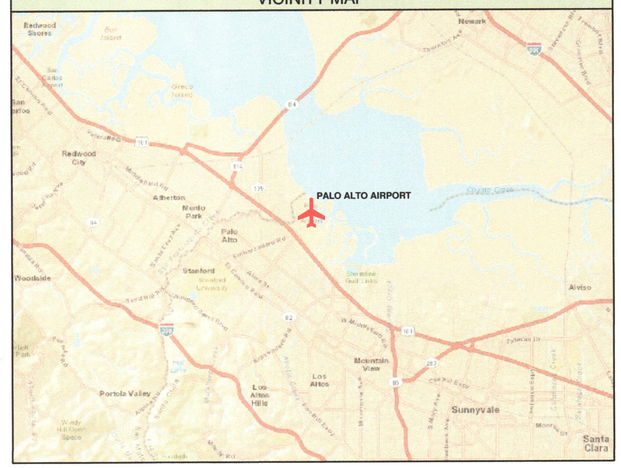
Palo Alto Airport
Airport Layout Plan

City of Palo Alto
September 2014

CALIFORNIA STATE MAP

SHEET INDEX

VICINITY MAP



LOCATION MAP

SUBMITTED BY:
City of Palo Alto

By _____

Title Public Works Director Date 9/9/14

NO.	REVISION	SPONSOR	DATE
4	County to City Transfer and Obstruction Update	Mead & Hunt, Inc.	April 2014
3	Add Future AWOS	Mead & Hunt, Inc.	March 2009
2	Add ACIP Projects	Mead & Hunt, Inc.	Aug. 2008
1	Airport Master Plan Update	Mead & Hunt, Inc.	March 2007

PALO ALTO AIRPORT
PALO ALTO, CALIFORNIA

INDEX

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

CITY OF PALO ALTO

DESIGN:	DRAWN:	DATE:	SHEET
BM	TE/BM	SEPTEMBER 2014	1 OF 9

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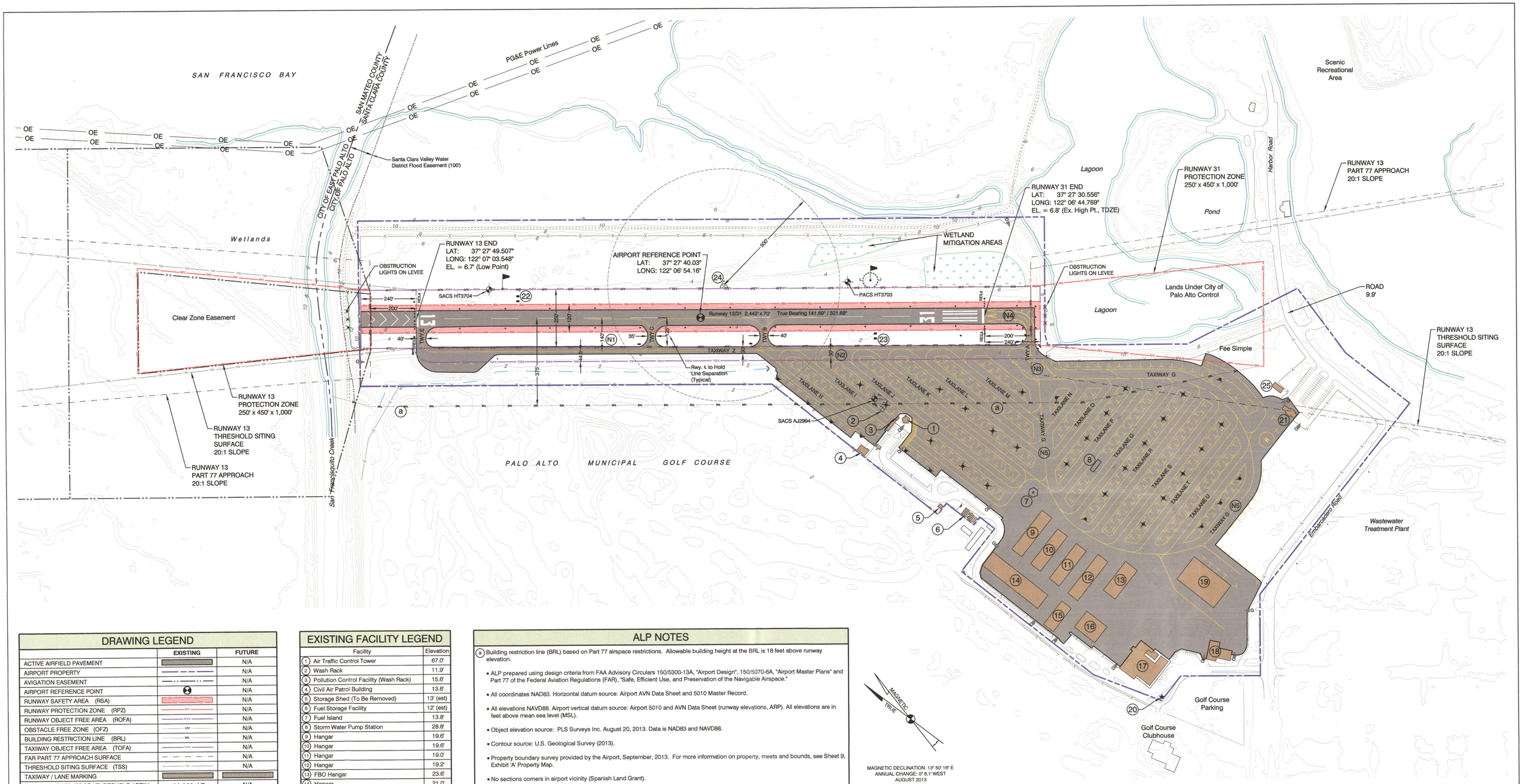

DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		N/A
AIRPORT PROPERTY		N/A
AVIGATION EASEMENT		N/A
AIRPORT REFERENCE POINT		N/A
RUNWAY SAFETY AREA (RSA)		N/A
RUNWAY PROTECTION ZONE (RPZ)		N/A
RUNWAY OBJECT FREE AREA (ROFA)		N/A
OBSTACLE FREE ZONE (OFZ)		N/A
BUILDING RESTRICTION LINE (BRL)		N/A
TAXIWAY OBJECT FREE AREA (TOFA)		N/A
FAR PART 77 APPROACH SURFACE		N/A
THRESHOLD SITING SURFACE (TSS)		N/A
TAXIWAY / LANE MARKING		
RUNWAY LIGHTS (EDGE / THRESHOLD / REIL)		N/A
BEACON		N/A
PRECISION APPROACH PATH INDICATOR (PAPI)		N/A
TAXIWAY SIGN		N/A
WIND CONE		N/A
SEGMENTED CIRCLE		N/A
AUTOMATED WEATHER OBSERVING STATION		N/A
AWOS CRITICAL AREA		N/A
LIGHT POLE		N/A
OBSTRUCTION LIGHT		N/A
BUILDING - ON AIRPORT		N/A
BUILDING - OFF AIRPORT		N/A
PUBLIC ROAD		N/A
AIRPORT SERVICE ROAD		N/A
PUBLIC TRAIL		N/A
FENCE		N/A
GATE		N/A
OVERHEAD TRANSMISSION LINES		N/A
CHANNEL / DITCH		N/A
POND / WETLAND		N/A
TERRAIN CONTOUR		N/A

EXISTING FACILITY LEGEND

	Facility	Elevation
1	Air Traffic Control Tower	67.0'
2	Wash Rack	11.9'
3	Pollution Control Facility (Wash Rack)	15.6'
4	Civil Air Patrol Building	13.6'
5	Storage Shed (To Be Removed)	13' (est)
6	Fuel Storage Facility	12' (est)
7	Fuel Island	13.8'
8	Storm Water Pump Station	28.8'
9	Hangar	19.6'
10	Hangar	19.6'
11	Hangar	19.0'
12	Hangar	19.2'
13	FBO Hangar	23.6'
14	Hangar	21.0'
15	FBO Hangar	18.4'
16	FBO Hangar	31.7'
17	FBO Hangar	31.1'
18	FBO Hangar	17.6'
19	FBO Hangar	28.4'
20	Rotating Beacon	70.7'
21	Terminal	21.2'
22	Runway 13 PAPI	6'
23	Runway 31 PAPI	5'
24	Automated Weather Observing Station	17' (est)
25	Equipment Storage	23.5'

For all structure elevations see Sheet 8, Building Area Plan

ALP NOTES

(a) Building restriction line (BRL) based on Part 77 airspace restrictions. Allowable building height at the BRL is 18 feet above runway elevation.

- ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A, "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."
- All coordinates NAD83. Horizontal datum source: Airport AVN Data Sheet and 5010 Master Record.
- All elevations NAVD88. Airport vertical datum source: Airport 5010 and AVN Data Sheet (runway elevations, ARP). All elevations are in feet above mean sea level (MSL).
- Object elevation source: PLS Surveys Inc. August 20, 2013. Data is NAD83 and NAVD88.
- Contour source: U.S. Geological Survey (2013).
- Property boundary survey provided by the Airport, September, 2013. For more information on property, meets and bounds, see Sheet 9, Exhibit 'A' Property Map.
- No sections corners in airport vicinity (Spanish Land Grant).
- New electrical vault required. Future location unknown at this time. Future site will be near building area and identified during preliminary engineering.
- Taxiway names to be updated during next master plan update, per "Engineering Brief No. 89, Taxiway Nomenclature Convention".

