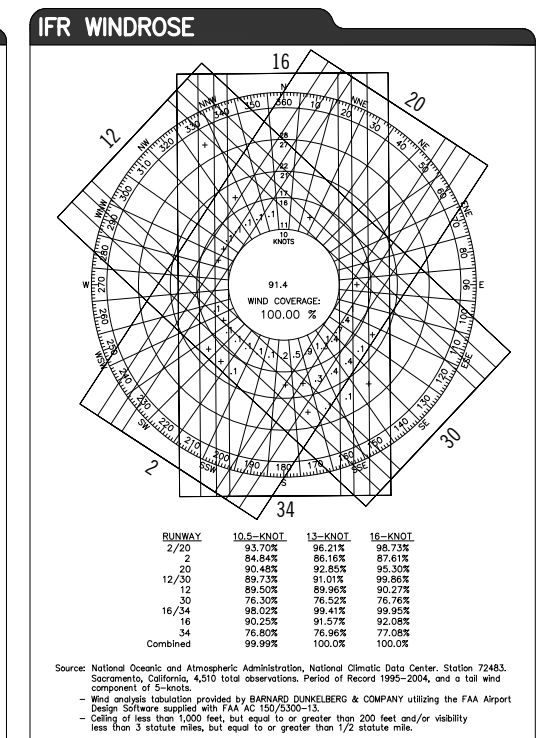
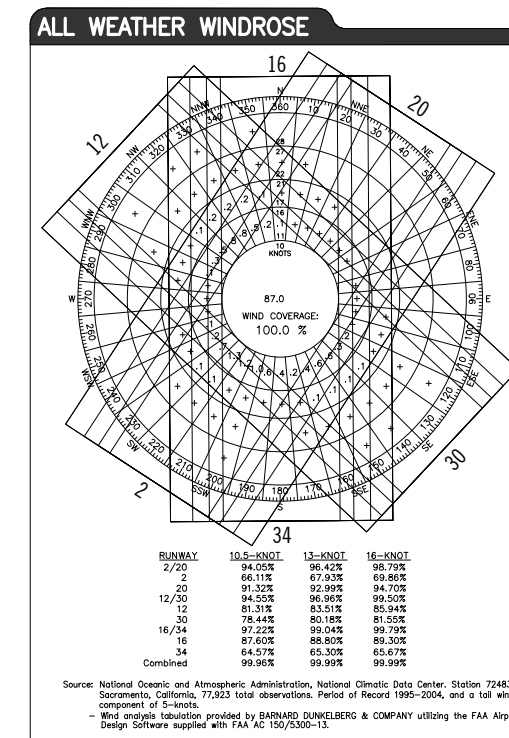


SACRAMENTO

COUNTY AIRPORT SYSTEM

EXECUTIVE AIRPORT MASTER PLAN



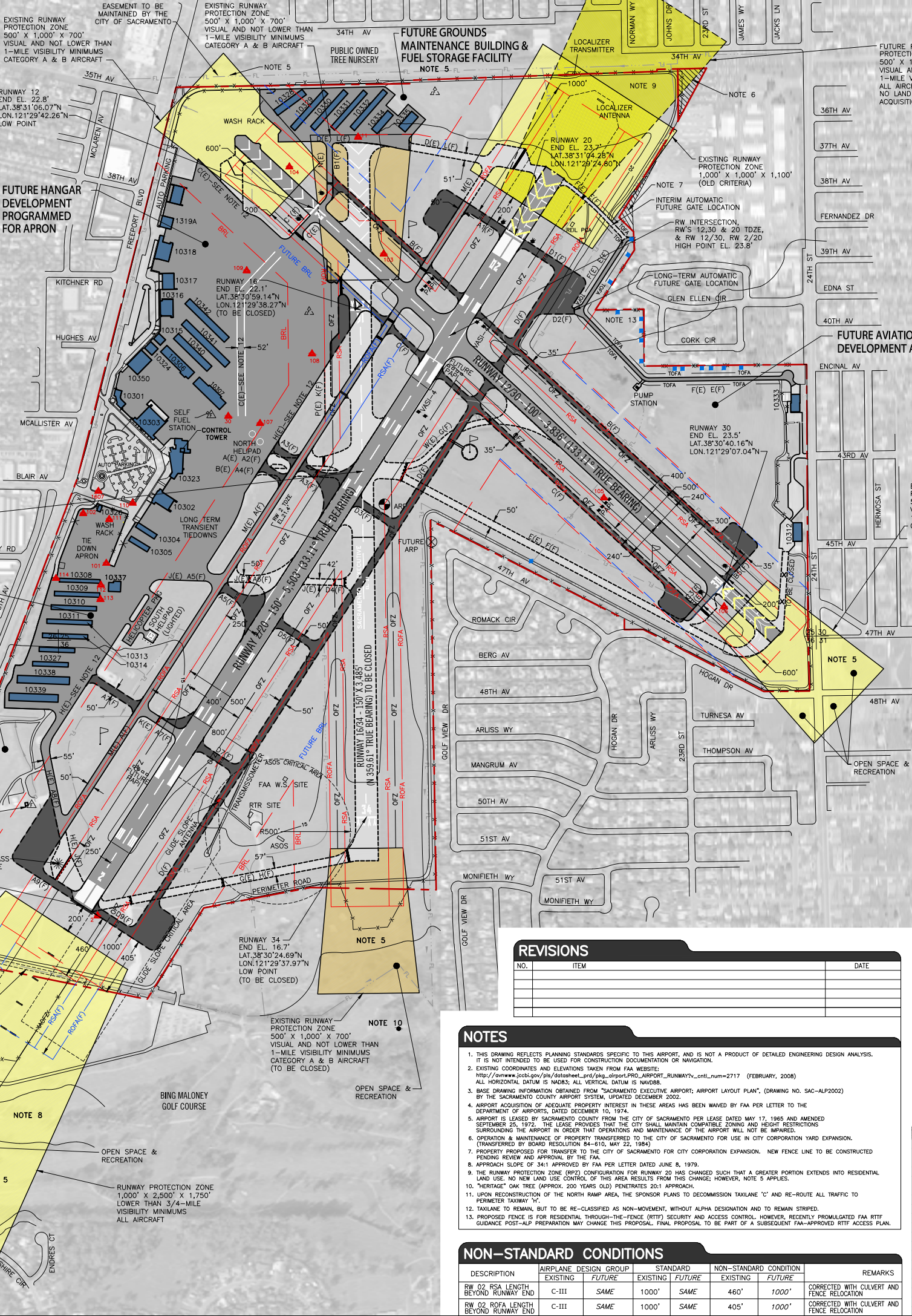
AIRPORT LAYOUT PLAN

Page 1 of 13	AIRPORT LAYOUT PLAN
Page 2 of 13	AIRPORT AIRSPACE PLAN - Conical Surface
Page 3 of 13	AIRPORT AIRSPACE PLAN - Extended Approach
Page 4 of 13	AIRPORT AIRSPACE PLAN - Extended Approach Profiles
Page 5 of 13	INNER PORTION OF THE APPROACH SURFACE DRAWING Runway 2 (Plan View)
Page 6 of 13	INNER PORTION OF THE APPROACH SURFACE DRAWING Runway 2 (Profile View)
Page 7 of 13	INNER PORTION OF THE APPROACH SURFACE DRAWING Runway 20 (Plan and Profile Views)
Page 8 of 13	INNER PORTION OF THE APPROACH SURFACE DRAWING Runway 12/30 (Plan and Profile Views)
Page 9 of 13	INNER PORTION OF THE APPROACH SURFACE DRAWING Runway 16/34 (Plan and Profile Views)
Page 10 of 13	TERMINAL AREA PLAN - Northwest
Page 11 of 13	TERMINAL AREA PLAN - Southwest
Page 12 of 13	LAND USE DRAWING
Page 13 of 13	AIRPORT PROPERTY MAP



DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	N/A
AIRPORT SECURITY FENCE	---	---
AIRPORT BUILDINGS	---	---
AIRFIELD PAVEMENT	---	---
ABANDONED AIRFIELD PAVEMENT	---	---
PAVED ROADS	---	---
RUNWAY PROTECTION ZONE	---	---
AVIGATION EASEMENT	---	---
RUNWAY PROTECTION ZONE (TO BE CLOSED)	---	---
TAXIWAY DESIGNATION	A1(E)	A1(F)
BUILDING RESTRICTION LINE	---	---
TAXIWAY OBJECT FREE AREA/AIRCRAFT PARKING LIMIT	---	---
TAXIWAY OBJECT FREE AREA/AIRCRAFT PARKING LIMIT	---	---
RUNWAY SAFETY AREA	---	---
RUNWAY OBJECT FREE AREA	---	---
INNER APPROACH OFZ	---	---
FENCE	---	---
FUEL STORAGE AREA	---	---
AIRPORT BEACON	---	---
LIGHTED WIND CONE & SEGMENTED CIRCLE	---	---
WIND CONE	---	---
VISUAL APPROACH SLOPE INDICATOR (VASI)	---	---
RUNWAY END IDENTIFIER LIGHTS (REIL)	---	---
AIRPORT REFERENCE POINT (ARP)	---	---
CONTOURS	---	---
PRECISION APPROACH PATH INDICATOR (PAPI)	---	---
SECTION CORNER	---	---
SURVEY MONUMENT	---	---
HOLD LINES & SIGNS	---	---
AIRCRAFT ACCESS GATES	---	---



BUILDING LEGEND

NO.	DESCRIPTION	TOP ELEVATION	NO.	DESCRIPTION	TOP ELEVATION
10301	SAC JET ADMINISTRATION BUILDING	48.40'	10327	RENTAL T HANGARS NO. 49-58	NO PLAN
10302	EXECUTIVE AIR REPAIR	32' ABOVE GRADE	10328	RENTAL T HANGARS NO. 100-105	NO PLAN
10303	SAC JET HANGAR (HANGAR #3)	54.00'	10329	RENTAL T HANGARS NO. 106-115	38.56'
10304	RENTAL T HANGARS NO. 11-14 (WOOD)	15' ABOVE GRADE	10330	RENTAL T HANGARS NO. 116-125	33.97'
10305	RENTAL T HANGARS NO. 15-18 (WOOD)	15' ABOVE GRADE	10331	RENTAL T HANGARS NO. 126-135	33.97'
10306	SAC JET T HANGARS	37.33'	10332	RENTAL T HANGARS NO. 136-145	33.97'
10307	SAC JET T HANGARS	39.28'	10333	RADMAN AERIAL SURVEYS	33.97'
10308-311	RENTAL T HANGARS NO. 1-48 (METAL)	NO PLAN	10334	RENTAL T HANGARS NO. 146-149	NO PLAN
10312	SAC JET HANGAR	39.50'	10335	RENTAL T HANGARS NO. 150-154	NO PLAN
10313-314	RENTAL T HANGARS NO. 59-74 (METAL)	NO PLAN	10336	FUEL FACILITY (TO BE RELOCATED)	NO PLAN
10315	SAC JET	19.2' ABOVE GRADE	10337	AIRBORNE ELECTRONICS	NO PLAN
10316	CARTWRIGHT AERIAL SURVEYS	42.12'	10338	RENTAL T HANGARS NO. 1A-16A	NO PLAN
10317	IVAN AIR	35.06'	10339	RENTAL T HANGARS NO. 17A-31A	31.60'
10318	SACRAMENTO AVIATION MANAGEMENT CO.	41.69'	10340	RENTAL SHADE HANGARS NO. 32A-48A	31.60'
1319A	STATE DEPT. OF FISH AND GAME HANGAR	18.91'±	10341	RENTAL SHADE HANGARS	NO PLAN
10323	TERMINAL BUILDING	80.50'	10342	RENTAL SHADE HANGARS	NO PLAN
10324	MYERS PACIFIC INSURANCE & AIRLINE TRANSPORT PROFESSIONALS	16' ABOVE GRADE	10349	EXECUTIVE AUTO PILOTS	NO PLAN
10326	COUNTY SHERIFF'S AIR SQUADRON	NO PLAN	10350	SAC JET	NO PLAN

