DISPOSITION
T1	O.L. WIND CONE	53	TRANSITIONAL	132	-79	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
T2	O.L. ANEMOMETER	41	TRANSITIONAL	55	-14	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
T3	O.L. ANTENNA	94	TRANSITIONAL	84	10	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
H1	O.L. DRAWBRIDGE	167	HORIZONTAL	185	-18	Not Under Surface	N/A	139	28	NO ACTION
H8	TREE	198	HORIZONTAL	185	13	268	-70	157	41	NO ACTION

NO.	REVISION	SPONSOR	DATE
4	Address FAA Comments in Email Dated January 21, 2015		April 2016
3	Address FAA Comments in Email Dated August 12, 2014		August 2014
2	Address FAA Comments in Letter Dated May 1, 2014		June 2014
1	SOP No.2 Mods		February 2014

NAPA COUNTY AIRPORT
NAPA, CALIFORNIA

PART 77 AIRSPACE PROFILES

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

DESIGN: DD/BM | DRAWN: TE | DATE: APRIL 2016 | SHEET 8 OF 12

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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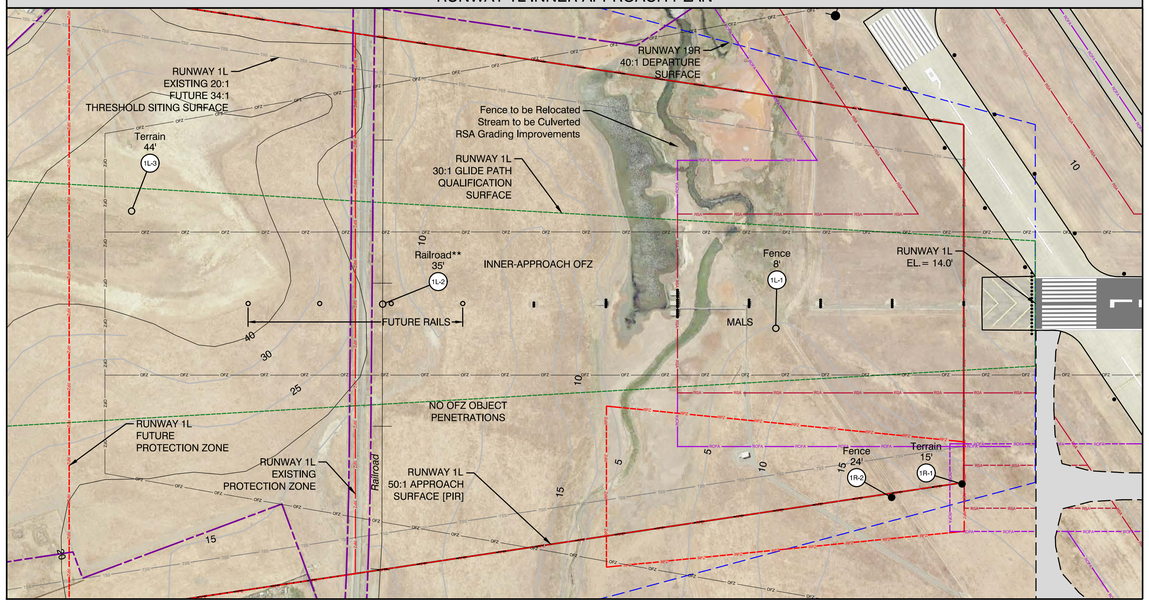
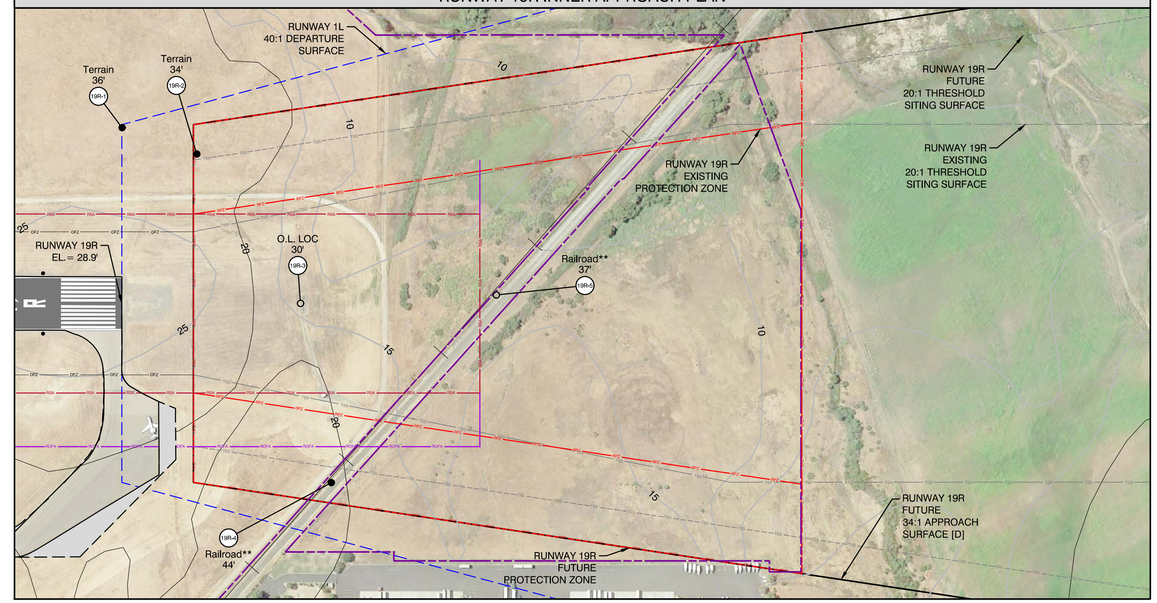
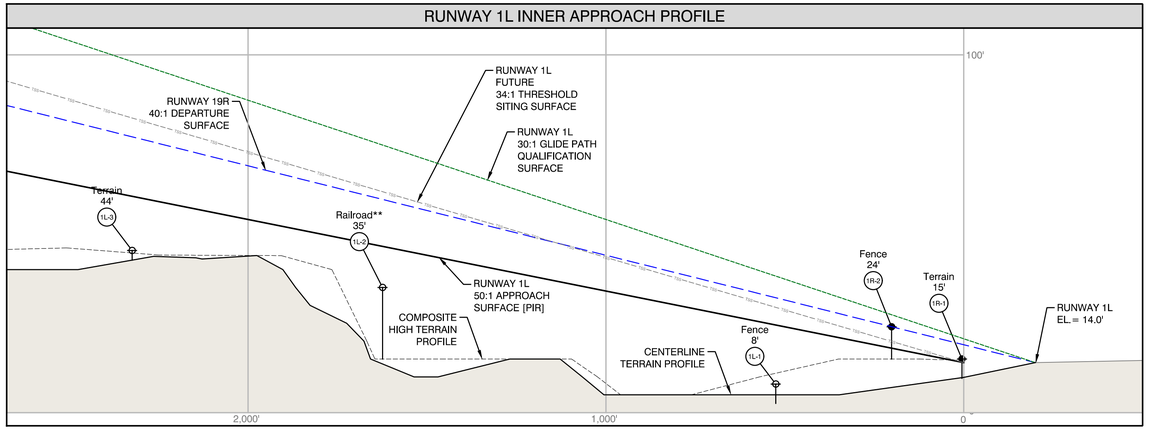
RUNWAY 1L INNER APPROACH PLAN