MAGNETIC
TRUE

MAGNETIC DECLINATION 13° 50' 16" E
ANNUAL CHANGE: 0° 6.1' WEST
AUGUST 2013

200' 0 FEET 400'

NON-STANDARD CONDITIONS

EXISTING CONDITION	DISPOSITION
(N1) Runway to parallel taxiway centerline separation is 140 feet. Standard runway to parallel taxiway separation for runway design code B-I (Small) is 150 feet.	No change proposed at this time. Issue to be studied in next master plan.
(N2) Taxiway Z ℄ to fixed/movable object is actually 30 feet (Tie-downs located within Taxiway Z object free area). Standard for Aircraft Design Group 1 is 44.5 feet from taxiway ℄.	Penetrating tie-downs to be removed. Taxiway Z ℄ to fixed or moveable object will be 44.5 feet.
(N3) Run-up apron hold positions penetrate threshold siting surface.	Run-up apron to be re-marked and hold positions moved so each is clear of the threshold siting surface. A comprehensive marking and signage plan with revised taxiway designations (per Eng. Brief No. 89) is recommended.
(N4) Aligned lead-in taxiway at approach end of Runway 31.	Issue to be studied and corrected in next master plan, with alternatives that would eliminate the lead-in taxiway while preserving the required RSA.
(N5) Taxiway G and various taxilanes do not meet wingtip clearance standards to tie-downs for Aircraft Design Group I.	Taxiway G, taxilanes and tie-down configuration to be reevaluated during next master plan to provide for a logical taxiway / taxilane / aircraft parking structure that accommodates airport users. No change proposed at this time.

FAA APPROVAL SPACE

APPROVED CONDITIONALLY
FEDERAL AVIATION ADMINISTRATION
AIRPORTS DISTRICT OFFICE
SAN FRANCISCO, CALIFORNIA

By Rick K Hunt Date 9/15/14
Manager

Subject to Letter dated 9/15/14

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PALO ALTO, CALIFORNIA

AIRPORT LAYOUT PLAN

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www.meadhunt.com

CITY OF PALO ALTO

DESIGN: BM | DRAWN: TE/BM | DATE: SEPTEMBER 2014 | SHEET 2 OF 9

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AIRPORT DATA

		EXISTING	FUTURE
AIRPORT REFERENCE CODE		B-I (small)	No Change
MEAN MAX. TEMP. (Hottest Month) (d)		78.4° F (Jul, Aug)	No Change
AIRPORT ELEVATION (Above Mean Sea Level) (c)		6.8'	No Change
AIRPORT NAVIGATIONAL AIDS		Control Tower, GPS, Beacon, PAPI, REILs	No Change
AIRPORT REFERENCE POINT (b)	LATITUDE	37° 27' 40.03" N	No Change
	LONGITUDE	122° 06' 54.16" W	No Change
MISCELLANEOUS FACILITIES		Fuel (100LL, Jet-A), Airframe and powerplant service, O2	No Change
CRITICAL AIRCRAFT		Beechcraft C99	No Change
MAGNETIC VARIATION		13° 50' 16" E August 2013	Moving 0° 6.1' W / Year
NPIAS SERVICE LEVEL		Regional - Reliever	No Change
STATE SERVICE LEVEL		Metropolitan	No Change
AIRPORT ACREAGE (f)	Fee Simple	102.4	No Change
	Avigation Easement	110.8	No Change

RUNWAY DATA

		RUNWAY 13-31	
		EXISTING	FUTURE
UTILITY / GREATER THAN UTILITY		Utility	No Change
RUNWAY DESIGN CODE		B-I (Small)-5000	No Change
APPROACH REFERENCE CODE		13 B-I (Small)-VIS	13 No Change
		31 B-I (Small)-5000	31 No Change
DEPARTURE REFERENCE CODE		B-I (Small)	No Change
CRITICAL AIRCRAFT	AIRCRAFT	Cessna 182	No Change
	WINGSPAN	36.1'	No Change
	APPROACH SPEED (kts)	92	No Change
	MAX. TAKEOFF WT. (lbs.)	2,900	No Change
	COCKPIT TO MAIN GEAR	6'	No Change
	MAIN GEAR WIDTH	9'	No Change
	TAXIWAY DESIGN GROUP	1A	No Change
PAVEMENT STRENGTH AND MATERIAL TYPE (e)	SURFACE MATERIAL	Asphalt	No Change
	DESIGN STRENGTH (1,000#) - S/D/DT	12.5/-/-	No Change
	STRENGTH BY PCN	N/A	No Change
	SURFACE TREATMENT	None	No Change
EFFECTIVE GRADIENT (%)		0.0	No Change
MAXIMUM GRADIENT (%)		0.1	No Change
VERTICAL LINE OF SIGHT PROVIDED		Yes	No Change
RUNWAY LENGTH		2,443'	No Change
RUNWAY WIDTH		70'	No Change
DISPLACED THRESHOLD		13 None	13 No Change
		31 None	31 No Change
RUNWAY END ELEVATIONS (c)		13 6.7'	13 No Change
		31 6.8'	31 No Change
DISPLACED THRESHOLD ELEVATIONS (c)		13 None	13 No Change
		31 None	31 No Change
RUNWAY TOUCHDOWN ZONE ELEVATIONS (c)		13 6.8'	13 No Change
		31 6.8'	31 No Change
RUNWAY HIGH POINT (c)		6.8'	No Change
RUNWAY LOW POINT (c)		6.7'	No Change
RUNWAY SAFETY AREA (RSA) LENGTH BEYOND RUNWAY END	REQUIRED	13 240'	13 No Change
		31 240'	31 No Change
	ACTUAL	13 240'	13 No Change
		31 240'	31 No Change
RUNWAY SAFETY AREA WIDTH	REQUIRED	120'	No Change
	ACTUAL	120'	No Change
RUNWAY EDGE LIGHTING		Medium Intensity	No Change
RUNWAY PROTECTION ZONE (RPZ) (Inner Width x Outer Width x Length)		13 250' x 450' x 1,000'	13 No Change
		31 250' x 450' x 1,000'	31 No Change
RUNWAY MARKING		13 Basic	13 No Change
		31 Basic	31 No Change
PART 77 APPROACH TYPE		13 Visual A(V)	13 No Change
		31 Non-Precision A(NP)	31 No Change
PART 77 APPROACH SLOPE		13 20:1	13 No Change
		31 20:1	31 No Change
APPROACH VISIBILITY MINIMUMS		13 Visual	13 No Change
		31 1 Mile	31 No Change
AERONAUTICAL SURVEY REQUIRED (VERTICALLY GUIDED OR NOT)		13 Not Required	13 No Change
		31 Not Required	31 No Change
RUNWAY DEPARTURE SURFACE		13 Yes 40:1	13 No Change
		31 Yes 40:1	31 No Change
RUNWAY OBJECT FREE AREA (ROFA) (Length Beyond Runway End)		13 240'	13 No Change
		31 240'	31 No Change
RUNWAY OBJECT FREE AREA WIDTH		250'	No Change
OBSTACLE FREE ZONE (OFZ) (Length Beyond Runway End)		13 200'	13 No Change
		31 200'	31 No Change
OBSTACLE FREE ZONE WIDTH		250'	No Change
INNER-APPROACH OFZ LENGTH (For Rwys w/ Approach Lighting System, Begins 200' from Rwy end @ 50:1		13 N/A	13 No Change
		31 N/A	31 No Change
INNER-APPROACH OFZ WIDTH		N/A	No Change
INNER-TRANSITIONAL OFZ WIDTH (For Runways w/ <3/4-mile Approach Visibility Minimums)		13 N/A	13 No Change
		31 N/A	31 No Change
PRECISION OBSTACLE FREE ZONE (Length x Width) (For Rwys w/vert. guided approach and <250' ceiling/<3/4 mile visibility)		13 N/A	13 No Change
		31 N/A	31 No Change
THRESHOLD SITING SURFACE (Per AC 150/5300-13A, Table 3-2. See Airspace Plan for more information.)		13 Expected to serve small airplanes with approach speeds ≥ 50 knots (Mx. only, day/night)	13 No Change
		31 Expected to support instrument night ops, approach Cat. A/B aircraft only	31 No Change
NAVIGATION AIDS		13 None	13 No Change
		31 GPS	31 No Change
VISUAL AIDS		13 PAPI 2L, REIL	13 No Change
		31 PAPI 2L, REIL	31 No Change

ALP DATA NOTES

(a) ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A, "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."

(b) All coordinates NAD83. Horizontal datum source: Airport AVN Data Sheet and 5010 Master Record.

(c) All elevations NAVD88. Vertical datum source: Airport AVN Data Sheet (runway elevations, ARP).

(d) Temperature data source: Western Regional Climate Center. Station ID: Palo Alto, California #046646.

(e) Pavement design strength source: Airport AVN Data Sheet and 5010 Master Record.

(f) Property and easement calculations based on property boundary survey provided by the Airport, September, 2013. For more information on property, meets and bounds, see Sheet 8, Exhibit 'A' Property Map.