SURVEY MONUMENTS

CP #	NORTHING	EASTING	ELEV.	DESCRIPTION
CA-2	1946130.690	6704644.760	16.400	FD DISK
CA-11	1951489.477	6706438.464	22.15	FD DISK
CA-30	1949571.020	6705541.868	19.620	FD DISK
CA-101	1948557.770	6704704.990	18.76	MAG & WSHR
CA-102	1948898.374	6704544.071	19.08	MAG & WSHR
CA-103	1950680.451	6706613.577	21.953	REBAR & CAP
CA-104	1951284.590	6705985.841	20.447	SCRIBED X
CA-105	1949005.893	6708129.101	21.894	REBAR & CAP
CA-106	1948258.424	6708958.693	22.266	REBAR & CAP
CA-107	1941595.181	6705761.872	20.318	MAGNW
CA-108	1950002.265	6706118.224	19.890	MAGNW
CA-109	1950565.679	6705669.804	20.395	MAGW
CA-110	1948971.326	6704882.030	19.058	CUT X
CA-111	1948588.923	6704724.843	19.328	MAGW
CA-112	1948406.384	6704666.275	18.597	MAGSH
CA-113	1948307.126	6704662.228	17.884	MAGSH
CA-114	1948452.014	6704359.665	18.883	MAGSH
CA-1607	1949049.385	6704648.277	19.763	SCRIBED X

NOTE: MONUMENTS ARE NOT PROTECTED.

SPONSOR APPROVAL

SIGNATURE: *[Signature]* DATE: 3/3/12

FAA APPROVAL

APPROVED CONDITIONALLY
FEDERAL AVIATION ADMINISTRATION
AIRPORTS DIVISION
SACRAMENTO, CALIFORNIA

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (Project Number 3-41-0003-12) as provided under Title 49, United States Code, section 47104. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

RUNWAY DATA

	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	3/4-MILE/VISUAL	1/2-MILE/VISUAL	1-MILE/VISUAL	1-MILE/VISUAL	1-MILE/VISUAL	1-MILE/VISUAL	1-MILE/VISUAL	1-MILE/VISUAL	1-MILE/VISUAL	1-MILE/VISUAL
FAR PART 77 APPROACH SLOPE	20:1/50:1	NO CHANGE	20:1/20:1	34:1/20:1	20:1/20:1	20:1/20:1	20:1/20:1	20:1/20:1	20:1/20:1	20:1/20:1
RUNWAY WIDTH X LENGTH	150' x 5,503'	NO CHANGE	100' x 5,503'	NO CHANGE	150' x 5,503'	NO CHANGE	150' x 5,503'	NO CHANGE	150' x 5,503'	NO CHANGE
RUNWAY PAVEMENT TYPE	ASPHALT	NO CHANGE	ASPHALT	NO CHANGE	ASPHALT	NO CHANGE	ASPHALT	NO CHANGE	ASPHALT	NO CHANGE
TAXIWAY PAVEMENT TYPE	ASPHALT	NO CHANGE	ASPHALT	NO CHANGE	ASPHALT	NO CHANGE	ASPHALT	NO CHANGE	ASPHALT	NO CHANGE
PAVEMENT STRENGTH* (IN 1000 LBS.)	60/130/210	NO CHANGE	30/43/67	NO CHANGE	60/85/90	NO CHANGE	60/85/90	NO CHANGE	60/85/90	NO CHANGE
RUNWAY LIGHTING	MIRL	NO CHANGE	MIRL	NO CHANGE	NONE	NO CHANGE	NONE	NO CHANGE	NONE	NO CHANGE
RUNWAY MARKING	PREC./NON-PREC.	PREC./VISUAL	VIS/VIS	NON-PREC./VIS	VIS/VIS	NO CHANGE	VIS/VIS	NO CHANGE	VIS/VIS	NO CHANGE
EFFECTIVE RUNWAY GRADIENT %	0.11	NO CHANGE	0.2	NO CHANGE	0.15	NO CHANGE	0.15	NO CHANGE	0.15	NO CHANGE
MAXIMUM RUNWAY GRADIENT	1.5	NO CHANGE	2.0	NO CHANGE	2.0	NO CHANGE	2.0	NO CHANGE	2.0	NO CHANGE
RUNWAY LINE-OF-SIGHT	NO PENETRATIONS	NO PENETRATIONS	NO PENETRATIONS	NO PENETRATIONS	NO PENETRATIONS	NO CHANGE	NO PENETRATIONS	NO CHANGE	NO PENETRATIONS	NO CHANGE
THRESHOLD SITING SURFACE PENETRATIONS	NO PENETRATIONS	NO PENETRATIONS	NO PENETRATIONS	NO PENETRATIONS	NO PENETRATIONS	NO CHANGE	NO PENETRATIONS	NO CHANGE	NO PENETRATIONS	NO CHANGE
VISUAL APPROACH AIDS	MALSR/VASI/REILS	PAP/MALSR/PAP/REILS	VASI/VASI	PAP/PAP	NONE	NO CHANGE	NONE	NO CHANGE	NONE	NO CHANGE
INSTRUMENT APPROACH AIDS	ILS/VOR/GPS/NONE	NO CHANGE	NONE	NO CHANGE	NONE	NO CHANGE	NONE	NO CHANGE	NONE	NO CHANGE
AIRPORT REFERENCE CODE	C-III	NO CHANGE	B-III	NO CHANGE	B-III	NO CHANGE	B-III	NO CHANGE	B-III	NO CHANGE
DESIGN AIRCRAFT	GULFSTREAM V	NO CHANGE	CESSNA 550	NO CHANGE	BEECHCRaft KING AIR 200	NO CHANGE	BEECHCRaft KING AIR 200	NO CHANGE	BEECHCRaft KING AIR 200	NO CHANGE
APPROACH SPEED	145 MPH	NO CHANGE	108 MPH	NO CHANGE	103 MPH	NO CHANGE	103 MPH	NO CHANGE	103 MPH	NO CHANGE
WINGSPAN	93.5'	NO CHANGE	51.7'	NO CHANGE	54.5'	NO CHANGE	54.5'	NO CHANGE	54.5'	NO CHANGE
MAXIMUM TAKE-OFF WEIGHT	85,509 LBS	NO CHANGE	13,300 LBS	NO CHANGE	12,500LBS	NO CHANGE	12,500LBS	NO CHANGE	12,500LBS	NO CHANGE
UNDER-CARRIAGE WIDTH	14'4"	NO CHANGE	17'2"	NO CHANGE	17'2"	NO CHANGE	17'2"	NO CHANGE	17'2"	NO CHANGE
RUNWAY SAFETY AREA (RSA) WIDTH	500'	NO CHANGE	300'	NO CHANGE	150'	NO CHANGE	150'	NO CHANGE	150'	NO CHANGE
RSA LENGTH BEYOND STOP END	1,000'/1,000'	NO CHANGE	600'/600'	300'/300'	600'/600'	NO CHANGE	600'/600'	NO CHANGE	600'/600'	NO CHANGE
RUNWAY OBJECT FREE AREA (OFA) WIDTH	800'	NO CHANGE	600'	NO CHANGE	600'	NO CHANGE	600'	NO CHANGE	600'	NO CHANGE
OFA LENGTH BEYOND STOP END	1,000'/1,000'	NO CHANGE	600'/600'	300'/300'	600'/600'	NO CHANGE	600'/600'	NO CHANGE	600'/600'	NO CHANGE
OBSTACLE FREE ZONE (OFZ) WIDTH	400'	NO CHANGE	200'	NO CHANGE	400'	NO CHANGE	400'	NO CHANGE	400'	NO CHANGE
OFZ LENGTH BEYOND STOP END	200'	NO CHANGE	200'	NO CHANGE	200'	NO CHANGE	200'	NO CHANGE	200'	NO CHANGE
OBSTACLE FREE ZONE	NO OFZ OBJECT PENETRATIONS	NO OFZ OBJECT PENETRATIONS	NO OFZ OBJECT PENETRATIONS	NO OFZ OBJECT PENETRATIONS	NO OFZ OBJECT PENETRATIONS	NO CHANGE	NO OFZ OBJECT PENETRATIONS	NO CHANGE	NO OFZ OBJECT PENETRATIONS	NO CHANGE
RUNWAY CENTERLINE TO HOLD LINE	250'	NO CHANGE	200'	NO CHANGE	200'	NO CHANGE	200'	NO CHANGE	200'	NO CHANGE
RUNWAY C TO PARALLEL TAXIWAY C	400'	NO CHANGE	300'	240'	300'	NO CHANGE	300'	NO CHANGE	300'	NO CHANGE
TAXIWAY C TO FIXED OR MOVABLE OBJECT	93'	NO CHANGE	93'	65.5'	93'	NO CHANGE	93'	NO CHANGE	93'	NO CHANGE
TAXIWAY OBJECT FREE AREA WIDTH	186'	NO CHANGE	186'	131'	186'	NO CHANGE	186'	NO CHANGE	186'	NO CHANGE
TAXIWAY SAFETY AREA WIDTH	79'	NO CHANGE	79'	26'	79'	NO CHANGE	79'	NO CHANGE	79'	NO CHANGE
TAXIWAY WINGTIP CLEARANCE	118'	NO CHANGE	118'	34'	118'	NO CHANGE	118'	NO CHANGE	118'	NO CHANGE

NOTE: RUNWAY 16/34 CLOSED TO JET AIRCRAFT.