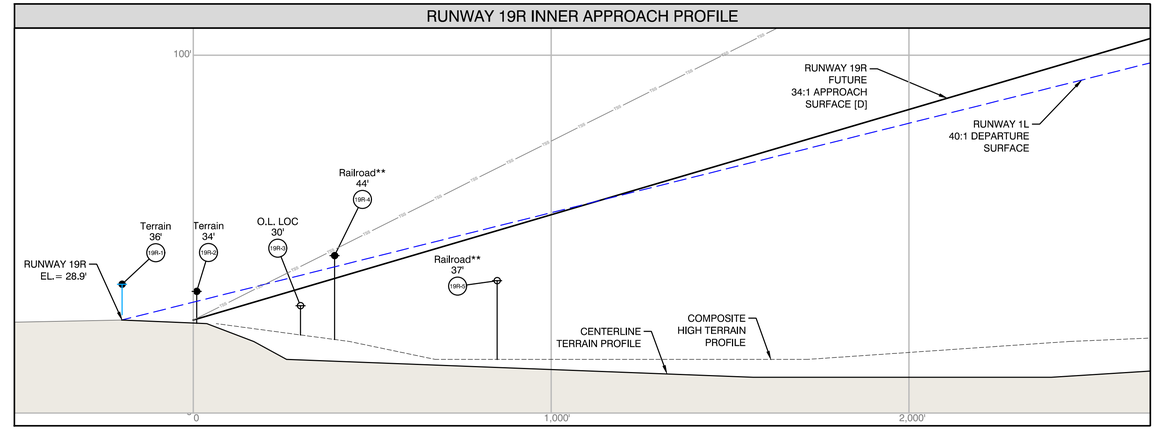
RUNWAY 19R INNER APPROACH PLAN



RUNWAY 1L INNER APPROACH PROFILE



RUNWAY 19R INNER APPROACH PROFILE



LEGEND: PLAN VIEW

- Existing Runway
- Future Pavement
- Airport Property Boundary
- Part 77 Approach Surface
- TSS — Threshold Siting Surface
- 40:1 Departure Surface
- 30:1 Glide Path Qualification Surface
- RPZ — Runway Protection Zone (RPZ)
- RSA — Runway Safety Area (RSA)
- ROFA — Runway Object Free Area (ROFA)
- OFZ — Obstacle Free Zone (OFZ)
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface

TRUE
MAGNETIC

13.99° E
ANNUAL RATE OF CHANGE 0° 3' W
(November 2013)

200'
0 FEET 400'

VERTICAL EXAGGERATION OF
10 IN PROFILE VIEWS.
VERTICAL SCALE: 1"=20'

NOTES:

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- Obstruction data source: Napa County Airport Obstruction Chart No. OC281, May 1989. Best available data used. Full AGIS update and integration recommended.
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- In the Data Tables, a negative penetration value indicates amount object is below surface.
- O.L. = Obstruction Light.