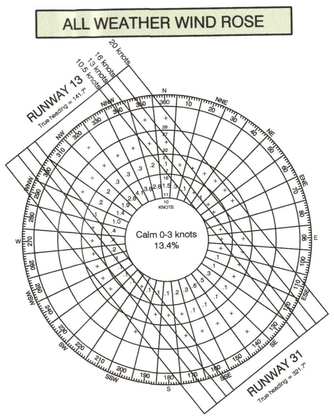
RUNWAY END COORDINATES (b)

		EXISTING	FUTURE
13	LATITUDE	37° 27' 49.507" N	No Change
	LONGITUDE	122° 07' 03.548" W	No Change
	ELEVATION	6.7'	No Change
31	LATITUDE	37° 27' 30.556" N	No Change
	LONGITUDE	122° 06' 44.769" W	No Change
	ELEVATION	6.8'	No Change

DECLARED DISTANCES

	EXISTING		FUTURE	
	RUNWAY 13	RUNWAY 31	RUNWAY 13	RUNWAY 31
DISPLACED THRESHOLD	N/A	N/A	No Change	No Change
TAKEOFF RUN AVAILABLE (TORA)	N/A	N/A	No Change	No Change
TAKEOFF DISTANCE AVAILABLE (TODA)	N/A	N/A	No Change	No Change
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	N/A	N/A	No Change	No Change
LANDING DISTANCE AVAILABLE (LDA)	N/A	N/A	No Change	No Change

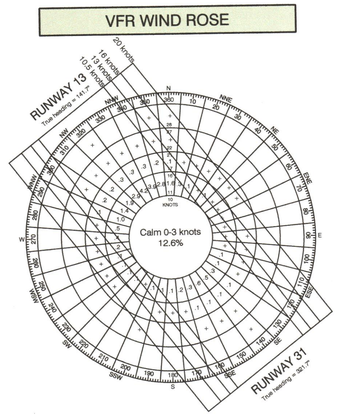
ALL WEATHER WIND ROSE



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.)
13-31	98.25%	99.34%	99.91%	99.99%
Number of Observations: 37,399				

VFR WIND ROSE

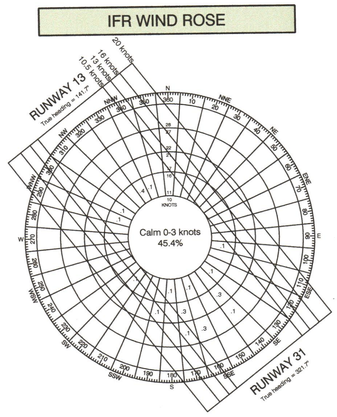


VFR WIND COVERAGE

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.)
13-31	98.23%	99.34%	99.91%	99.99%
Number of Observations: 36,589				

Wind Data Source: San Francisco, California, NOAA Weather Station #72494
Period of Time: Jan. 1, 2000 - Dec. 31, 2009
Notes: Windrose compass headings are true north.
Available data includes daytime observations only.

IFR WIND ROSE



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.)
13-31	99.39%	99.62%	99.84%	99.85%
Number of Observations: 676				

TAXIWAY DATA

	A		B		C		E		G		Z	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
TAXIWAY DESIGN GROUP	1A	No Change	1A	No Change	1A	No Change	1A	No Change	1A	No Change	1A	No Change
AIRCRAFT DESIGN GROUP	I	No Change	I	No Change	I	No Change	I	No Change	I	No Change	I	No Change
WIDTH	35'	No Change	40'	No Change	35'	No Change	40'	No Change	30'	No Change	30'	No Change
TAXIWAY SAFETY AREA WIDTH	49'	No Change	49'	No Change	49'	No Change	49'	No Change	49'	No Change	49'	No Change
TAXIWAY OBJECT FREE AREA WIDTH	89'	No Change	89'	No Change	89'	No Change	89'	No Change	80'	No Change	62'	89'
DISTANCE from TWY.℄ to FIXED/MOVABLE OBJECT	44.5'	No Change	44.5'	No Change	44.5'	No Change	44.5'	No Change	40'	No Change	31'	44.5'
TAXIWAY WINGTIP CLEARANCE	20'	No Change	20'	No Change	20'	No Change	20'	No Change	16'	No Change	7'	20'
DISTANCE from RUNWAY℄ to TAXIWAY℄	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	140'	No Change
TAXIWAY LIGHTING	Medium	No Change	Medium	No Change	Medium	No Change	Medium	No Change	N/A	No Change	Medium (Partial)	Medium (Full)
DISTANCE FROM RUNWAY ℄ to HOLD BARS	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	125'	No Change
NOTES									Taxiway G and taxilane layouts may be reevaluated during next master plan. No change proposed at this time. See non-standard condition N5 on Sheet 2.		Tie-downs located within Taxiway Z object free area to be removed and new edge stripe applied during taxiway rehab. See non-standard condition N2 on Sheet 2.	

• Taxiway names to be updated during next master plan update, per "Engineering Brief No. 89, Taxiway Nomenclature Convention".

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PALO ALTO AIRPORT
PALO ALTO, CALIFORNIA

DATA SHEET

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CITY OF PALO ALTO

DESIGN: BM | DRAWN: TE/BM | DATE: SEPTEMBER 2014 | SHEET 3 OF 9

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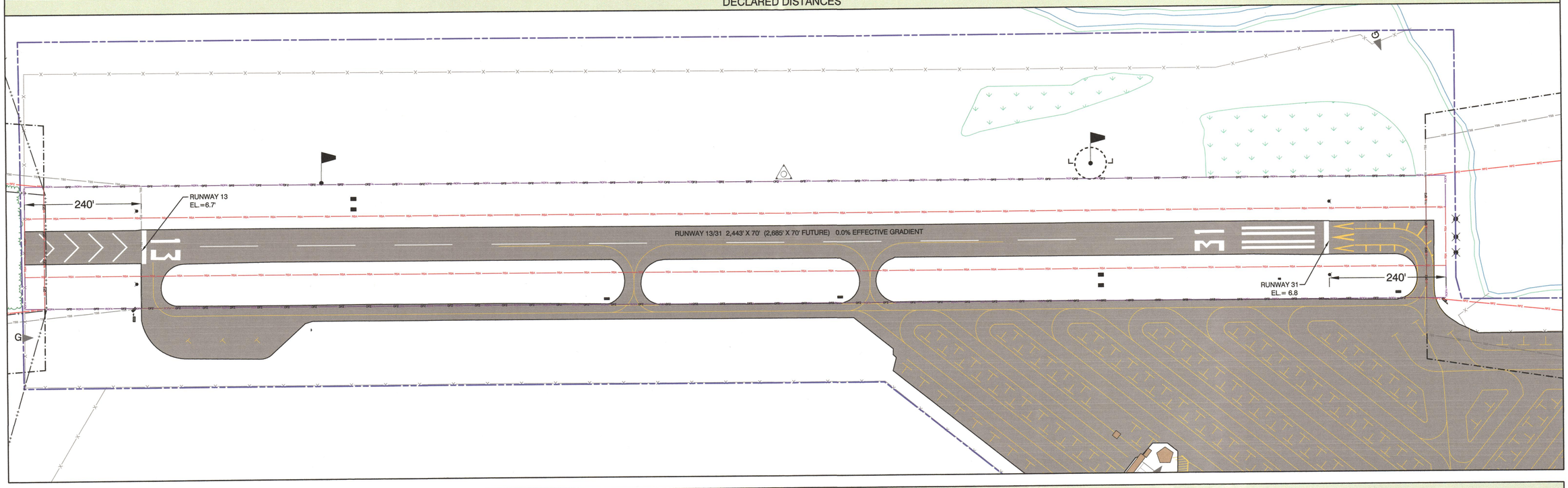
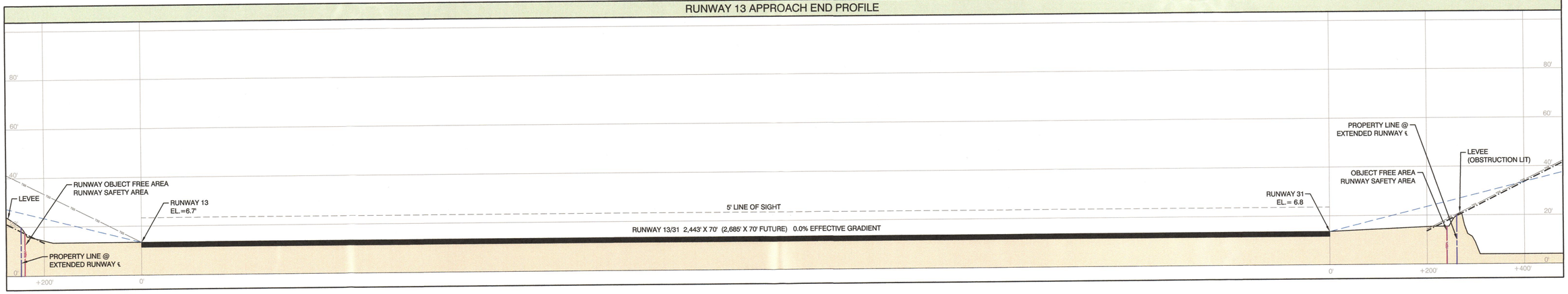


RUNWAY 13 APPROACH END PROFILE

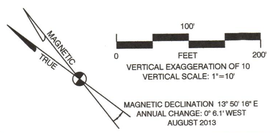


LEGEND:

- Airport Property Boundary
- Avigation Easement
- Part 77 Approach Surface
- Threshold Siting Surface
- 40:1 Departure Surface
- Runway Protection Zone (RPZ)
- Runway Safety Area (RSA)
- Runway Object Free AREA (ROFA)
- Obstacle Free Zone (OFZ)
- 5' Line Of Sight

NOTES:

- Runway ends and object elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Airport vertical datum source: Airport 5010 and AVN Data Sheet.
- Objects elevation source: PLS Surveys Inc. August 20, 2013.