REVISIONS

NO.	ITEM	DATE

NOTES

- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
- EXISTING COORDINATES AND ELEVATIONS TAKEN FROM FAA WEBSITE: <https://www.faa.gov/airports/airport-safety/> (FEBRUARY, 2008)
- ALL HORIZONTAL DATUM IS NAD83. ALL VERTICAL DATUM IS NAVD83.
- BASE DRAWING INFORMATION OBTAINED FROM "SACRAMENTO EXECUTIVE AIRPORT: AIRPORT LAYOUT PLAN", (DRAWING NO. SAC-ALP2002) BY THE SACRAMENTO COUNTY AIRPORT SYSTEM, UPDATED DECEMBER 2002.
- AIRPORT ACQUISITION OF ADEQUATE PROPERTY INTEREST IN THESE AREAS HAS BEEN WAIVED BY FAA PER LETTER TO THE DEPARTMENT OF AIRPORTS, DATED DECEMBER 10, 1974.
- AIRPORT IS LEASED BY SACRAMENTO COUNTY FROM THE CITY OF SACRAMENTO PER LEASE DATED MAY 17, 1965 AND AMENDED SEPTEMBER 25, 1972. THE LEASE PROVIDES THAT THE CITY SHALL MAINTAIN COMPATIBLE ZONING AND HEIGHT RESTRICTIONS SURROUNDING THE AIRPORT IN ORDER THAT OPERATIONS AND MAINTENANCE OF THE AIRPORT WILL NOT BE IMPAIRED.
- OPERATION & MAINTENANCE OF PROPERTY TRANSFERRED TO THE CITY OF SACRAMENTO FOR USE IN CITY CORPORATION YARD EXPANSION. (TRANSFERRED BY BOARD RESOLUTION 84-610, MAY 22, 1984)
- PROPERTY PROPOSED FOR TRANSFER TO THE CITY OF SACRAMENTO FOR CITY CORPORATION EXPANSION. NEW FENCE LINE TO BE CONSTRUCTED PERIMETER TAXIWAY "Y".
- APPROACH SLOPE OF 34:1 APPROVED BY FAA PER LETTER DATED JUNE 8, 1979.
- THE RUNWAY PROTECTION ZONE (RPZ) CONFIGURATION FOR RUNWAY 20 HAS CHANGED SUCH THAT A GREATER PORTION EXTENDS INTO RESIDENTIAL LAND USE. NO NEW LAND USE CONTROL OF THIS AREA RESULTS FROM THIS CHANGE, HOWEVER, NOTE 5 APPLIES.
- "HERITAGE" OAK TREE (APPROX. 200 YEARS OLD) PENETRATES 20:1 APPROACH.
- UPON RECONSTRUCTION OF THE NORTH RAMP AREA, THE SPONSOR PLANS TO DECOMMISSION TAXIWAY "C" AND RE-ROUTE ALL TRAFFIC TO PERIMETER TAXIWAY "Y".
- TAXIWAY TO REMAIN, BUT TO BE RE-CLASSIFIED AS NON-MOVEMENT, WITHOUT ALPHA DESIGNATION AND TO REMAIN STRIPPED.
- PROPOSED FENCE IS FOR RESIDENTIAL THROUGH-THE-FENCE (RTTF) SECURITY AND ACCESS CONTROL. HOWEVER, RECENTLY PROMULGATED FAA RTTF GUIDANCE POST-ALP PREPARATION MAY CHANGE THIS PROPOSAL. FINAL PROPOSAL TO BE PART OF A SUBSEQUENT FAA-APPROVED RTTF ACCESS PLAN.

NON-STANDARD CONDITIONS

DESCRIPTION	AIRPLANE DESIGN GROUP	STANDARD	NON-STANDARD CONDITION	REMARKS
RW 02 RSA LENGTH BEYOND RUNWAY END	C-III	1000'	460'	CORRECTED WITH CULVERT AND FENCE RELOCATION
RW 02 ROFA LENGTH BEYOND RUNWAY END	C-III	1000'	405'	CORRECTED WITH CULVERT AND FENCE RELOCATION

RUNWAY COORDINATES & ELEVATIONS

ITEM	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
RUNWAY END COORDINATES	LAT.38°30'18.72"N / LONG.121°29'42.26"W	LAT.38°30'18.72"N / LONG.121°29'42.26"W	LAT.38°30'18.72"N / LONG.121°29'42.26"W	LAT.38°30'18.72"N / LONG.121°29'42.26"W	LAT.38°30'18.72"N / LONG.121°29'42.26"W	LAT.38°30'18.72"N / LONG.121°29'42.26"W
RUNWAY END ELEVATION	17.5'/23.7'	SAME	22.8'/23.5'	SAME	22.1'/16.7'	SAME
RUNWAY HIGH/LOW POINT ELEVATION	23.8'/17.5'	SAME	23.8'/22.8'	SAME	22.6'/16.7'	SAME
TOUCHDOWN ZONE ELEVATION (TDZE)	21.4'/23.8'	SAME	23.8'/23.8'	SAME	22.6'/22.6'	SAME

AIRPORT INFORMATION

	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL) NAVD 88	23.8'	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT.38°30'18.72"N / LONG.121°29'42.26"W	LAT.38°30'18.72"N / LONG.121°29'42.26"W
COUNTY	SACRAMENTO	SAME
TOWNSHIP AND RANGE	T.8N, R.4E, MOUNT DIABLO MERIDIAN	SAME
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	93°F (JULY)	SAME
COMBINED WIND COVERAGE (10.5k,13k,16k)	99.96%/99.99%/99.99%	99.84%/99.97%/99.99%
MAGNETIC VARIATION (DATE)	14°35'E (FEB. '08)	SAME
AIRPORT REFERENCE CODE	C-III	SAME
DESIGN AIRCRAFT	GULFSTREAM V	SAME
NPAS SERVICE LEVEL	RELIEVER	SAME
TAXIWAY LIGHTING	BASIC	SAME
TAXIWAY MARKING	VOR,ILS,GPS*	SAME
AIRPORT & TERMINAL NAVAIDS	VOR,ILS,GPS*	SAME

**SACRAMENTO EXECUTIVE AIRPORT**
Sacramento, California

AIRPORT LAYOUT DRAWING

**Barnard Dunkelberg & Company**

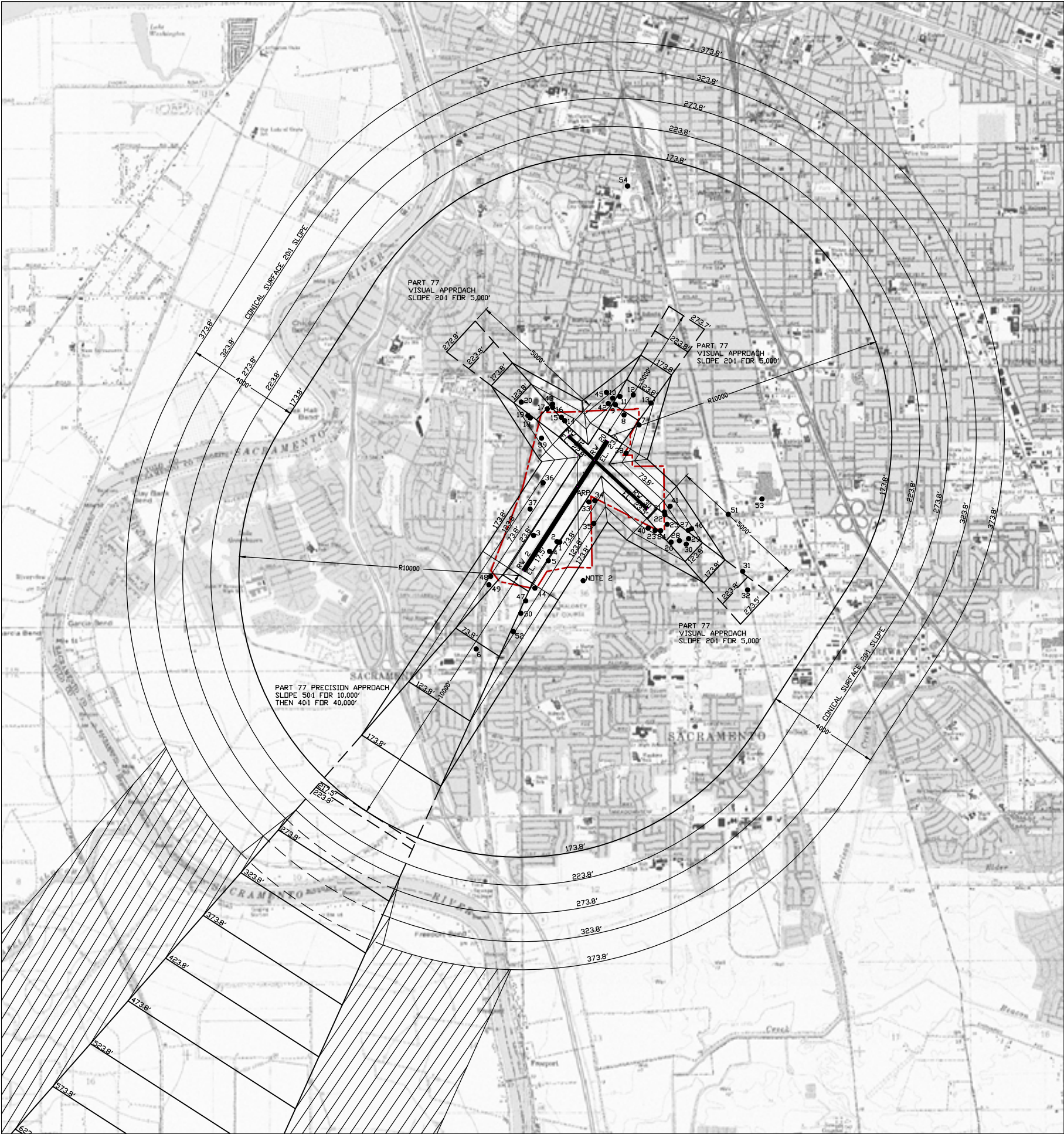
TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8844

DATE
JUN 2011

SCALE
1" = 400'