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

** 23 feet vertical clearance added to railroad elevations, per Part 77.

RUNWAY 1L-19R OBJECT DATA

POINT #	DESCRIPTION	TOP ELEVATION IN FEET (MSL)	AFFECTED PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 SURFACE PENETRATION	THRESHOLD SITING SURFACE ELEVATION	THRESHOLD SITING SURFACE PENETRATION	DEPARTURE SURFACE ELEVATION	DEPARTURE SURFACE ELEVATION	DISPOSITION
1L-1	FENCE	8	TRANSITIONAL	22	-14	29	-21	32	-24	NO ACTION
1L-2	RAILROAD**	35	RWY 1L APPROACH	46	-11	61	-26	60	-25	NO ACTION
1L-3	TERRAIN	44	RWY 1L APPROACH	59	-15	82	-38	76	-32	NO ACTION
19R-1	TERRAIN	36	PRIMARY	28	8	Not Under Surface	N/A	26	10	NO ACTION
19R-2	TERRAIN	34	RWY 19R APPROACH	26	8	Not Under Surface	N/A	31	3	NO ACTION
19R-3	O.L. LOCALIZER	30	RWY 19R APPROACH	35	-5	44	-14	38	-8	NO ACTION
19R-4	RAILROAD**	44	RWY 19R APPROACH	38	6	Not Under Surface	N/A	41	3	NO ACTION
19R-5	RAILROAD**	37	RWY 19R APPROACH	51	-14	71	-34	52	-15	NO ACTION
1R-1	TERRAIN	15	RWY 1R APPROACH	13	2	23	-8	Not Under Surface	N/A	REMOVE W/ RWY EXTSN.
1R-2	FENCE	24	RWY 1R APPROACH	23	1	33	-9	Not Under Surface	N/A	NO ACTION

Note: A negative penetration value indicates amount object is below surface.

NO.	REVISION	SPONSOR	DATE
4	Address FAA Comments in Email Dated January 21, 2015		April 2016
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1	SOP No.2 Mods		February 2014

NAPA COUNTY AIRPORT
NAPA, CALIFORNIA

1L-19R INNER PORTION OF APPROACH SURFACE DRAWING

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

DESIGN: DD/BM | DRAWN: TE | DATE: APRIL 2016 | SHEET 9 OF 12

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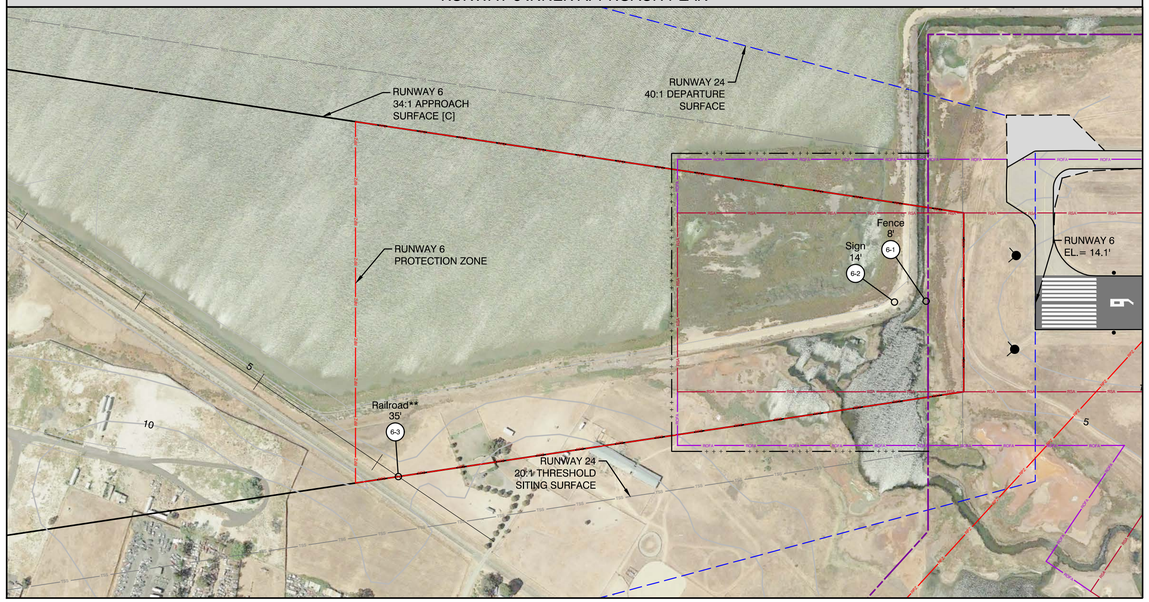
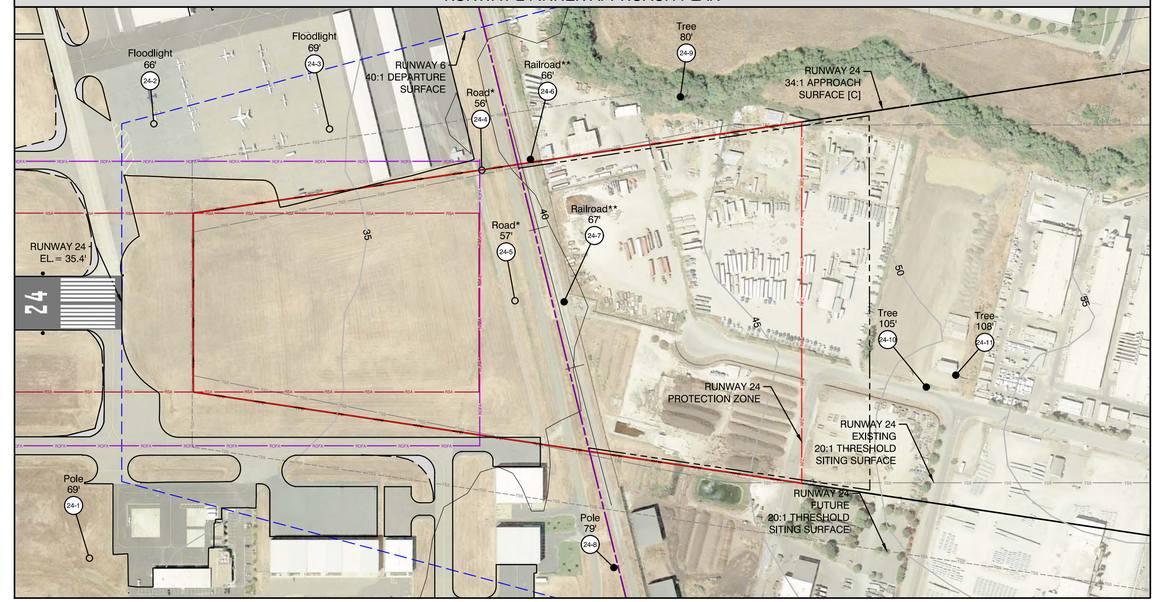
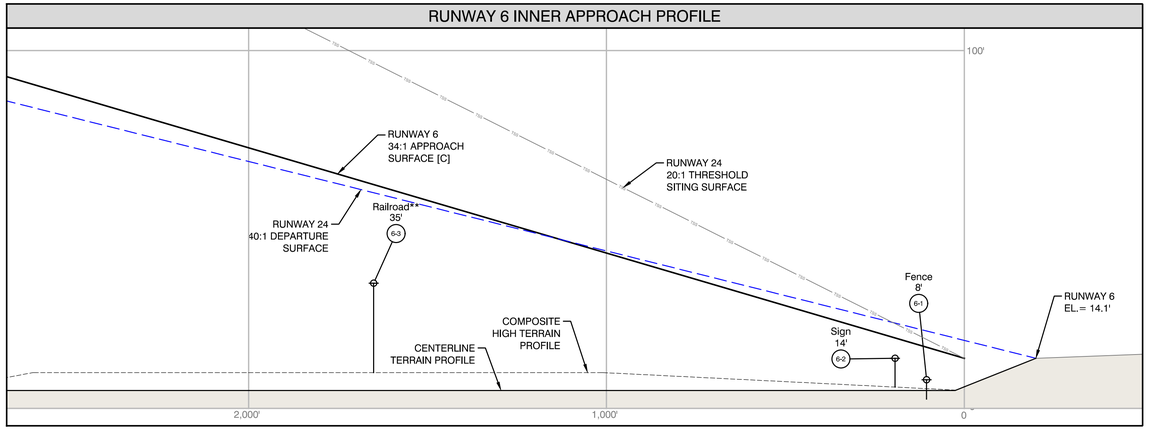
RUNWAY 6 INNER APPROACH PLAN