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PALO ALTO AIRPORT

PALO ALTO, CALIFORNIA

RUNWAY CENTERLINE PROFILE

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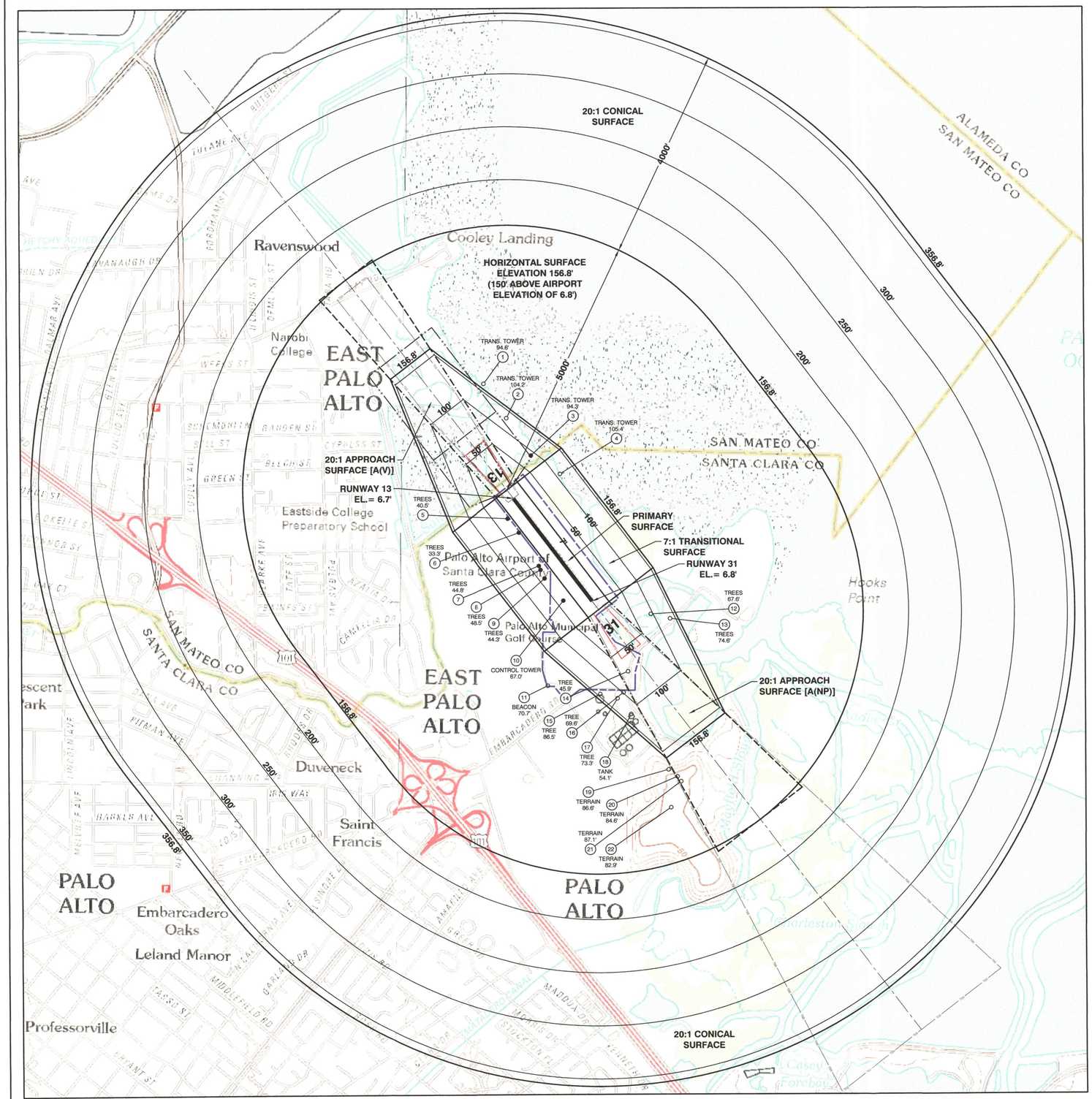
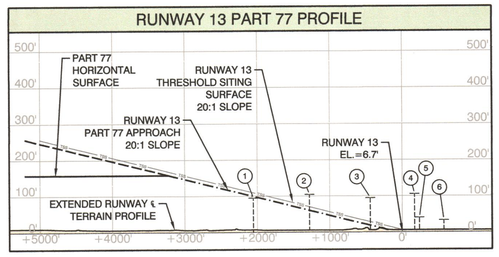
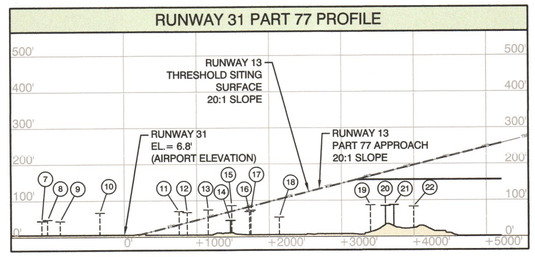


RUNWAY 13 PART 77 PROFILE



RUNWAY 31 PART 77 PROFILE



PART 77 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	AFFECTED PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	DISPOTITION
1	Transmission Tower	94.6'	Horizontal	156.8'	-62.2'	No Action
2	Transmission Tower	104.2'	Transitional	129.4'	-25.2'	No Action
3	Transmission Tower	94.3'	Transitional	87.1'	7.2'	No Action
4	Transmission Tower	105.4'	Transitional	111.2'	-5.8'	No Action
5	Trees	40.5'	Transitional	16.9'	23.6'	Cut / Trim
6	Trees	33.3'	Transitional	15.8'	17.5'	Cut / Trim
7	Trees	44.8'	Transitional	27.6'	17.2'	Cut / Trim
8	Trees	48.5'	Transitional	30.5'	18.0'	Cut / Trim
9	Trees	44.3'	Transitional	36.1'	8.2'	Cut / Trim
10	Control Tower	67.0'	Transitional	32.2'	34.8'	No Action
11	Beacon	70.7'	Horizontal	156.8'	-86.1'	No Action
12	Trees	67.6'	Transitional	93.6'	-26.0'	No Action
13	Trees	74.6'	Transitional	136.0'	-61.4'	No Action
14	Tree	45.9'	Rwy 31 Approach	70.1'	-24.2'	No Action
15	Tree	86.5'	Transitional	142.8'	-56.3'	No Action
16	Tree	69.6'	Transitional	98.1'	-28.5'	No Action
17	Tree	73.3'	Transitional	120.7'	-47.4'	No Action
18	Tank	54.1'	Transitional	129.6'	-75.5'	No Action
19	Terrain	86.6'	Horizontal	156.8'	-70.2'	No Action
20	Terrain	84.6'	Horz. / Rwy 31 Ap.	156.8'	-72.2'	No Action
21	Terrain	87.1'	Horz. / Rwy 31 Ap.	156.8'	-69.7'	No Action
22	Terrain	82.9'	Horizontal	156.8'	-73.9'	No Action

LEGEND: PLAN VIEW

- Existing Runway
- Airport Property Boundary
- Avigation Easement
- Part 77 Surfaces
- Part 77 Approach Surface
- Part 77 Surface Contour
- Threshold Siting Surface
- Runway Protection Zone (RPZ)
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface
- Terrain Contours

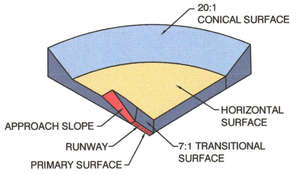
LEGEND: PROFILE VIEW

- Part 77 Approach Surface
- Threshold Siting Surface
- 40:1 Departure Surface
- Object Under Approach Surface
- Object Under Horizontal/Conical 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).
- Only airspace surfaces associated with ultimate runway configurations are illustrated. All objects are analyzed against the ultimate airspace surfaces.
- Airport vertical datum source: Airport 5010 and AVN Data Sheet.
- Objects elevation source: PLS Surveys Inc. August 20, 2013.
- Basemap source: USGS Topographic Survey Maps.
- Landfill contours illustrated here at 5-foot intervals. Landfill topo is updated annually and determined to be more accurate than USGS topoquad contours. Source: City of Palo Alto (2013). Landfill is set to be topped out at a maximum elevation of 60 feet MSL in 2014. Grading plan for landfill permit approved by State agencies restricts elevations of 60 ft. MSL at the landfill. When the landfill is completely closed, all points and elevations will be less than or equal to that limit.
- Where multiple trees are clustered together, the most critical in the group was analyzed against airspace surfaces.
- See Inner-Approach Sheet 5 for close-in obstructions in RPZ areas.

TYPICAL FAR PART 77 SURFACES



MAGNETIC DECLINATION 13° 50' 16" E
ANNUAL CHANGE: 0° 8.1' WEST
AUGUST 2013

1,000' 0 FEET 2,000'

VERTICAL EXAGGERATION OF 5
VERTICAL SCALE: 1"=200'

NO.	REVISION	SPONSOR	DATE
4	County to City Transfer and Obstruction Update	Mead & Hunt, Inc.	April 2014
3	Add Future AWOS	Mead & Hunt, Inc.	March 2009
2	Add ACIP Projects	Mead & Hunt, Inc.	Aug. 2008
1	Airport Master Plan Update	Mead & Hunt, Inc.	March 2007