SHEET NO.
1 OF 13



PART 77 OBSTRUCTIONS

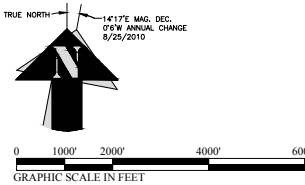
ITEM	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	DISPOSITION
1	OL ON AMOM	45'	26'	TRANS.	NONE
2	ROD OL ON TMOM	37'	18'	PRIMARY	NONE
3	GROUND	21'	2'	PRIMARY	NONE
4	OL ON GS	32'	34'	PRIMARY	NONE
5	ROD OL ON TMOM	32'	14'	TRANS.	NONE
6	TREE	88'	9'	APPROACH	TO BE TOPPED OR REMOVED
7	LT POLE	49'	-32'	TRANS.	NONE (32' CLEAR)
8	OL ON LOC	30'	-38'	APPROACH	NONE (38' CLEAR)
9	TREE	74'	-1'	APPROACH	NONE (1' CLEAR)
10	ANT	71'	-25'	TRANS.	NONE (25' CLEAR)
11	TREE	85'	-6'	APPROACH	NONE (6' CLEAR)
12	TREE	96'	-9'	APPROACH	NONE (9' CLEAR)
13	TREE	86'	-25'	APPROACH	NONE (25' CLEAR)
14	OL ON HGR	39'	-2'	TRANS.	NONE (2' CLEAR)
15	OL ON HGR	43'	-5'	TRANS.	NONE (5' CLEAR)
16	TREE	70'	-1'	TRANS.	NONE (1' CLEAR)
17	TREE	60'	-12'	APPROACH	NONE (12' CLEAR)
18	TREE	70'	-26'	TRANS.	NONE (26' CLEAR)
19	ANT ON BLDG	67'	-32'	TRANS.	NONE (32' CLEAR)
20	TREE	79'	-35'	APPROACH	NONE (35' CLEAR)
21	LT POLE	44'	-3'	TRANS.	NONE (3' CLEAR)
22	ROAD *	39'	-5'	APPROACH	NONE (5' CLEAR)
23	OL LT POLE	51'	-7'	TRANS.	NONE (7' CLEAR)
24	OL LT POLE	51'	-3'	APPROACH	NONE (3' CLEAR)
25	OL LT POLE	52'	-3'	APPROACH	NONE (3' CLEAR)
26	TREE	81'	-2'	APPROACH	NONE (2' CLEAR)
27	TREE	74'	-24'	TRANS.	NONE (24' CLEAR)
28	TREE	79'	-12'	APPROACH	NONE (12' CLEAR)
29	TREE	79'	-21'	APPROACH	NONE (21' CLEAR)
30	TREE	98'	-6'	APPROACH	NONE (6' CLEAR)
31	TRMSN POLE	154'	-19'	HORIZONTAL	NONE (19' CLEAR)
32	POLE	149'	-24'	HORIZONTAL	NONE (24' CLEAR)
33	OL ON LTD WSK	51'	11'	TRANS.	NONE
34	ANT	73'	10'	TRANS.	NONE
35	TREE	78'	-3'	TRANS.	NONE (3' CLEAR)
36	ANT AND OL APBN ON ATCT	97'	-12'	TRANS.	NONE (12' CLEAR)
37	ANT ON HGR	84'	-7'	TRANS.	NONE (7' CLEAR)
38	ANT ON BLDG	78'	11'	TRANS.	NONE
39	LT POLE	76'	-16'	TRANS.	NONE (16' CLEAR)
40	TREE	112'	54'	TRANS.	TO BE REMOVED
41	TREE	90'	10'	TRANS.	TO BE REMOVED
42	TREE	78'	-12'	TRANS.	NONE (12' CLEAR)
43	TREE	74'	14'	TRANS.	TO BE REMOVED
44	TREE	54'	12'	TRANS.	TO BE REMOVED
45	TREE	99'	-40'	TRANS.	NONE (40' CLEAR)
46	TREE	83'	4'	TRANS.	TO BE REMOVED
47	TREE	71'	34'	TRANS.	TO BE REMOVED
48	TREE	83'	12'	TRANS.	TO BE REMOVED
49	TREE	81'	26'	TRANS.	TO BE REMOVED
50	TREE	84'	34'	TRANS.	TO BE REMOVED
51	TRMSN POLE	160'	-14'	HORIZONTAL	NONE (14' CLEAR)
52	TREE	97'	30'	TRANS.	TO BE REMOVED
53	OL ON TK	152'	-22'	HORIZONTAL	NONE (22' CLEAR)
54	ANT ON OL TK	214'	40'	HORIZONTAL	NONE

* 15' ADDED TO DETERMINE AMOUNT OF PENETRATION

NOTES:

1. OBSTRUCTIONS OBTAINED FROM NOAA/NOS OBSTRUCTION CHART OC358, SACRAMENTO EXECUTIVE AIRPORT, SACRAMENTO, CA, JUNE 1998; AND FROM SUPPLEMENTAL INFORMATION FROM SACRAMENTO COUNTY AIRPORT SYSTEM OBSTRUCTION REMOVAL UNDERTAKEN IN 2002 AND 2007. NEGATIVE PENETRATION REPRESENTS CLEARANCE TO SURFACE.

2. "HERITAGE" OAK TREE (APPROX. 200 YEARS OLD) PENETRATES 20:1 APPROACH. (OBSTRUCTION RESOLVED WITH CLOSURE OF RUNWAY 16/34)



Note:
Executive Airport and its immediate surroundings are subject to the protections and land use restrictions described in the Sacramento City Code, Title 17: Zoning, Chapter 17.144 – Executive Airport Overlay Zone Ordinance 2000-17), and the Executive Airport Comprehensive Land Use Plan, dated May 1998 and amended May 1999.

AIRPORT INFORMATION

	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL) NAVD 88	23.8'	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT. 38°30'45.09"N LON. 121°29'36.49"W	LAT. 38°30'42.44"N LON. 121°29'32.32"W
COUNTY	SACRAMENTO	SAME
TOWNSHIP AND RANGE	T.8N, R.4E, MOUNT DIABLO MERIDIAN	SAME
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	93°F (JULY)	SAME
COMBINED WIND COVERAGE (10.5k,13k,16k)	99.96%/99.99%/99.99%	99.84%/99.97%/99.99%
MAGNETIC VARIATION (DATE)	14°35'E (FEB. '08)	SAME
AIRPORT REFERENCE CODE	C-III	SAME
DESIGN AIRCRAFT	GULFSTREAM V	SAME
NPIAS SERVICE LEVEL	RELIEVER	SAME
TAXIWAY LIGHTING	MTL	SAME
TAXIWAY MARKING	BASIC	SAME
AIRPORT & TERMINAL NAVAIDS	VOR,ILS,GPS*	SAME

* - LPV, LNAV/VNAV

REVISIONS

NO.	ITEM	DATE

**SACRAMENTO EXECUTIVE AIRPORT**
Sacramento, California

AIRPORT AIRSPACE PLAN
Conical Surface

**Barnard Dunkelberg & Company**

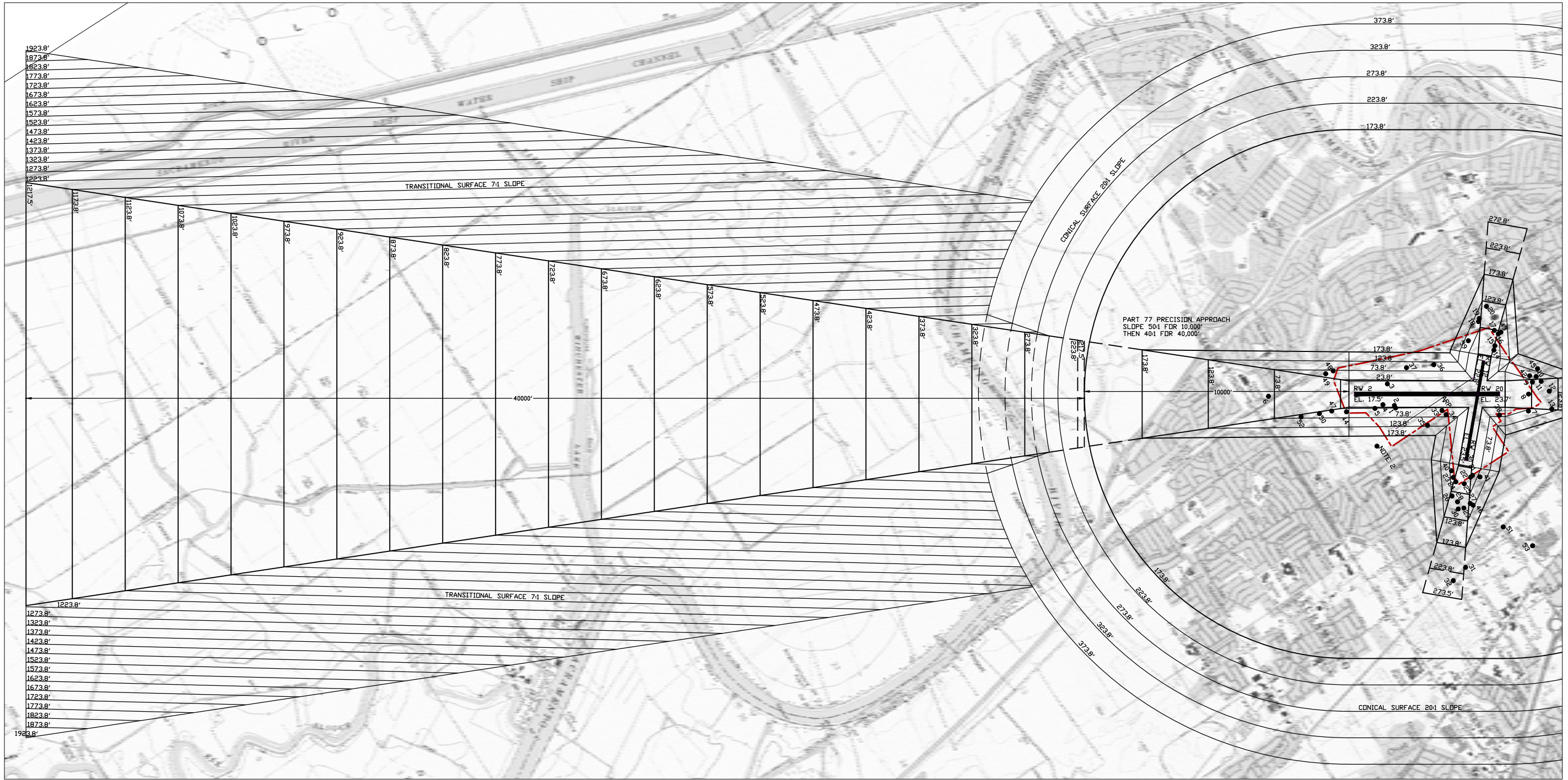
TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8844

DATE
SEP 2010

SCALE
1" = 2000'

SHEET NO.
2 OF 13



PART 77 OBSTRUCTIONS

ITEM	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	DISPOSITION
1	OL ON AMOM	45'	26'	TRANS.	NONE
2	ROD OL ON TMOM	37'	18'	PRIMARY	NONE
3	GROUND	21'	2'	PRIMARY	NONE
4	OL ON GS	32'	34'	PRIMARY	NONE
5	ROD OL ON TMOM	32'	14'	TRANS.	NONE
6	TREE	88'	9'	APPROACH	TO BE TOPPED OR REMOVED
7	LT POLE	49'	-32'	TRANS.	NONE (32' CLEAR)
8	OL ON LOC	30'	-38'	APPROACH	NONE (38' CLEAR)
9	TREE	74'	-1'	APPROACH	NONE (1' CLEAR)
10	ANT	71'	-25'	TRANS.	NONE (25' CLEAR)
11	TREE	85'	-6'	APPROACH	NONE (6' CLEAR)
12	TREE	96'	-9'	APPROACH	NONE (9' CLEAR)
13	TREE	86'	-25'	APPROACH	NONE (25' CLEAR)
14	OL ON HGR	39'	-2'	TRANS.	NONE (2' CLEAR)
15	OL ON HGR	43'	-5'	TRANS.	NONE (5' CLEAR)
16	TREE	70'	-1'	TRANS.	NONE (1' CLEAR)
17	TREE	69'	-12'	APPROACH	NONE (12' CLEAR)
18	TREE	70'	-26'	TRANS.	NONE (26' CLEAR)
19	ANT ON BLDG	67'	-32'	TRANS.	NONE (32' CLEAR)
20	TREE	79'	-35'	APPROACH	NONE (35' CLEAR)
21	LT POLE	44'	-3'	TRANS.	NONE (3' CLEAR)
22	ROAD *	39'	-5'	APPROACH	NONE (5' CLEAR)
23	OL LT POLE	51'	-7'	TRANS.	NONE (7' CLEAR)
24	OL LT POLE	51'	-3'	APPROACH	NONE (3' CLEAR)
25	OL LT POLE	52'	-3'	APPROACH	NONE (3' CLEAR)
26	TREE	81'	-2'	APPROACH	NONE (2' CLEAR)
27	TREE	74'	-24'	TRANS.	NONE (24' CLEAR)
28	TREE	79'	-12'	APPROACH	NONE (12' CLEAR)
29	TREE	79'	-21'	APPROACH	NONE (21' CLEAR)
30	TREE	98'	-8'	APPROACH	NONE (8' CLEAR)
31	TRMSN POLE	154'	-19'	HORIZONTAL	NONE (19' CLEAR)
32	POLE	149'	-24'	HORIZONTAL	NONE (24' CLEAR)
33	OL ON LTD WSK	51'	11'	TRANS.	NONE
34	ANT	73'	10'	TRANS.	NONE
35	TREE	78'	-3'	TRANS.	NONE (3' CLEAR)