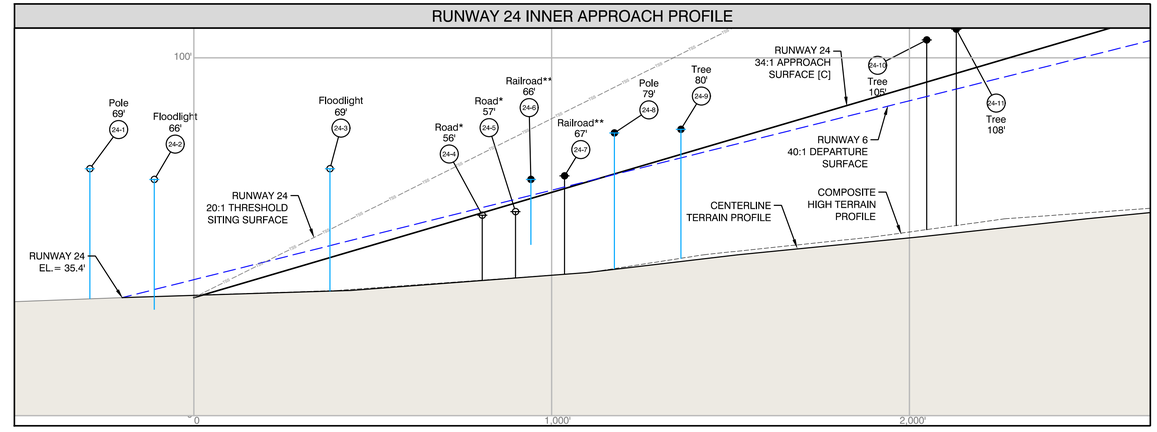
RUNWAY 24 INNER APPROACH PLAN



RUNWAY 6 INNER APPROACH PROFILE

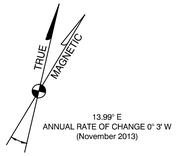


RUNWAY 24 INNER APPROACH PROFILE



LEGEND: PLAN VIEW

- Existing Runway
- Future Pavement
- Airport Property Boundary
- Avigation Easement
- Future Avigation Easement
- Part 77 Approach Surface
- TSS — Threshold Siting Surface
- 40:1 Departure Surface
- RPZ — Runway Protection Zone (RPZ)
- RSA — Runway Safety Area (RSA)
- ROFA — Runway Object Free Area (ROFA)
- OFZ — Obstacle Free Zone (OFZ)
- 13 — Object Clear of Part 77 Surface
- 14 — Object Penetrates Part 77 Surface



13.99° E
ANNUAL RATE OF CHANGE 0° 3' W
(November 2013)

200'
0 FEET 400'

VERTICAL EXAGGERATION OF
10 IN PROFILE VIEWS.
VERTICAL SCALE: 1"=20'

NOTES:

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- In the Data Tables, a negative penetration value indicates amount object is below surface.
- O.L. = Obstruction Light.