PALO ALTO AIRPORT
PALO ALTO, CALIFORNIA
PART 77 AIRSPACE

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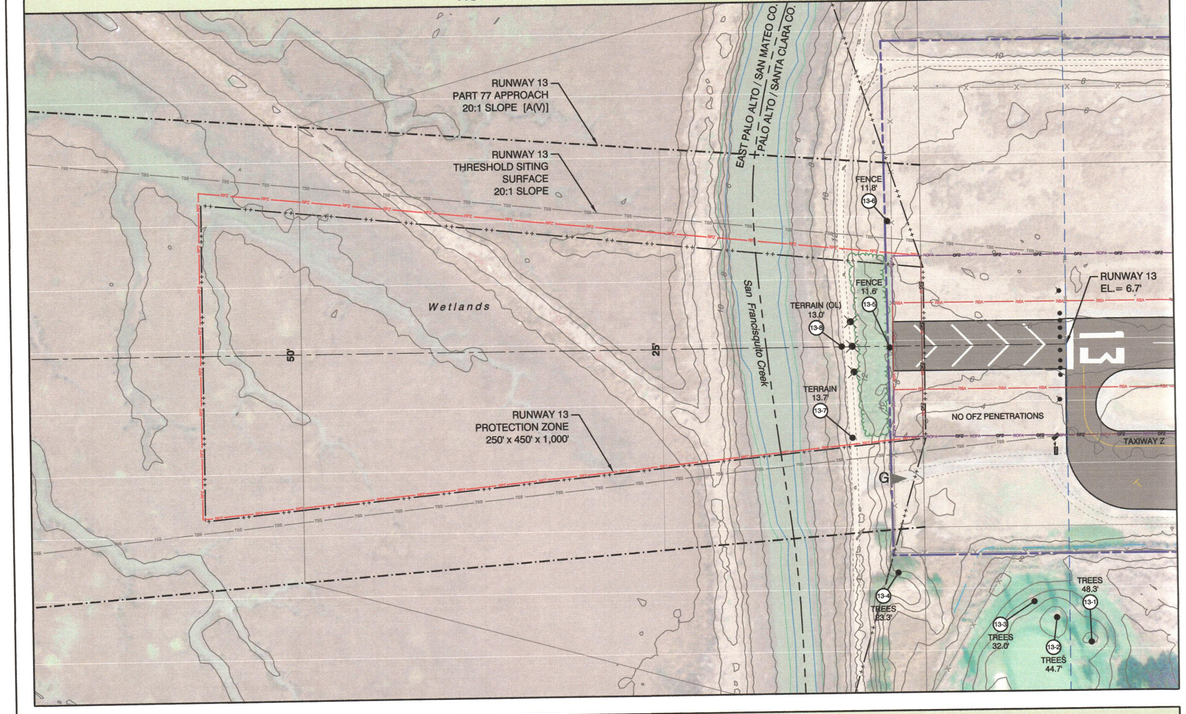
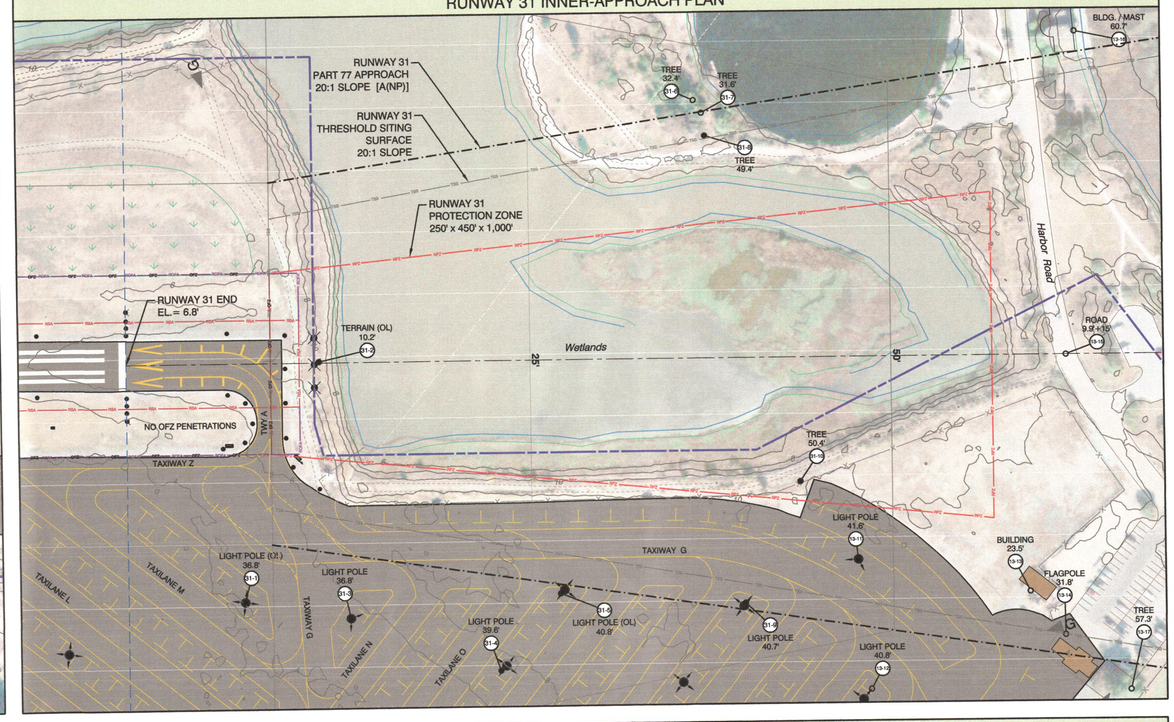
CITY OF PALO ALTO

DESIGN: BM | DRAWN: TE/BM | DATE: SEPTEMBER 2014 | SHEET 5 OF 9

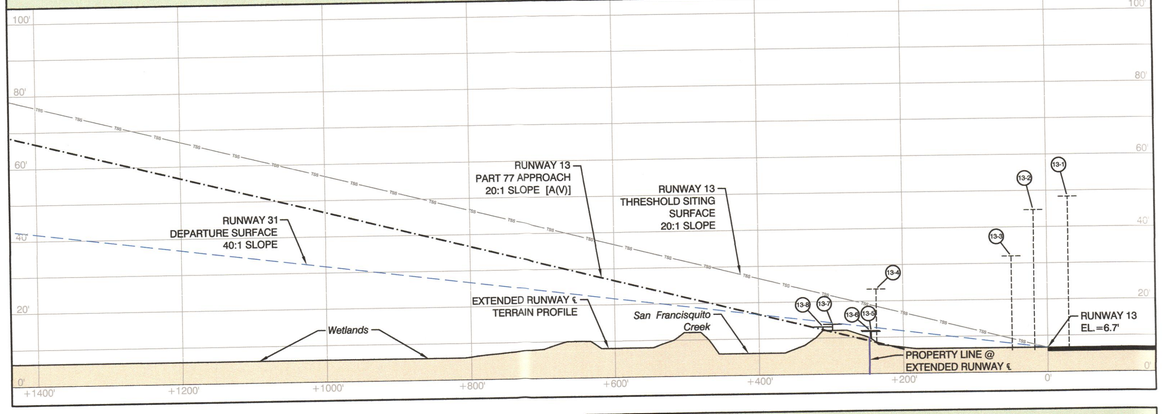
RUNWAY 13 INNER-APPROACH PLAN



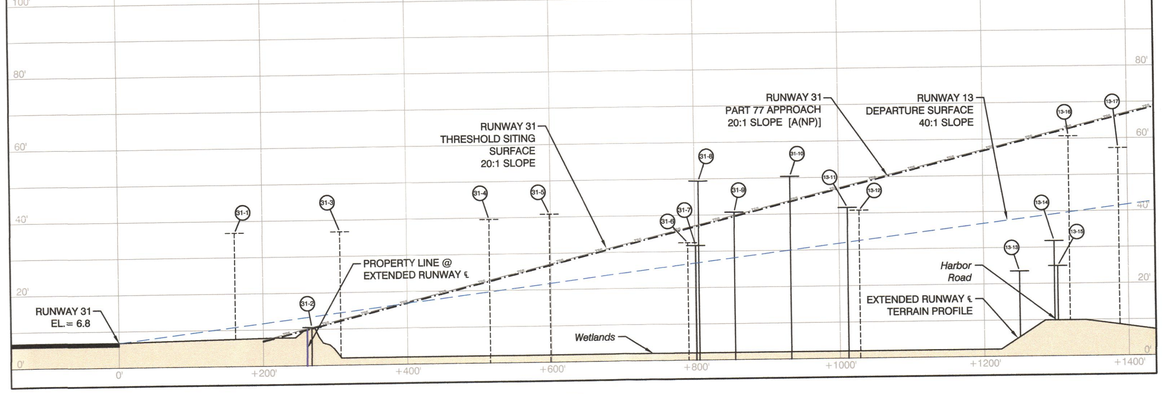
RUNWAY 31 INNER-APPROACH PLAN



RUNWAY 13 INNER-APPROACH PROFILE



RUNWAY 31 INNER-APPROACH PROFILE



LEGEND: PLAN VIEW

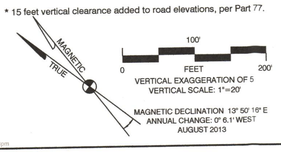
- Airport Property Boundary
- Avigation Easement
- Part 77 Surfaces
- Part 77 Approach Surface
- Part 77 Surface Contour
- Threshold Siting Surface
- Runway Protection Zone (RPZ)
- Runway Safety Area (RSA)
- Runway Object Free AREA (ROFA)
- Obstacle Free Zone (OFZ)
- Object Clear of Part 77 Surface
-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

LEGEND: PROFILE VIEW

- Part 77 Approach Surface
- Threshold Siting Surface
- 40:1 Departure Surface
- Object Under Approach Surface
- Object Under Transitional Surface

NOTES:

- Runway ends, Part 77 surface contours and object elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Only airspace surfaces associated with ultimate runway configurations are illustrated. All objects are analyzed against the ultimate airspace surfaces.
- Airport vertical datum source: Airport 5010 and AVN Data Sheet.
- Objects elevation source: PLS Surveys Inc. August 20, 2013.
- Aerial photo source: Cal-Atlas HiRes Urban Imagery
- Where multiple trees are clustered together, the most critical in the group was analyzed against airspace surfaces.
- 15 feet vertical clearance added to road elevations, per Part 77.