PART 77 OBSTRUCTIONS

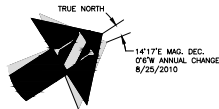
ITEM	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	DISPOSITION
36	ANT AND OL APBN ON ATCT	97'	-12'	TRANS.	NONE (12' CLEAR)
37	ANT ON HGR	84'	-7'	TRANS.	NONE (7' CLEAR)
38	ANT ON BLDG	78'	11'	TRANS.	NONE
39	LT POLE	76'	-16'	TRANS.	NONE (16' CLEAR)
40	TREE	112'	54'	TRANS.	TO BE REMOVED
41	TREE	90'	10'	TRANS.	TO BE REMOVED
42	TREE	78'	-12'	TRANS.	NONE (12' CLEAR)
43	TREE	74'	14'	TRANS.	TO BE REMOVED
44	TREE	54'	12'	TRANS.	TO BE REMOVED
45	TREE	99'	-40'	TRANS.	NONE (40' CLEAR)
46	TREE	83'	4'	TRANS.	TO BE REMOVED
47	TREE	71'	34'	TRANS.	TO BE REMOVED
48	TREE	83'	12'	TRANS.	TO BE REMOVED
49	TREE	81'	26'	TRANS.	TO BE REMOVED
50	TREE	84'	34'	TRANS.	TO BE REMOVED
51	TRMSN POLE	160'	-14'	HORIZONTAL	NONE (14' CLEAR)
52	TREE	97'	30'	TRANS.	TO BE REMOVED
53	OL ON TK	152'	-22'	HORIZONTAL	NONE (22' CLEAR)
54	ANT ON OL TK	214'	40'	HORIZONTAL	NONE

* 15' ADDED TO DETERMINE AMOUNT OF PENETRATION

NOTES:

- OBSTRUCTIONS OBTAINED FROM NOAA/NOS OBSTRUCTION CHART OC358, SACRAMENTO EXECUTIVE AIRPORT, SACRAMENTO, CA, JUNE 1998; AND FROM SUPPLEMENTAL INFORMATION FROM SACRAMENTO COUNTY AIRPORT SYSTEM OBSTRUCTION REMOVAL UNDERTAKEN IN 2002 AND 2007. NEGATIVE PENETRATION REPRESENTS CLEARANCE TO SURFACE.
- "HERITAGE" OAK TREE (APPROX. 200 YEARS OLD) PENETRATES 20:1 APPROACH.

(OBSTRUCTION RESOLVED WITH CLOSURE OF RUNWAY 16/34)



0 1000' 2000' 4000' 6000'
GRAPHIC SCALE IN FEET

AIRPORT INFORMATION

	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL) NAVD 88	23.8'	SAME
AIRPORT REFERENCE POINT (ARP) NAVD 83	LAT. 38°30'45.09"N LON. 121°29'36.49"W	LAT. 38°30'42.44"N LON. 121°29'32.32"W
COUNTY	SACRAMENTO	SAME
TOWNSHIP AND RANGE	T.8N, R.4E, MOUNT DIABLO MERIDIAN	SAME
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	93°F (JULY)	SAME
COMBINED WIND COVERAGE (10.5k, 13k, 16k)	99.96%/99.99%/99.99%	99.84%/99.97%/99.99%
MAGNETIC VARIATION (DATE)	14°35'E (FEB. '08)	SAME
AIRPORT REFERENCE CODE	C-III	SAME
DESIGN AIRCRAFT	GULFSTREAM V	SAME
NPIAS SERVICE LEVEL	RELIEVER	SAME
TAXIWAY LIGHTING	MTL	SAME
TAXIWAY MARKING	BASIC	SAME
AIRPORT & TERMINAL NAVAIDS	VOR, ILS, GPS*	SAME

* - LPV, LNAV/VNAV

Note:
Executive Airport and its immediate surroundings are subject to the protections and land use restrictions described in the Sacramento City Code, Title 17: Zoning, Chapter 17.144 - Executive Airport Overlay Zone Ordinance 2000-17, and the Executive Airport Comprehensive Land Use Plan, dated May 1998 and amended May 1999.

REVISIONS

NO.	ITEM	DATE

**SACRAMENTO EXECUTIVE AIRPORT**
Sacramento, California

AIRPORT AIRSPACE PLAN
Extended Approach

**Barnard Dunkelberg & Company**

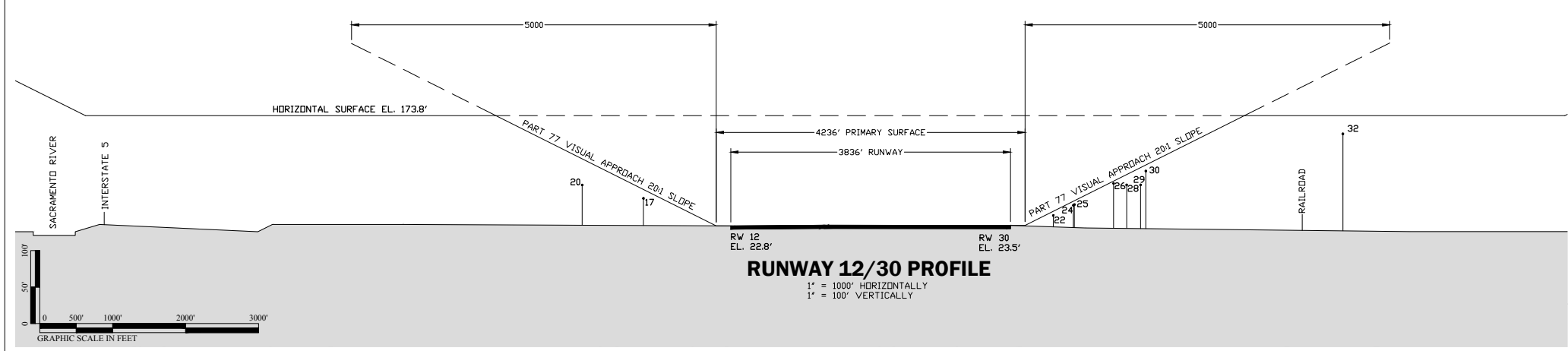
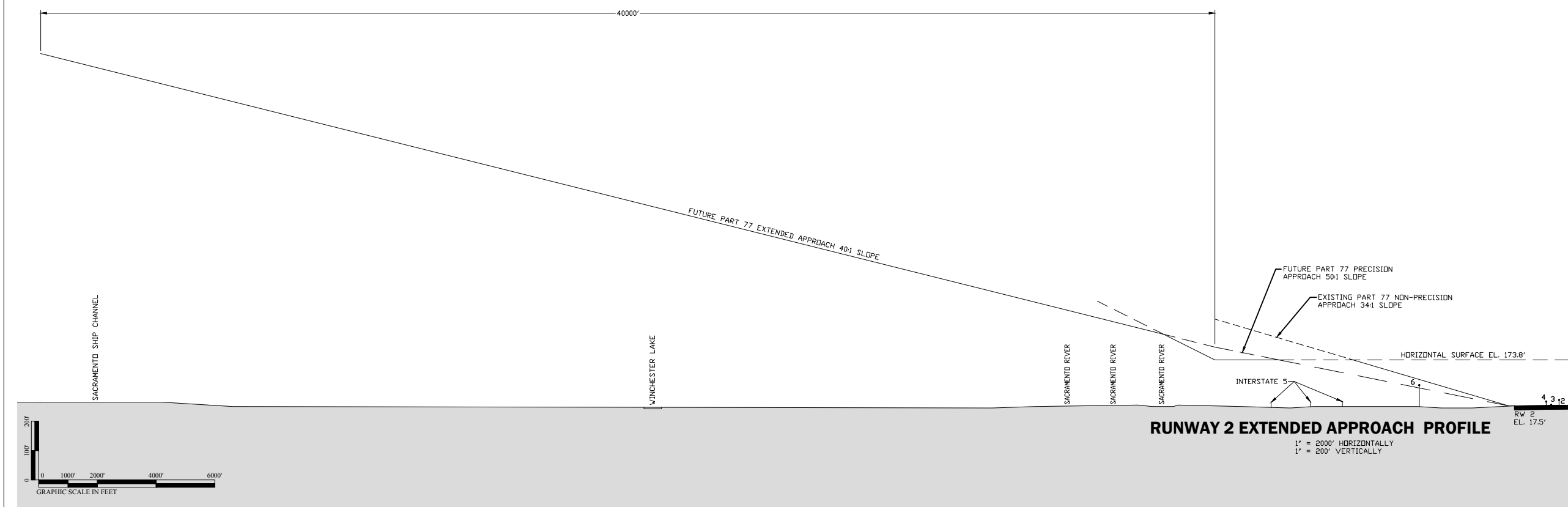
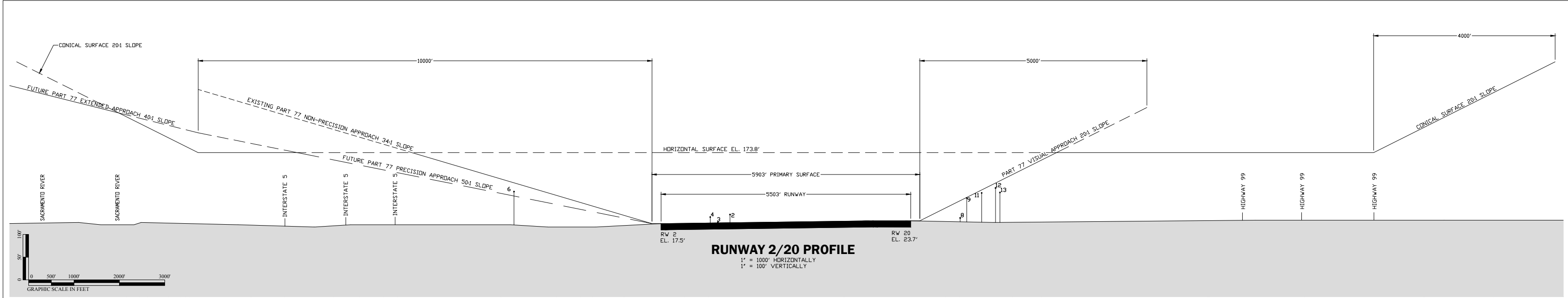
TULSA
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Tulsa, Oklahoma 74120
918.585.8844

DENVER
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Denver, Colorado 80202
303.825.8844

DATE
SEP 2010

SCALE
1" = 2000'

SHEET NO.
3 OF 13



AIRPORT INFORMATION		
	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL) NAVD 88	23.8'	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT. 38°30'45.09"N LON. 121°29'36.49"W	LAT. 38°30'42.44"N LON. 121°29'32.32"W
COUNTY	SACRAMENTO	SAME
TOWNSHIP AND RANGE	T.8N, R.4E, MOUNT DIABLO MERIDIAN	SAME
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	93°F (JULY)	SAME
COMBINED WIND COVERAGE (10.5kt, 13kt, 16kt)	99.96%/99.99%/99.99%	99.84%/99.97%/99.99%
MAGNETIC VARIATION (DATE)	14°35'E (FEB. '08)	SAME
AIRPORT REFERENCE CODE	C-III	SAME
DESIGN AIRCRAFT	GULFSTREAM V	SAME
NPAS SERVICE LEVEL	RELIEVER	SAME
TAXIWAY LIGHTING	MTL	SAME
TAXIWAY MARKING	BASIC	SAME
AIRPORT & TERMINAL NAVAIDS	VOR, ILS, GPS*	SAME
* - LPV, LNAV/VNAV		

Note:
Executive Airport and its immediate surroundings are subject to the protections and land use restrictions described in the Sacramento City Code, Title 17: Zoning, Chapter 17.144 – Executive Airport Overlay Zone Ordinance 2000-17), and the Executive Airport Comprehensive Land Use Plan, dated May 1998 and amended May 1999.