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

** 23 feet vertical clearance added to railroad elevations, per Part 77.

RUNWAY 6-24 OBJECT DATA

POINT #	DESCRIPTION	TOP ELEVATION IN FEET (MSL)	AFFECTED PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 SURFACE PENETRATION	THRESHOLD SITING SURFACE ELEVATION	THRESHOLD SITING SURFACE PENETRATION	DEPARTURE SURFACE ELEVATION	DEPARTURE SURFACE ELEVATION	DISPOSITION
6-1	FENCE	8	RUNWAY 6 APPROACH	17	-9	19	-11	22	-14	NO ACTION
6-2	SIGN	14	RUNWAY 6 APPROACH	24	-10	24	-10	24	-10	NO ACTION
6-3	RAILROAD**	35	RUNWAY 6 APPROACH	60	-25	93	-58	53	-18	NO ACTION
24-1	POLE	69	TRANSITIONAL	100	-31	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
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24-7	RAILROAD**	67	RWY 24 APPROACH	63	4	85	-18	64	3	NO ACTION
24-8	POLE	79	TRANSITIONAL	68	11	Not Under Surface	N/A	67	12	NO ACTION
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NO.	REVISION	SPONSOR	DATE
4	Address FAA Comments in Email Dated January 21, 2015		April 2016
3	Address FAA Comments in Email Dated August 12, 2014		August 2014
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1	SOP No.2 Mods		February 2014