RUNWAY 13 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	DISPOSITION
13-1	Trees	48.3'	Transitional	30.1'	18.2'	Object not under surface	N/A	Cut / Trim
13-2	Trees	44.7'	Transitional	25.2'	19.5'	Object not under surface	N/A	Cut / Trim
13-3	Trees	32.0'	Transitional	22.0'	10.0'	Object not under surface	N/A	Cut / Trim
13-4	Trees	23.3'	Transitional	18.6'	4.7'	Object not under surface	N/A	Cut / Trim
13-5	Fence	11.6'	Approach	9.0'	2.6'	19.0'	-7.4'	No Action
13-6	Fence	11.8'	Approach	9.1'	2.7'	Object not under surface	N/A	No Action
13-7	Terrain ^	13.7'	Approach	11.7'	2.0'	21.7'	-8.0'	No Action
13-8	Terrain (OL) ^	13.0'	Approach	12.4'	0.6'	22.4'	-9.4'	No Action

Note: A negative penetration value indicates the object is clear of the airspace surface.
OL: Obstruction Light
^ Public walking path located north of the approach end of Runway 13. No objects greater than 8 feet are expected on this path.

RUNWAY 31 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	DISPOSITION
31-1	Light Pole (OL)	36.8'	Transitional	18.4'	18.4'	Object not under surface	N/A	No Action
31-2	Terrain (OL)	10.2'	Approach	10.2'	0.0'	10.2'	0.0'	No Action
31-3	Light Pole	36.8'	Transitional	25.3'	11.5'	Object not under surface	N/A	Obstruction Light
31-4	Light Pole	39.6'	Transitional	41.6'	-2.0'	Object not under surface	N/A	Obstruction Light
31-5	Light Pole (OL)	40.8'	Transitional	29.2'	11.6'	Object not under surface	N/A	No Action
31-6	Tree	32.4'	Transitional	39.2'	-6.8'	Object not under surface	N/A	Cut / Trim
31-7	Tree	31.6'	Approach	36.9'	-5.3'	Object not under surface	N/A	Cut / Trim
31-8	Tree	49.4'	Approach	37.1'	12.3'	37.1'	12.3'	Cut / Trim
31-9	Light Pole	40.7'	Approach	39.6'	1.1'	Object not under surface	N/A	Obstruction Light
31-10	Tree	50.4'	Approach	43.4'	7.0'	43.4'	7.0'	Cut / Trim
31-11	Light Pole	41.6'	Approach	47.4'	-5.8'	47.4'	-5.8'	Obstruction Light
31-12	Light Pole	40.8'	Transitional	60.4'	-19.6'	Object not under surface	N/A	No Action
31-13	Building	23.5'	Approach	59.3'	-35.8'	59.3'	-35.8'	No Action
31-14	Flagpole	31.8'	Approach	61.7'	-29.9'	61.7'	-29.9'	No Action
31-15	Road*	24.9'	Approach	61.9'	-37.0'	61.9'	-37.0'	No Action
31-16	Building / Mast	60.7'	Transitional	67.7'	-7.0'	Object not under surface	N/A	No Action
31-17	Tree	57.3'	Transitional	72.0'	-14.7'	Object not under surface	N/A	No Action

Note: A negative penetration value indicates the object is clear of the airspace surface.
OL: Obstruction Light

NO.	REVISION	SPONSOR	DATE
4	County to City Transfer and Obstruction Update	Mead & Hunt, Inc.	April 2014
3	Add Future AWOS	Mead & Hunt, Inc.	March 2009
2	Add ACIP Projects	Mead & Hunt, Inc.	Aug. 2008
1	Airport Master Plan Update	Mead & Hunt, Inc.	March 2007

PALO ALTO AIRPORT
PALO ALTO, CALIFORNIA

INNER APPROACH PLAN AND PROFILE

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CITY OF PALO ALTO

DESIGN:	DRAWN:	DATE:	SHEET
BM	TE/BM	SEPTEMBER 2014	6 OF 9

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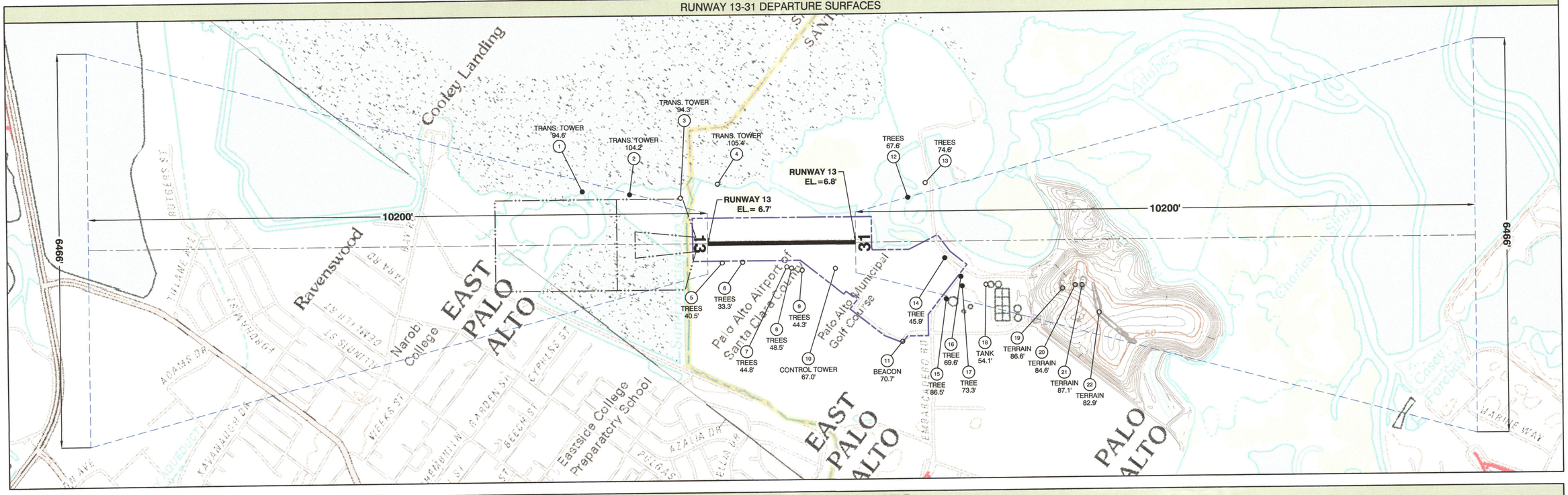
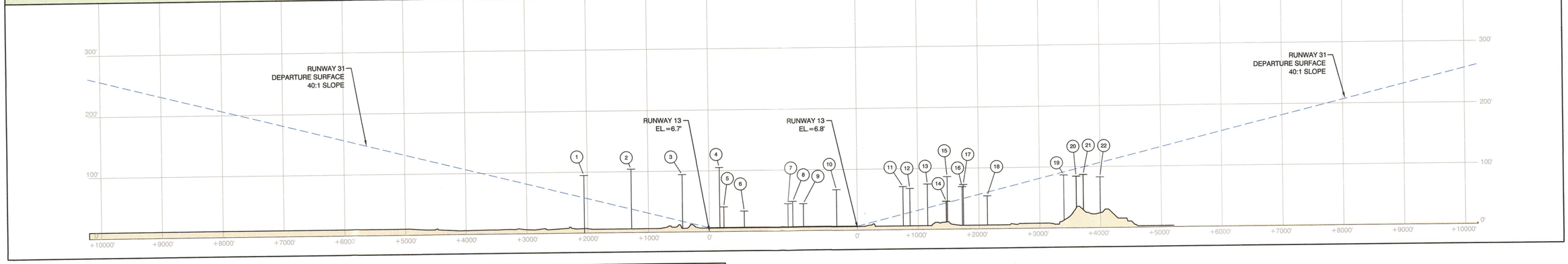
RUNWAY 13-31 DEPARTURE SURFACES



RUNWAY 13-31 DEPARTURE SURFACES PROFILE



LEGEND: PLAN VIEW

- Airport Property Boundary
- Avigation Easement
- 40:1 Departure Surface
- Object Clear of Departure Surface
- Object Penetrates Departure Surface
- Terrain Contours

LEGEND: PROFILE VIEW

- 40:1 Departure Surface
- 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).
- Airport vertical datum source: Airport 5010 and AVN Data Sheet.
- Objects elevation source: PLS Surveys Inc. August 20, 2013.
- Basemap source: USGS Topographic Survey Maps.
- Landfill contours illustrated here at 5-foot intervals. Landfill topo is updated annually and determined to be more accurate than USGS topoquad contours. Source: City of Palo Alto (2013). Landfill is set to be topped out at a maximum elevation of 60 feet MSL in 2014. Grading plan for landfill permit approved by State agencies restricts elevations of 60 ft. MSL at the landfill. When the landfill is completely closed, all points and elevations will be less than or equal to that limit.
- Where multiple trees are clustered together, the most critical in the group was analyzed against airspace surfaces.
- Sheet displays all objects surveyed for Part 77 analysis to illustrate which objects do not fall under the departure surfaces.