PART 77 OBSTRUCTIONS				
ITEM	DESCRIPTION	ELEVATION	PENETRATION	SURFACE
2	ROD OL ON TMOM	37'	18'	PRIMARY
3	GROUND	21'	2'	PRIMARY
4	OL ON GS	32'	34'	PRIMARY
6	TREE	88'	9'	APPROACH
8	OL ON LOC	30'	-38'	APPROACH
9	TREE	74'	-1'	APPROACH
11	TREE	85'	-6'	APPROACH
12	TREE	96'	-9'	APPROACH
13	TREE	86'	-25'	APPROACH
17	TREE	60'	-12'	APPROACH
20	TREE	79'	-35'	APPROACH
22	ROAD *	39'	-5'	APPROACH
24	OL LT POLE	51'	-3'	APPROACH
25	OL LT POLE	52'	-3'	APPROACH
26	TREE	81'	-2'	APPROACH
28	TREE	79'	-12'	APPROACH
29	TREE	79'	-21'	APPROACH
30	TREE	98'	-6'	APPROACH
32	POLE	149'	-24'	HORIZONTAL
* 15' ADDED TO DETERMINE AMOUNT OF PENETRATION				
NOTES:				
1. OBSTRUCTIONS OBTAINED FROM NOAA/NOS OBSTRUCTION CHART OC358, SACRAMENTO EXECUTIVE AIRPORT, SACRAMENTO, CA, JUNE 1998; AND FROM SUPPLEMENTAL INFORMATION FROM SACRAMENTO COUNTY AIRPORT SYSTEM OBSTRUCTION REMOVAL UNDERTAKEN IN 2002 AND 2007. NEGATIVE PENETRATION REPRESENTS CLEARANCE TO SURFACE.				

REVISIONS		
NO.	ITEM	DATE

SACRAMENTO EXECUTIVE AIRPORT
Sacramento, California

AIRPORT AIRSPACE PLAN
Extended Approach Profiles

Barnard Dunkelberg & Company

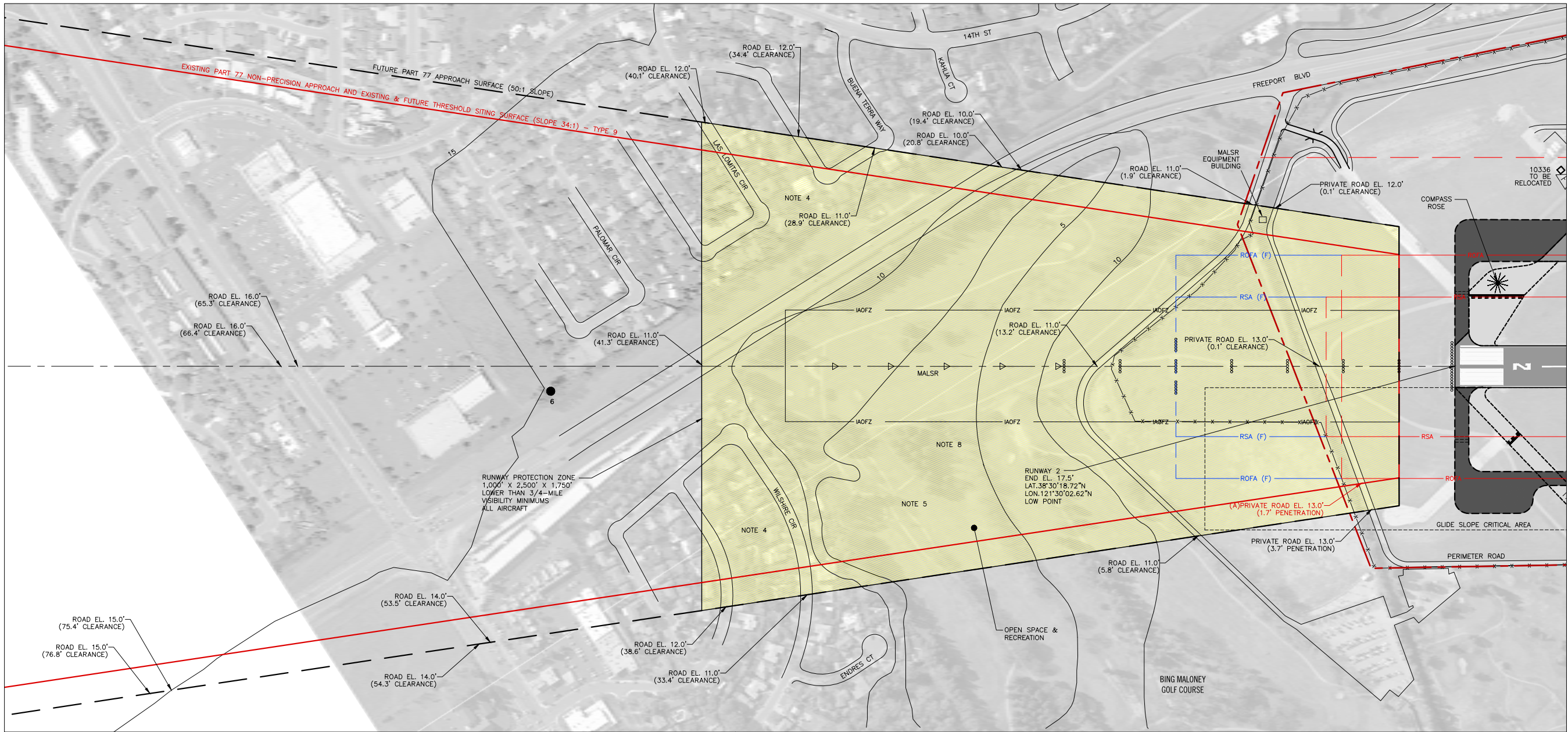
TULSA
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SEP 2010

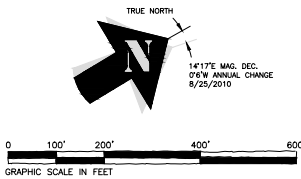
SCALE
AS NOTED

SHEET NO.
4 OF 13



Runway 2 - Plan View

1" = 200'



APPENDIX 2 OBSTRUCTIONS

ITEM	DESCRIPTION	ELEVATION	PENETRATION	ALLOWABLE EL.	SURFACE	DISPOSITION
A	PRIVATE ROAD	13.0'	1.7'	11.3'	APPROACH	NONE - UNDER AIRPORT CONTROL

PART 77 OBSTRUCTIONS

ITEM	DESCRIPTION	ELEVATION	PENETRATION	ALLOWABLE EL.	SURFACE	DISPOSITION
6	TREE (CONTROLLING OBJECT)	88'	9'	79'	APPROACH	TO BE TOPPED OR REMOVED

1. OBSTRUCTIONS OBTAINED FROM NOAA/NOS OBSTRUCTION CHART OC358, SACRAMENTO EXECUTIVE AIRPORT, SACRAMENTO, CA, JUNE 1998; AND FROM SUPPLEMENTAL INFORMATION FROM SACRAMENTO COUNTY AIRPORT SYSTEM OBSTRUCTION REMOVAL UNDERTAKEN IN 2002 AND 2007. NEGATIVE PENETRATION REPRESENTS CLEARANCE TO SURFACE.

RUNWAY DATA

	RUNWAY 2/20	
	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	3/4-MILE/VISUAL	1/2-MILE/VISUAL
FAR PART 77 APPROACH SLOPE	20:1/50:1	NO CHANGE
RUNWAY WIDTH X LENGTH	150' X 5,503'	NO CHANGE
RUNWAY PAVEMENT TYPE	ASPHALT	NO CHANGE
TAXIWAY PAVEMENT TYPE	ASPHALT	NO CHANGE
PAVEMENT STRENGTH* (IN 1000 LBS.)	60/130/210	NO CHANGE
RUNWAY LIGHTING	MIRL	NO CHANGE
RUNWAY MARKING	PREC./NON-PREC.	PREC./VISUAL
EFFECTIVE RUNWAY GRADIENT %	0.11	NO CHANGE
MAXIMUM RUNWAY GRADIENT	1.5	NO CHANGE
RUNWAY LINE-OF-SIGHT	CRITERIA MET	
THRESHOLD SITING SURFACE PENETRATIONS	NO PENETRATIONS	
VISUAL APPROACH AIDS	MALSR/VASI/REILS	PAP/MALSR/PAP/REILS
INSTRUMENT APPROACH AIDS	ILS/VOR/GPS/NONE	NO CHANGE
AIRPORT REFERENCE CODE	C-III	NO CHANGE
DESIGN AIRCRAFT	GULFSTREAM V	NO CHANGE
APPROACH SPEED	145 MPH	NO CHANGE
WINGSPAN	93.5'	NO CHANGE
MAXIMUM TAKE-OFF WEIGHT	85,509 LBS	NO CHANGE
UNDER-CARRIAGE WIDTH	14'4"	NO CHANGE
RUNWAY SAFETY AREA (RSA) WIDTH	500'	NO CHANGE
RSA LENGTH BEYOND STOP END	1,000'/1,000'	NO CHANGE
RUNWAY OBJECT FREE AREA (OFA) WIDTH	800'	NO CHANGE
OFA LENGTH BEYOND STOP END	1,000'/1,000'	NO CHANGE
OBSTACLE FREE ZONE (OFZ) WIDTH	400'	NO CHANGE
OFZ LENGTH BEYOND STOP END	200'	NO CHANGE
OBSTACLE FREE ZONE	NO OFZ OBJECT PENETRATIONS	NO CHANGE
RUNWAY CENTERLINE TO HOLD LINE	250'	NO CHANGE
RUNWAY Q TO PARALLEL TAXIWAY Q	400'	NO CHANGE
TAXIWAY Q TO FIXED OR MOVEABLE OBJECT	93'	NO CHANGE
TAXIWAY OBJECT FREE AREA WIDTH	186'	NO CHANGE
TAXIWAY SAFETY AREA WIDTH	79'	NO CHANGE
TAXIWAY WINGTIP CLEARANCE	118'	NO CHANGE

NOTE: RUNWAY 16/34 CLOSED TO JET AIRCRAFT.