NAPA COUNTY AIRPORT
NAPA, CALIFORNIA

6-24 INNER PORTION OF APPROACH SURFACE DRAWING

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

DESIGN:	DD/BM	DRAWN:	TE	DATE:	APRIL 2016	SHEET	10	OF	12

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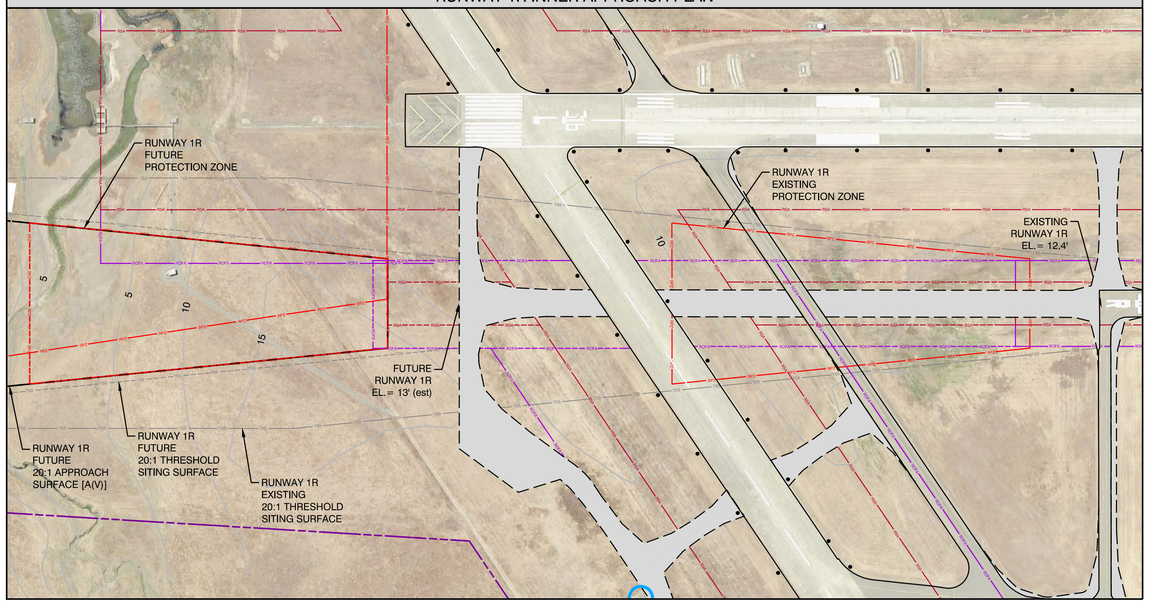
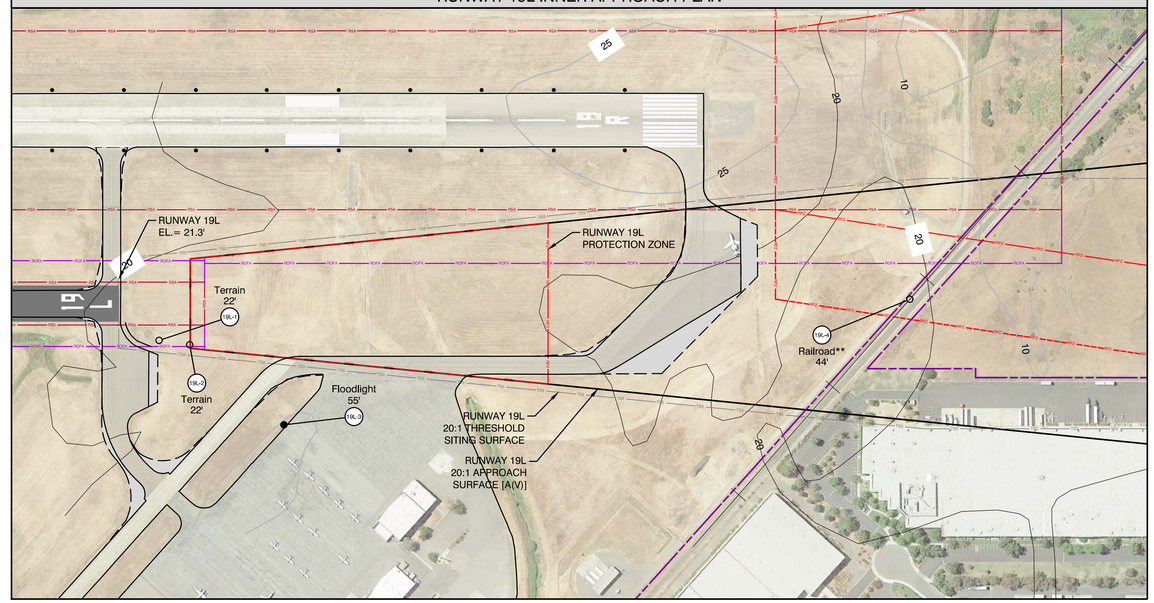
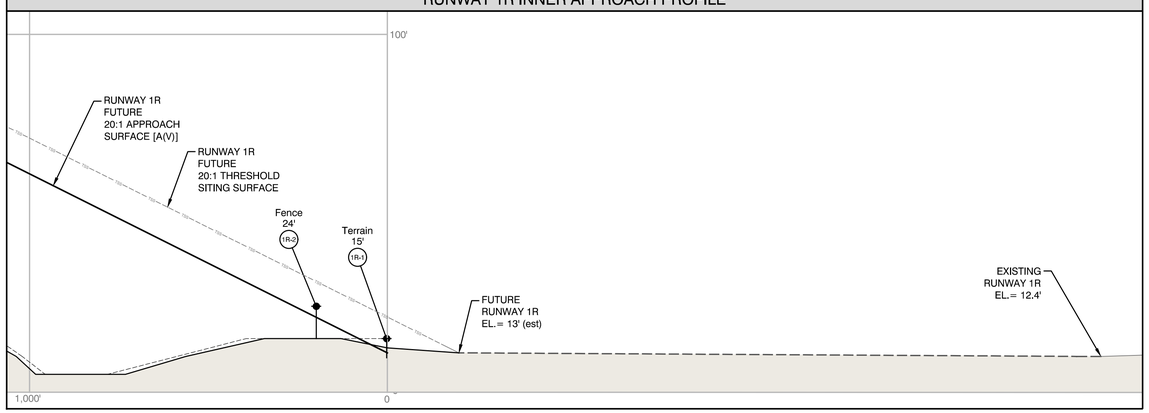
RUNWAY 1R INNER APPROACH PLAN



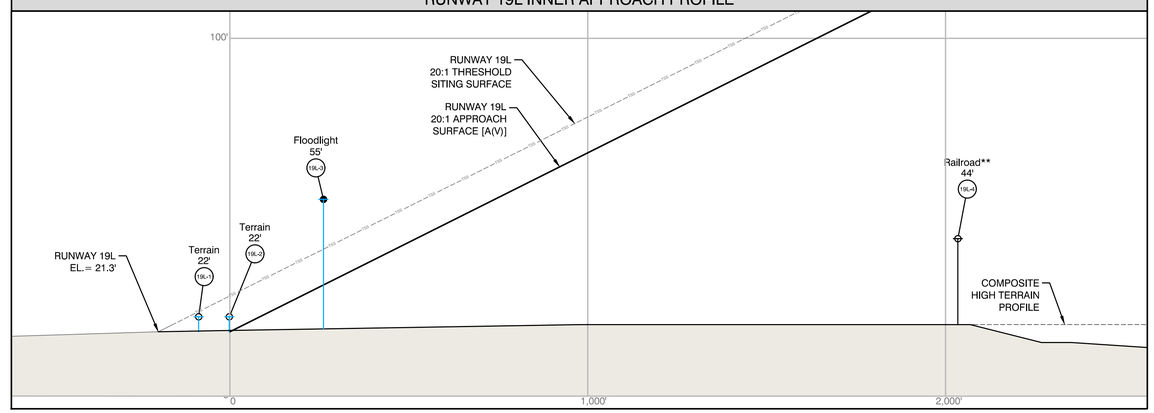
RUNWAY 19L INNER APPROACH PLAN



RUNWAY 1R INNER APPROACH PROFILE



RUNWAY 19L INNER APPROACH PROFILE



LEGEND: PLAN VIEW

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

NOTES:

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RUNWAY 1R-19L OBJECT DATA

POINT #	DESCRIPTION	TOP ELEVATION IN FEET (MSL)	AFFECTED PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 SURFACE PENETRATION	THRESHOLD SITING SURFACE ELEVATION	THRESHOLD SITING SURFACE PENETRATION	DEPARTURE SURFACE ELEVATION	DEPARTURE SURFACE ELEVATION	DISPOSITION
1R-1	TERRAIN	15	RWY 1R APPROACH	13	2	23	-8	Not Under Surface	N/A	REMOVE W/ RWY EXTSN.
1R-2	FENCE	24	RWY 1R APPROACH	23	1	33	-9	Not Under Surface	N/A	NO ACTION
19L-1	TERRAIN	22	PRIMARY	21	1	23	-1	Not Under Surface	N/A	NO ACTION
19L-2	TERRAIN	22	PRIMARY	21	1	28	-6	Not Under Surface	N/A	NO ACTION
19L-3	FLOODLIGHT	55	TRANSITIONAL	31	24	Not Under Surface	N/A	Not Under Surface	N/A	NO ACTION
19L-4	RAILROAD**	44	RWY 19L APPROACH	120	-76	130	-86	Not Under Surface	N/A	NO ACTION

Note: A negative penetration value indicates amount object is below surface.

TRUE
MAGNETIC

13.99° E
ANNUAL RATE OF CHANGE 0° 3' W
(November 2013)

200'
0 FEET 400'

VERTICAL EXAGGERATION OF
10 IN PROFILE VIEWS.
VERTICAL SCALE: 1"=20'

NO.	REVISION	SPONSOR	DATE
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3	Address FAA Comments in Email Dated August 12, 2014		August 2014
2	Address FAA Comments in Letter Dated May 1, 2014		June 2014
1	SOP No.2 Mods		February 2014

NAPA COUNTY AIRPORT
NAPA, CALIFORNIA

1R-19L INNER PORTION OF APPROACH SURFACE DRAWING

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

NAPA COUNTY CALIFORNIA

DESIGN: DD/BM | DRAWN: TE | DATE: APRIL 2016 | SHEET 11 OF 12

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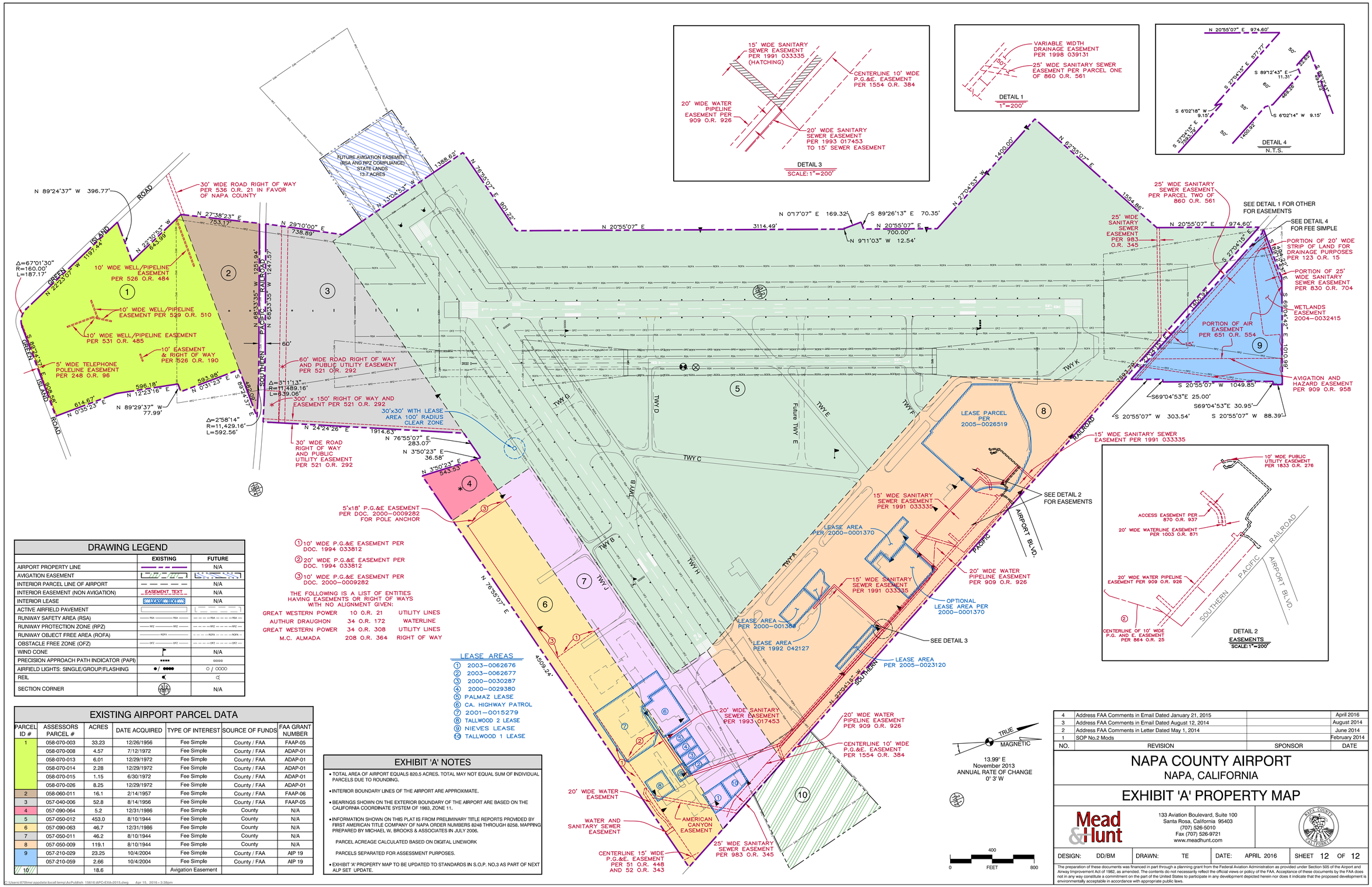

DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE		N/A
AVIGATION EASEMENT		
INTERIOR PARCEL LINE OF AIRPORT		N/A
INTERIOR EASEMENT (NON AVIGATION)	EASEMENT TEXT	N/A
INTERIOR LEASE		N/A
ACTIVE AIRFIELD PAVEMENT		
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	ROFA
OBSTACLE FREE ZONE (OFZ)	OFZ	OFZ
WIND CONE		N/A
PRECISION APPROACH PATH INDICATOR (PAPI)	••••	○○○○
AIRFIELD LIGHTS: SINGLE/GROUP/FLASHING	● / ●●●●	○ / ○○○○
REIL		
SECTION CORNER		N/A

① 10' WIDE P.G.&E EASEMENT PER DOC. 1994 033812

② 20' WIDE P.G.&E EASEMENT PER DOC. 1994 033812

③ 10' WIDE P.G.&E EASEMENT PER DOC. 2000-0009282

THE FOLLOWING IS A LIST OF ENTITIES HAVING EASEMENTS OR RIGHT OF WAYS WITH NO ALIGNMENT GIVEN:

GREAT WESTERN POWER	10 O.R. 21	UTILITY LINES
AUTHUR DRAUGHON	34 O.R. 172	WATERLINE
GREAT WESTERN POWER	34 O.R. 308	UTILITY LINES
M.C. ALMADA	208 O.R. 364	RIGHT OF WAY

LEASE AREAS

① 2003-0062676
② 2003-0062677
③ 2000-0030287
④ 2000-0029380
⑤ PALMAZ LEASE
⑥ CA. HIGHWAY PATROL
⑦ 2001-0015279
⑧ TALLWOOD 2 LEASE
⑨ NIEVES LEASE
⑩ TALLWOOD 1 LEASE

EXISTING AIRPORT PARCEL DATA

PARCEL ID #	ASSESSORS PARCEL #	ACRES	DATE ACQUIRED	TYPE OF INTEREST	SOURCE OF FUNDS	FAA GRANT NUMBER
1	058-070-003	33.23	12/26/1956	Fee Simple	County / FAA	FAAP-05
	058-070-008	4.57	7/12/1972	Fee Simple	County / FAA	ADAP-01
	058-070-013	6.01	12/29/1972	Fee Simple	County / FAA	ADAP-01
	058-070-014	2.28	12/29/1972	Fee Simple	County / FAA	ADAP-01
	058-070-015	1.15	6/30/1972	Fee Simple	County / FAA	ADAP-01
	058-070-026	8.25	12/29/1972	Fee Simple	County / FAA	ADAP-01
2	058-060-011	16.1	2/14/1957	Fee Simple	County / FAA	FAAP-06
3	057-040-006	52.8	8/14/1956	Fee Simple	County / FAA	FAAP-05
4	057-090-064	5.2	12/31/1986	Fee Simple	County	N/A
5	057-050-012	453.0	8/10/1944	Fee Simple	County	N/A
6	057-090-063	46.7	12/31/1986	Fee Simple	County	N/A
7	057-050-011	46.2	8/10/1944	Fee Simple	County	N/A
8	057-050-009	119.1	8/10/1944	Fee Simple	County	N/A
9	057-210-029	23.25	10/4/2004	Fee Simple	County / FAA	AIP 19
	057-210-059	2.66	10/4/2004	Fee Simple	County / FAA	AIP 19
10		18.6		Avigation Easement		

EXHIBIT 'A' NOTES

- TOTAL AREA OF AIRPORT EQUALS 820.5 ACRES. TOTAL MAY NOT EQUAL SUM OF INDIVIDUAL PARCELS DUE TO ROUNDING.
- INTERIOR BOUNDARY LINES OF THE AIRPORT ARE APPROXIMATE.
- BEARINGS SHOWN ON THE EXTERIOR BOUNDARY OF THE AIRPORT ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 11.
- INFORMATION SHOWN ON THIS PLAT IS FROM PRELIMINARY TITLE REPORTS PROVIDED BY FIRST AMERICAN TITLE COMPANY OF NAPA ORDER NUMBERS 8248 THROUGH 8258. MAPPING PREPARED BY MICHAEL W. BROOKS & ASSOCIATES IN JULY 2006.

  PARCEL ACREAGE CALCULATED BASED ON DIGITAL LINEWORK

  PARCELS SEPARATED FOR ASSESSMENT PURPOSES.
- EXHIBIT 'A' PROPERTY MAP TO BE UPDATED TO STANDARDS IN S.O.P. NO.3 AS PART OF NEXT ALP SET UPDATE.

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NAPA, CALIFORNIA

EXHIBIT 'A' PROPERTY MAP

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DESIGN: DD/BM | DRAWN: TE | DATE: APRIL 2016 | SHEET 12 OF 12

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