DEPARTURE SURFACE OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	AFFECTED SURFACE	DEPARTURE SURFACE ELEVATION	DEPARTURE SURFACE PENETRATION	DISPOTITION
1	Transmission Tower	94.6'	Rwy 31 Departure	98.1'	98.5'	No Action
2	Transmission Tower	104.2'	Rwy 31 Departure	98.7'	65.5'	No Action
3	Transmission Tower	94.3'	Not Under Surface	N/A	N/A	No Action
4	Transmission Tower	105.4'	Not Under Surface	N/A	N/A	No Action
5	Trees	40.5'	Not Under Surface	N/A	N/A	Cut / Trim
6	Trees	33.3'	Not Under Surface	N/A	N/A	Cut / Trim
7	Trees	44.8'	Not Under Surface	N/A	N/A	Cut / Trim
8	Trees	48.5'	Not Under Surface	N/A	N/A	Cut / Trim
9	Trees	44.3'	Not Under Surface	N/A	N/A	Cut / Trim
10	Control Tower	67.0'	Not Under Surface	N/A	N/A	No Action
11	Beacon	70.7'	Not Under Surface	N/A	N/A	No Action
12	Trees	67.6'	Rwy 31 Departure	28.4'	39.2'	No Action
13	Trees	74.6'	Not Under Surface	N/A	N/A	No Action
14	Tree	45.9'	Rwy 31 Departure	43.4'	2.6'	No Action
15	Tree	86.5'	Rwy 31 Departure	43.8'	42.7'	No Action
16	Tree	69.6'	Rwy 31 Departure	49.9'	19.7'	No Action
17	Tree	73.3'	Rwy 31 Departure	50.4'	22.9'	No Action
18	Tank	54.1'	Rwy 31 Departure	60.2'	-6.1'	No Action
19	Terrain	86.6'	Rwy 31 Departure	91.7'	-5.1'	No Action
20	Terrain	84.6'	Rwy 31 Departure	96.9'	-12.3'	No Action
21	Terrain	87.1'	Rwy 31 Departure	99.8'	-12.7'	No Action
22	Terrain	82.9'	Rwy 31 Departure	106.7'	-23.8'	No Action

MAGNETIC DECLINATION 13° 50' 16" E
ANNUAL CHANGE: 0° 6.1' WEST
AUGUST 2013

800'
0
FEET
1,600'

VERTICAL EXAGGERATION OF 10
VERTICAL SCALE: 1"=80'

NO.	REVISION	SPONSOR	DATE
4	County to City Transfer and Obstruction Update	Mead & Hunt, Inc.	April 2014
3	Add Future AWOS	Mead & Hunt, Inc.	March 2009
2	Add ACIP Projects	Mead & Hunt, Inc.	Aug. 2008
1	Airport Master Plan Update	Mead & Hunt, Inc.	March 2007

PALO ALTO AIRPORT
PALO ALTO, CALIFORNIA

RUNWAY DEPARTURE SURFACES

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CITY OF PALO ALTO

DESIGN:	DRAWN:	DATE:	SHEET
BM	TE/BM	SEPTEMBER 2014	7 OF 9

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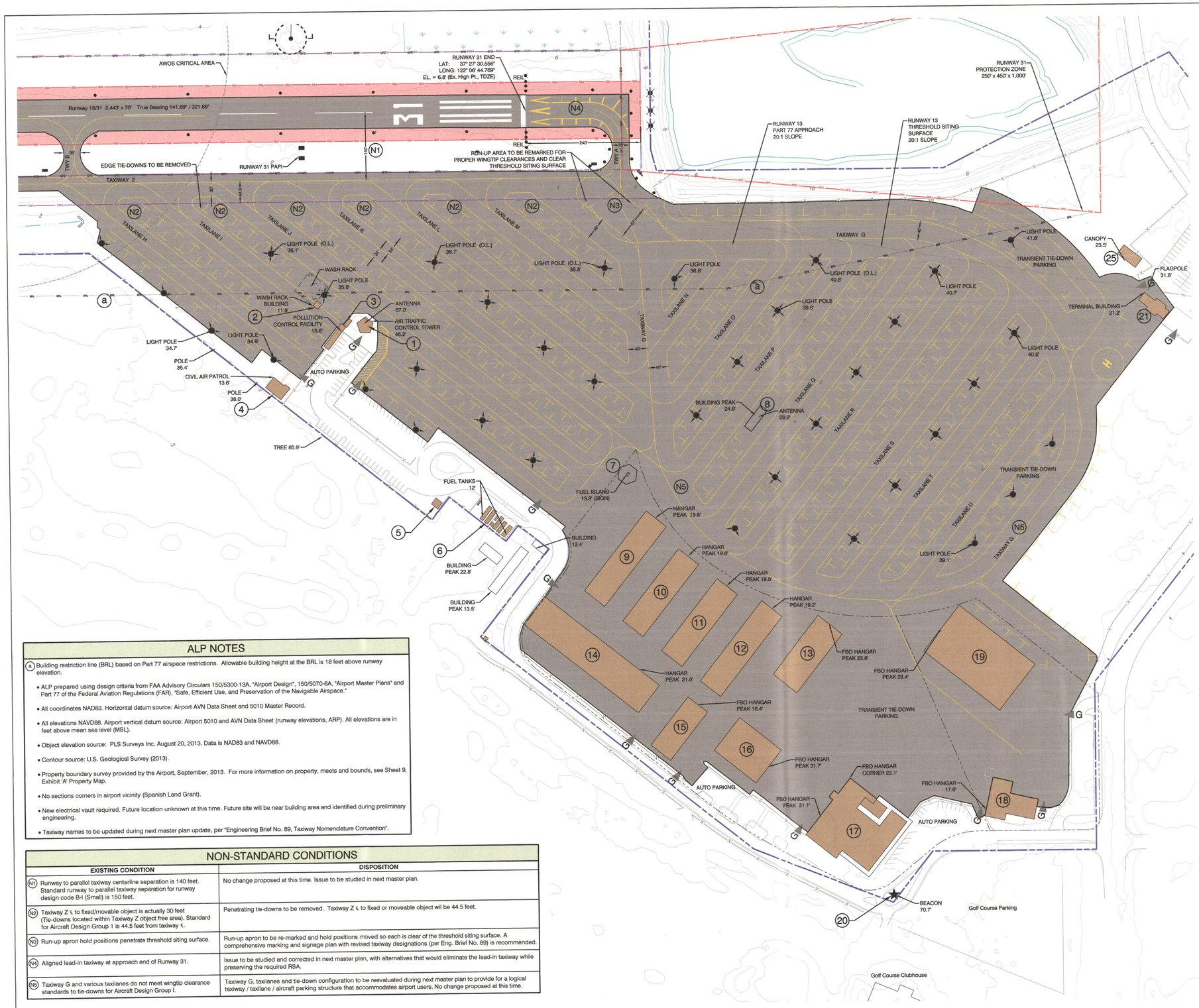

DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		N/A
AIRPORT PROPERTY		N/A
AVIGATION EASEMENT		N/A
AIRPORT REFERENCE POINT		N/A
RUNWAY SAFETY AREA (RSA)		N/A
RUNWAY PROTECTION ZONE (RPZ)		N/A
RUNWAY OBJECT FREE AREA (ROFA)		N/A
OBSTACLE FREE ZONE (OFZ)		N/A
BUILDING RESTRICTION LINE (BRL)		N/A
TAXIWAY OBJECT FREE AREA (TOFA)		N/A
FAR PART 77 APPROACH SURFACE		N/A
THRESHOLD SITING SURFACE (TSS)		N/A
TAXIWAY / LANE MARKING		
RUNWAY LIGHTS (EDGE / THRESHOLD / REIL)		N/A
BEACON		N/A
PRECISION APPROACH PATH INDICATOR (PAPI)		N/A
TAXIWAY SIGN		N/A
WIND CONE		N/A
SEGMENTED CIRCLE		N/A
AUTOMATED WEATHER OBSERVING STATION		N/A
AWOS CRITICAL AREA		N/A
LIGHT POLE		N/A
OBSTRUCTION LIGHT		N/A
BUILDING - ON AIRPORT		N/A
BUILDING - OFF AIRPORT		N/A
PUBLIC ROAD		N/A
AIRPORT SERVICE ROAD		N/A
PUBLIC TRAIL		N/A
FENCE		N/A
GATE		N/A
OVERHEAD TRANSMISSION LINES		N/A
CHANNEL / DITCH		N/A
POND / WETLAND		N/A
TERRAIN CONTOUR		N/A

EXISTING FACILITY LEGEND

Facility	Elevation
(1) Air Traffic Control Tower	67.0'
(2) Wash Rack	11.9'
(3) Pollution Control Facility (Wash Rack)	15.6'
(4) Civil Air Patrol Building	13.6'
(5) Storage Shed (To Be Removed)	13' (est)
(6) Fuel Storage Facility	12' (est)
(7) Fuel Island	13.8'
(8) Storm Water Pump Station	28.8'
(9) Hangar	19.6'
(10) Hangar	19.6'
(11) Hangar	19.0'
(12) Hangar	19.2'
(13) FBO Hangar	23.6'
(14) Hangar	21.0'
(15) FBO Hangar	18.4'
(16) FBO Hangar	31.7'
(17) FBO Hangar	31.1'
(18) FBO Hangar	17.6'
(19) FBO Hangar	28.4'
(20) Rotating Beacon	70.7'
(21) Terminal	21.2'
(22) Runway 13 PAPI	6'
(23) Runway 31 PAPI	5'
(24) Automated Weather Observing Station	17' (est)
(25) Equipment Storage	23.5'

ALP NOTES

(a) Building restriction line (BRL) based on Part 77 airspace restrictions. Allowable building height at the BRL is 18 feet above runway elevation.

- ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A, "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."
- All coordinates NAD83. Horizontal datum source: Airport AVN Data Sheet and 5010 Master Record.
- All elevations NAVD88. Airport vertical datum source: Airport 5010 and AVN Data Sheet (runway elevations, ARP). All elevations are in feet above mean sea level (MSL).
- Object elevation source: PLS Surveys Inc. August 20, 2013. Data is NAD83 and NAVD88.
- Contour source: U.S. Geological Survey (2013).
- Property boundary survey provided by the Airport, September, 2013. For more information on property, meets and bounds, see Sheet 9, Exhibit 'A' Property Map.
- No sections corners in airport vicinity (Spanish Land Grant).
- New electrical vault required. Future location unknown at this time. Future site will be near building area and identified during preliminary engineering.
- Taxiway names to be updated during next master plan update, per "Engineering Brief No. 89, Taxiway Nomenclature Convention".