REVISIONS

NO.	ITEM	DATE

NOTES

- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
- EXISTING COORDINATES AND ELEVATIONS TAKEN FROM FAA WEBSITE: http://www.faa.gov/airports/airportinfo/airport/airport_runway_v_cmt_num=2717 (FEBRUARY, 2008) ALL HORIZONTAL DATUM IS NAD83; ALL VERTICAL DATUM IS NAVD83.
- BASE DRAWING INFORMATION OBTAINED FROM "SACRAMENTO EXECUTIVE AIRPORT; AIRPORT LAYOUT PLAN", (DRAWING NO. SAC-ALP2002) BY THE SACRAMENTO COUNTY AIRPORT SYSTEM, UPDATED DECEMBER 2002.
- AIRPORT ACQUISITION OF ADEQUATE PROPERTY INTEREST IN THESE AREAS HAS BEEN WAIVED BY FAA PER LETTER TO THE DEPARTMENT OF AIRPORTS, DATED DECEMBER 10, 1974.
- AIRPORT IS LEASED BY SACRAMENTO COUNTY FROM THE CITY OF SACRAMENTO PER LEASE DATED MAY 17, 1965 AND AMENDED SEPTEMBER 25, 1972. THE LEASE PROVIDES THAT THE CITY SHALL MAINTAIN COMPATIBLE ZONING AND HEIGHT RESTRICTIONS SURROUNDING THE AIRPORT IN ORDER THAT OPERATIONS AND MAINTENANCE OF THE AIRPORT WILL NOT BE IMPAIRED.
- APPROACH SLOPE OF 34:1 APPROVED BY FAA PER LETTER DATED JUNE 8, 1979.
- THE RUNWAY PROTECTION ZONE (RPZ) CONFIGURATION FOR RUNWAY 20 HAS CHANGED SUCH THAT A GREATER PORTION EXTENDS INTO RESIDENTIAL LAND USE. NO NEW LAND USE CONTROL OF THIS AREA RESULTS FROM THIS CHANGE; HOWEVER, NOTE 5 APPLIES.

DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	N/A
AIRPORT SECURITY FENCE	XX	XX
AIRPORT BUILDINGS	■	■
AIRFIELD PAVEMENT	■	■
ABANDONED AIRFIELD PAVEMENT	■	■
PAVED ROADS	■	■
RUNWAY PROTECTION ZONE	■	■
AVIGATION EASEMENT	■	■
RUNWAY PROTECTION ZONE (TO BE CLOSED)	■	■
BUILDING RESTRICTION LINE	■	■
TAXIWAY OBJECT FREE AREA/AIRCRAFT PARKING LIMIT	■	■
TAXIWAY OBJECT FREE AREA/AIRCRAFT PARKING LIMIT	■	■
RUNWAY SAFETY AREA	■	■
RUNWAY OBJECT FREE AREA	■	■
INNER APPROACH OFZ	■	■
FENCE	■	■
FUEL STORAGE AREA	■	■
AIRPORT BEACON	■	■
LIGHTED WIND CONE & SEGMENTED CIRCLE	■	■
WIND CONE	■	■
VISUAL APPROACH SLOPE INDICATOR (VASI)	■	■
RUNWAY END IDENTIFIER LIGHTS (REIL)	■	■
AIRPORT REFERENCE POINT (ARP)	■	■
CONTOURS	■	■
PRECISION APPROACH PATH INDICATOR (PAPI)	■	■
SECTION CORNER	■	■
HOLD LINES & SIGNS	■	■

RUNWAY COORDINATES & ELEVATIONS

ITEM	EXISTING	FUTURE
RUNWAY END COORDINATES	LAT.38°30'18.72"N / LONG.121°30'02.62"W	LAT.38°31'04.28"N / LONG.121°29'24.80"W SAME
RUNWAY END ELEVATION	17.5' / 23.7'	SAME
RUNWAY HIGH/LOW POINT ELEVATION	23.8' / 17.5'	SAME
TOUCHDOWN ZONE ELEVATION (TDZE)	21.4' / 23.8'	SAME

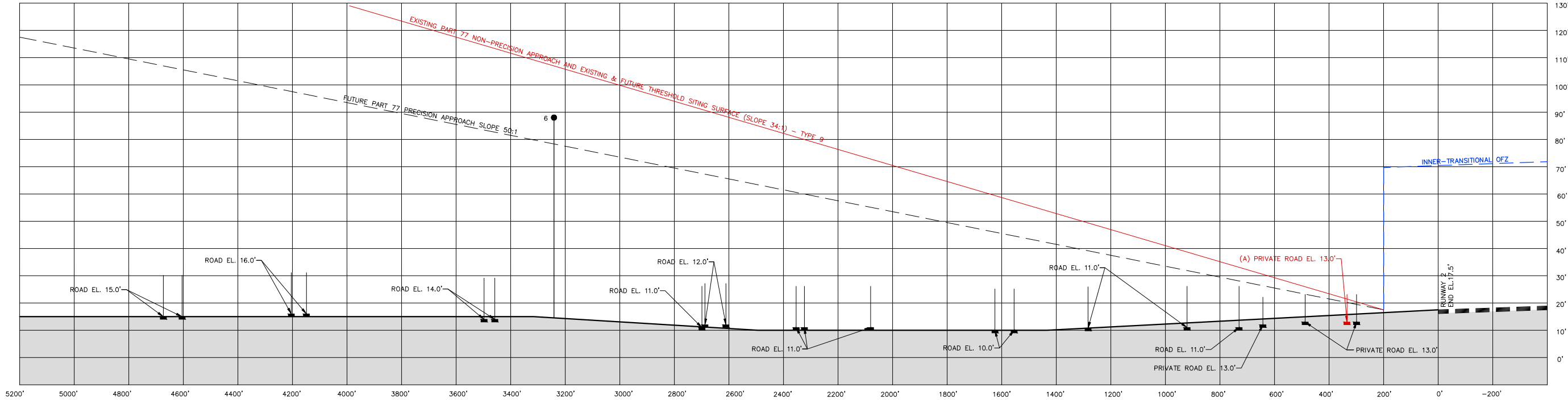
SACRAMENTO EXECUTIVE AIRPORT
Sacramento, California

INNER PORTION OF THE APPROACH
SURFACE DRAWING - Runway 2 (Plan View)

Barnard Dunkelberg & Company

TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844
DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8844
DATE
SEP 2010
SCALE
1" = 200'
SHEET NO.
5 OF 13

NOTE: TERRAIN PROFILE REPRESENTS THE HIGHEST POINT ACROSS THE WIDTH AND ALONG THE LENGTH OF THE EXTENDED APPROACH SURFACE FOLLOWING RSA AND PART 77 GRADING.



Runway 2 - Profile View

1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

APPENDIX 2 OBSTRUCTIONS

ITEM	DESCRIPTION	ELEVATION	PENETRATION	ALLOWABLE EL.	SURFACE	DISPOSITION
A	PRIVATE ROAD	13.0'	1.7'	11.3'	APPROACH	NONE - UNDER AIRPORT CONTROL

PART 77 OBSTRUCTIONS

ITEM	DESCRIPTION	ELEVATION	PENETRATION	ALLOWABLE EL.	SURFACE	DISPOSITION
6	TREE (CONTROLLING OBJECT)	88'	9'	79'	APPROACH	TO BE TOPPED OR REMOVED

1. OBSTRUCTIONS OBTAINED FROM NOAA/NOS OBSTRUCTION CHART OC358, SACRAMENTO EXECUTIVE AIRPORT, SACRAMENTO, CA, JUNE 1996; AND FROM SUPPLEMENTAL INFORMATION FROM SACRAMENTO COUNTY AIRPORT SYSTEM OBSTRUCTION REMOVAL UNDERTAKEN IN 2002 AND 2007. NEGATIVE PENETRATION REPRESENTS CLEARANCE TO SURFACE.

RUNWAY DATA

RUNWAY 2/20		EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS		3/4-MILE/VISUAL	1/2-MILE/VISUAL
FAR PART 77 APPROACH SLOPE		20:1/50:1	NO CHANGE
RUNWAY WIDTH X LENGTH		150' X 5,503'	NO CHANGE
RUNWAY PAVEMENT TYPE		ASPHALT	NO CHANGE
TAXIWAY PAVEMENT TYPE		ASPHALT	NO CHANGE
PAVEMENT STRENGTH* (IN 1000 LBS.)		60/130/210	NO CHANGE
RUNWAY LIGHTING		MIRL	NO CHANGE
RUNWAY MARKING		PREC./NON-PREC.	PREC./VISUAL
EFFECTIVE RUNWAY GRADIENT %		0.11	NO CHANGE
MAXIMUM RUNWAY GRADIENT		1.5	NO CHANGE
RUNWAY LINE-OF-SIGHT		— CRITERIA MET	—
THRESHOLD SITING SURFACE PENETRATIONS		— NO PENETRATIONS	—
VISUAL APPROACH AIDS		MALSR/VASI/REILS	PAP/MALSR/PAP/REILS
INSTRUMENT APPROACH AIDS		ILS/VOR/GPS/NONE	NO CHANGE
AIRPORT REFERENCE CODE		C-III	NO CHANGE
DESIGN AIRCRAFT		GULFSTREAM V	NO CHANGE
APPROACH SPEED		145 MPH	NO CHANGE
WINGSPAN		93.5'	NO CHANGE
MAXIMUM TAKE-OFF WEIGHT		85,509 LBS	NO CHANGE
UNDER-CARRIAGE WIDTH		14'4"	NO CHANGE
RUNWAY SAFETY AREA (RSA) WIDTH		500'	NO CHANGE
RSA LENGTH BEYOND STOP END		1,000'/1,000'	NO CHANGE
RUNWAY OBJECT FREE AREA (OFA) WIDTH		500'	NO CHANGE
OFA LENGTH BEYOND STOP END		1,000'/1,000'	NO CHANGE
OBSTACLE FREE ZONE (OFZ) WIDTH		400'	NO CHANGE
OFZ LENGTH BEYOND STOP END		200'	NO CHANGE
OBSTACLE FREE ZONE		NO OFZ OBJECT PENETRATIONS	NO CHANGE
RUNWAY CENTERLINE TO HOLD LINE		250'	NO CHANGE
RUNWAY C TO PARALLEL TAXIWAY C		400'	NO CHANGE
TAXIWAY C TO FIXED OR MOVABLE OBJECT		93'	NO CHANGE
TAXIWAY OBJECT FREE AREA WIDTH		186'	NO CHANGE
TAXIWAY SAFETY AREA WIDTH		79'	NO CHANGE
TAXIWAY WINGTIP CLEARANCE		118'	NO CHANGE

NOTE: RUNWAY 16/34 CLOSED TO JET AIRCRAFT.