NON-STANDARD CONDITIONS

EXISTING CONDITION	DISPOSITION
(N1) Runway to parallel taxiway centerline separation is 140 feet. Standard runway to parallel taxiway separation for runway design code B-I (Small) is 150 feet.	No change proposed at this time. Issue to be studied in next master plan.
(N2) Taxiway Z ℄ to fixed/movable object is actually 30 feet (Tie-downs located within Taxiway Z object free area). Standard for Aircraft Design Group 1 is 44.5 feet from taxiway ℄.	Penetrating tie-downs to be removed. Taxiway Z ℄ to fixed or moveable object wil be 44.5 feet.
(N3) Run-up apron hold positions penetrate threshold siting surface.	Run-up apron to be re-marked and hold positions moved so each is clear of the threshold siting surface. A comprehensive marking and signage plan with revised taxiway designations (per Eng. Brief No. 89) is recommended.
(N4) Aligned lead-in taxiway at approach end of Runway 31.	Issue to be studied and corrected in next master plan, with alternatives that would eliminate the lead-in taxiway while preserving the required RSA.
(N5) Taxiway G and various taxilanes do not meet wingtip clearance standards to tie-downs for Aircraft Design Group I.	Taxiway G, taxilanes and tie-down configuration to be reevaluated during next master plan to provide for a logical taxiway / taxilane / aircraft parking structure that accommodates airport users. No change proposed at this time.

MAGNETIC
TRUE

MAGNETIC DECLINATION 13° 50' 16" E
ANNUAL CHANGE: 0° 6.1' WEST
AUGUST 2013

100'
0 FEET 200'

NO.	REVISION	SPONSOR	DATE
4	County to City Transfer and Obstruction Update	Mead & Hunt, Inc.	April 2014
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PALO ALTO AIRPORT
PALO ALTO, CALIFORNIA
BUILDING AREA PLAN

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CITY OF PALO ALTO

DESIGN:	DRAWN:	DATE:	SHEET
BM	TE/BM	SEPTEMBER 2014	8 OF 9

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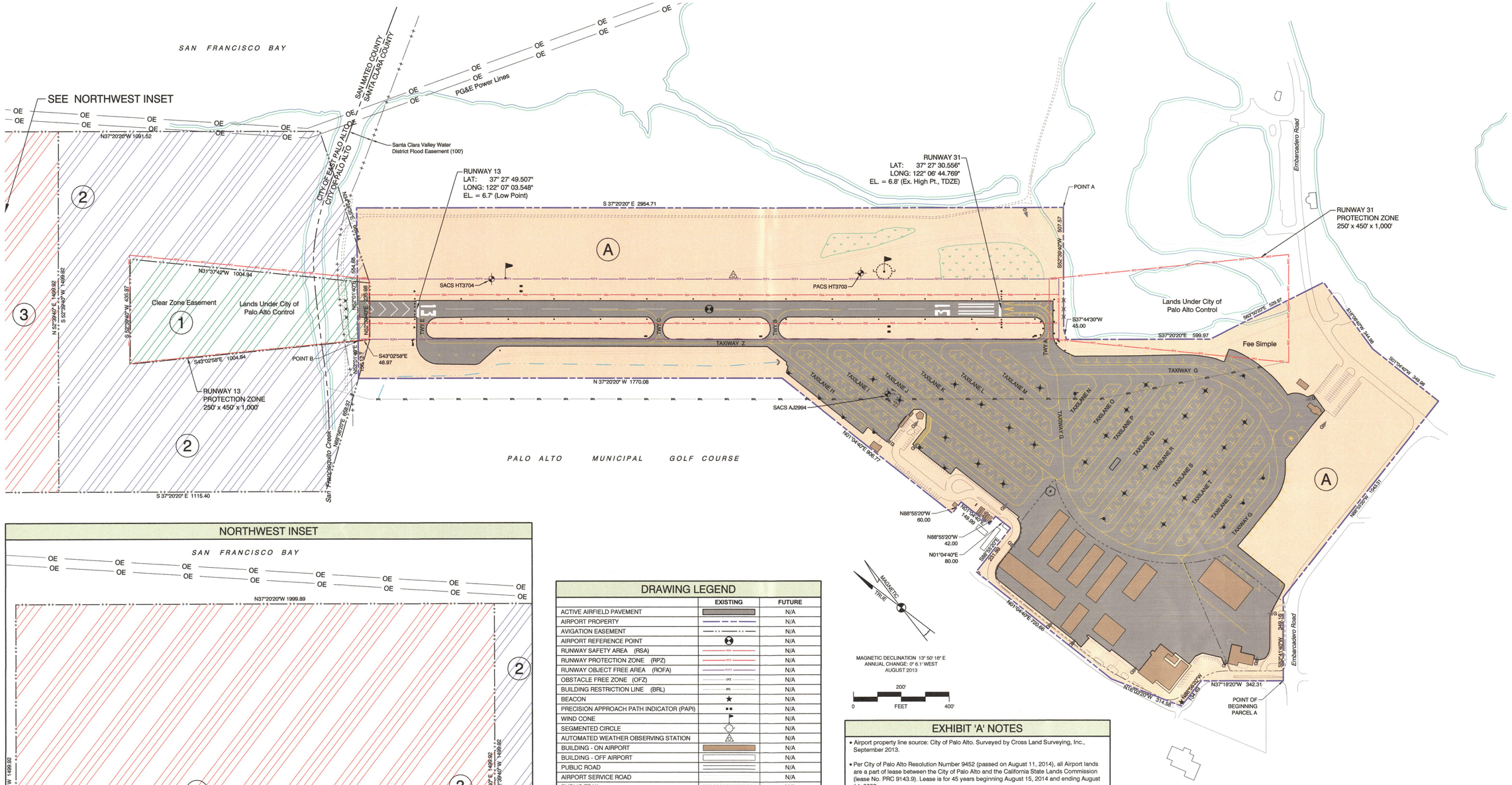

NORTHWEST INSET

DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		N/A
AIRPORT PROPERTY		N/A
AVIGATION EASEMENT		N/A
AIRPORT REFERENCE POINT		N/A
RUNWAY SAFETY AREA (RSA)		N/A
RUNWAY PROTECTION ZONE (RPZ)		N/A
RUNWAY OBJECT FREE AREA (ROFA)		N/A
OBSTACLE FREE ZONE (OFZ)		N/A
BUILDING RESTRICTION LINE (BRL)		N/A
BEACON		N/A
PRECISION APPROACH PATH INDICATOR (PAPI)		N/A
WIND CONE		N/A
SEGMENTED CIRCLE		N/A
AUTOMATED WEATHER OBSERVING STATION		N/A
BUILDING - ON AIRPORT		N/A
BUILDING - OFF AIRPORT		N/A
PUBLIC ROAD		N/A
AIRPORT SERVICE ROAD		N/A
PUBLIC TRAIL		N/A
OVERHEAD TRANSMISSION LINES		N/A
CHANNEL / DITCH		N/A
POND / WETLAND		N/A

EXHIBIT 'A' NOTES

- Airport property line source: City of Palo Alto. Surveyed by Cross Land Surveying, Inc., September 2013.
- Per City of Palo Alto Resolution Number 9452 (passed on August 11, 2014), all Airport lands are a part of lease between the City of Palo Alto and the California State Lands Commission (lease No. PRC 9143.9). Lease is for 45 years beginning August 15, 2014 and ending August 14, 2059.
- Airport property consolidated into one parcel (008-06-001) from previous acquisitions. Portions of parcels listed here may also be a part of lands outside the Airport boundary. Surrounding land is City of Palo Alto property (Golf Course).

AIRPORT PROPERTY DATA

PARCEL ID	ACRES	TYPE OF INTEREST	GRANTOR	DATE ACQUIRED	CONVEYANCE	BOOK AND PAGE RECORDING	ASSESSORS PARCEL NUMBER (APN)	FAA GRANT NUMBER	TYPE OF EASEMENT
A	102.4	FEE SIMPLE	LAUMEISTER	SEPT. 15, 1930	INDENTURE	BOOK 500 PAGE 89	008-06-001	N/A	N/A
			SEALE /LAUMEISTER	JAN. 14, 1921	INDENTURE	BOOK 531 PAGE 144		N/A	N/A
			LAUMEISTER	JAN. 14, 1921	INDENTURE	BOOK 532 PAGE 59		N/A	N/A
			SEALE	JULY 11, 1933	GRANT DEED	BOOK 658 PAGE 23		N/A	N/A
			MORGAN OYSTER CO.	OCT. 18, 1934	INDENTURE	BOOK 704 PAGE 445		N/A	N/A
			NICOLAY	AUG. 17, 1939	GRANT DEED	BOOK 856 PAGE 203		N/A	N/A
			LESLIE SALT CO.	MARCH 8, 1951	DEED	BOOK 1951 PAGE 216		N/A	N/A
			PALO ALTO YACHT CLUB	JAN. 2, 1963	QUITCLAIM DEED	BOOK 5847 PAGE 511		N/A	N/A
1	7.7	EASEMENT	CITY OF PALO ALTO	AUG. 13, 1996	EASEMENT	DOC. # 96-145665	063-580-090	N/A	CLEAR ZONE
2	34.2	EASEMENT							CLEAR ZONE
3	68.9	EASEMENT							CLEAR ZONE

NO.	REVISION	SPONSOR	DATE
4	County to City Transfer and Obstruction Update	Mead & Hunt, Inc.	April 2014
3	Add Future AWOS	Mead & Hunt, Inc.	March 2009
2	Add ACIP Projects	Mead & Hunt, Inc.	Aug. 2008
1	Airport Master Plan Update	Mead & Hunt, Inc.	March 2007

PALO ALTO AIRPORT
PALO ALTO, CALIFORNIA

EXHIBIT 'A' PROPERTY MAP

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Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com

CITY OF PALO ALTO

DESIGN:	DRAWN:	DATE:	SHEET
BM	TE/BM	SEPTEMBER 2014	9 OF 9

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