REVISIONS

NO.	ITEM	DATE

NOTES

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- EXISTING COORDINATES AND ELEVATIONS TAKEN FROM FMA WEBSITE: http://www.fma.gov/pw/airportnet_pwr/pwkg_arportPRO_AIRPORT_RUNWAY?_cmt_num=2717 (FEBRUARY, 2008) ALL HORIZONTAL DATUM IS NAD83; ALL VERTICAL DATUM IS NAVD83.
- BASE DRAWING INFORMATION OBTAINED FROM "SACRAMENTO EXECUTIVE AIRPORT; AIRPORT LAYOUT PLAN", (DRAWING NO. SAC-ALP2002) BY THE SACRAMENTO COUNTY AIRPORT SYSTEM, UPDATED DECEMBER 2002.
- AIRPORT IS LEASED BY SACRAMENTO COUNTY FROM THE CITY OF SACRAMENTO PER LEASE DATED MAY 17, 1965 AND AMENDED SEPTEMBER 25, 1972. THE LEASE PROVIDES THAT THE CITY SHALL MAINTAIN COMPATIBLE ZONING AND HEIGHT RESTRICTIONS SURROUNDING THE AIRPORT IN ORDER THAT OPERATIONS AND MAINTENANCE OF THE AIRPORT WILL NOT BE IMPAIRED.
- APPROACH SLOPE OF 34:1 APPROVED BY FAA PER LETTER DATED JUNE 8, 1979.
- THE RUNWAY PROTECTION ZONE (RPZ) CONFIGURATION FOR RUNWAY 20 HAS CHANGED SUCH THAT A GREATER PORTION EXTENDS INTO RESIDENTIAL LAND USE. NO NEW LAND USE CONTROL OF THIS AREA RESULTS FROM THIS CHANGE; HOWEVER, NOTE 5 APPLIES.

DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE	—X—	N/A
AIRPORT SECURITY FENCE	—X—	—XX—
AIRPORT BUILDINGS	—■—	—■—
AIRFIELD PAVEMENT	—■—	—■—
ABANDONED AIRFIELD PAVEMENT	—■—	—■—
PAVED ROADS	—■—	—■—
RUNWAY PROTECTION ZONE	—■—	—■—
AVIGATION EASEMENT	—■—	—■—
RUNWAY PROTECTION ZONE (TO BE CLOSED)	—■—	—■—
BUILDING RESTRICTION LINE	—■—	—■—
TAXIWAY OBJECT FREE AREA/AIRCRAFT PARKING LIMIT	—■—	—■—
TAXIWAY OBJECT FREE AREA/AIRCRAFT PARKING LIMIT	—■—	—■—
RUNWAY SAFETY AREA	—■—	—■—
RUNWAY OBJECT FREE AREA	—■—	—■—
INNER APPROACH OFZ	—■—	—■—
FENCE	—■—	—■—
FUEL STORAGE AREA	—■—	—■—
AIRPORT BEACON	—■—	—■—
LIGHTED WIND CONE & SEGMENTED CIRCLE	—■—	—■—
WIND CONE	—■—	—■—
VISUAL APPROACH SLOPE INDICATOR (VASI)	—■—	—■—
RUNWAY END IDENTIFIER LIGHTS (REIL)	—■—	—■—
AIRPORT REFERENCE POINT (ARP)	—■—	—■—
CONTOURS	—■—	—■—
PRECISION APPROACH PATH INDICATOR (PAPI)	—■—	—■—
SECTION CORNER	—■—	—■—
HOLD LINES & SIGNS	—■—	—■—

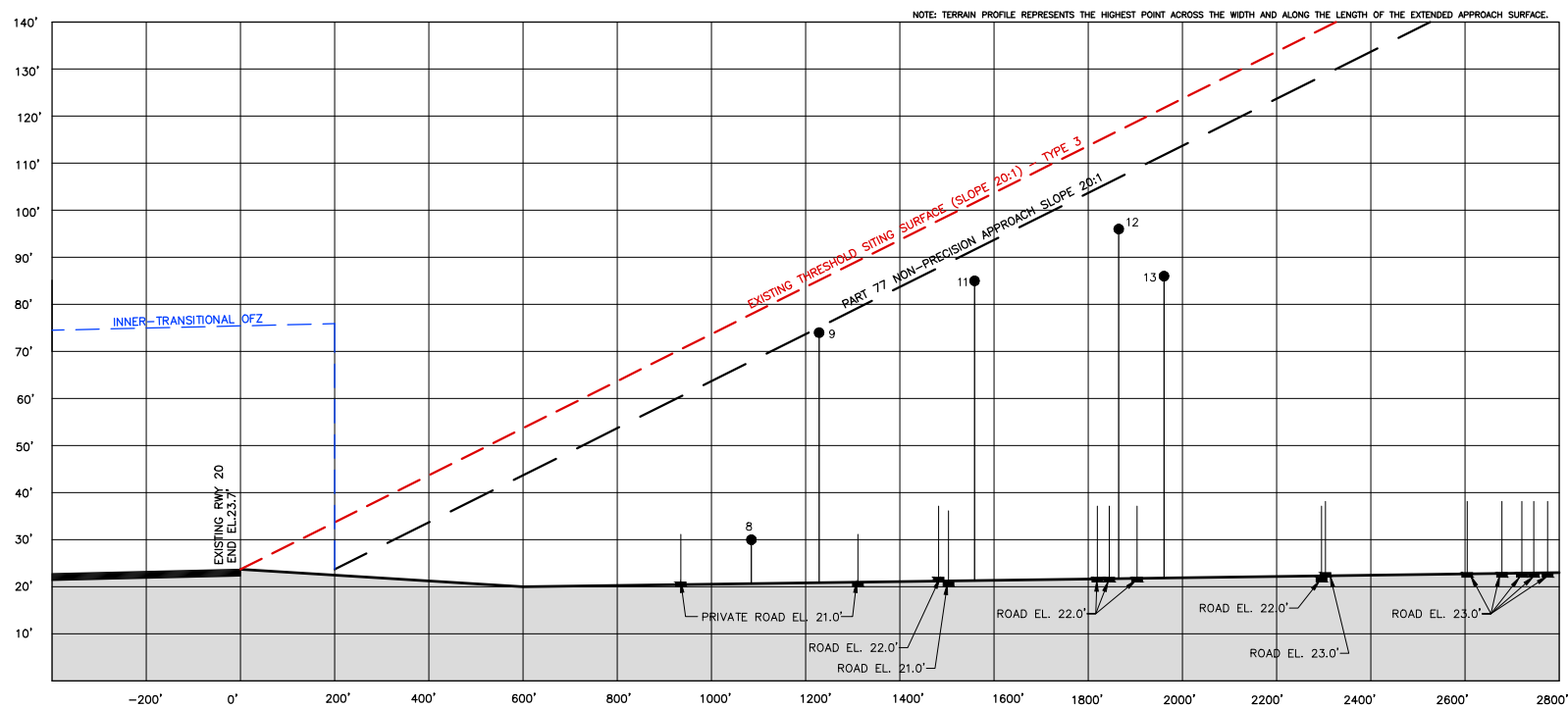
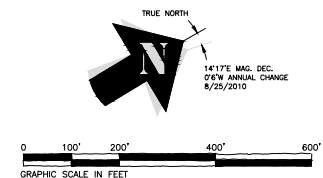
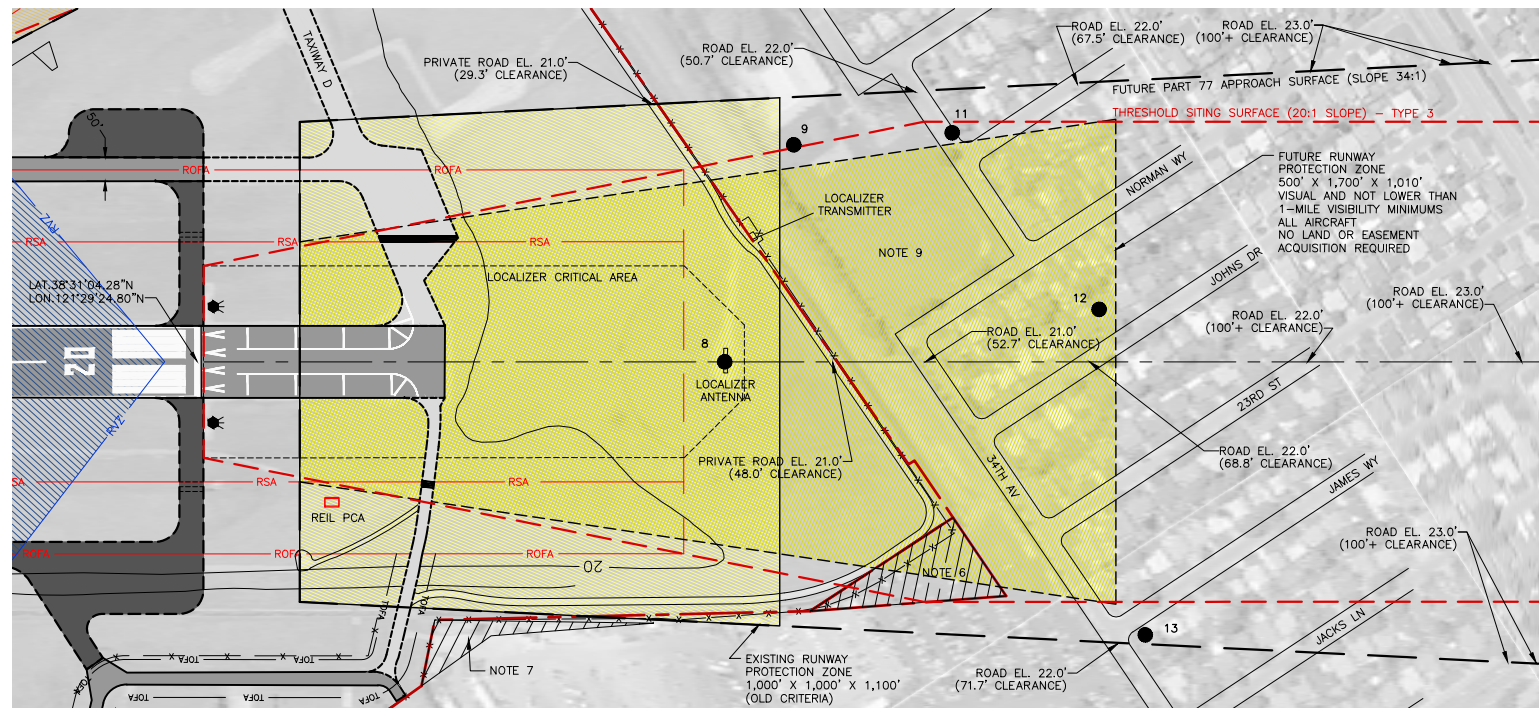
SACRAMENTO EXECUTIVE AIRPORT Sacramento, California

INNER PORTION OF THE APPROACH SURFACE DRAWING - Runway 2 (Profile View)

Barnard Dunkelberg & Company

TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844
DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8844

DATE
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AS NOTED
SHEET NO.
6 OF 13



APPENDIX 2 OBSTRUCTIONS

ITEM	DESCRIPTION	ELEVATION	PENETRATION	ALLOWABLE EL.	SURFACE	DISPOSITION

NOTE: NO NOTED APPENDIX 2 OBSTRUCTIONS

PART 77 OBSTRUCTIONS

ITEM	DESCRIPTION	ELEVATION	PENETRATION	ALLOWABLE FL.	SURFACE	DISPOSITION
8	OL ON LOC	30'	-38'	68'	APPROACH	NONE (38' CLEAR)
9	TREE	74'	-1'	75'	APPROACH	NONE (1' CLEAR)
11	TREE	85'	-6'	91'	APPROACH	NONE (6' CLEAR)
12	TREE	96'	-9'	105'	APPROACH	NONE (9' CLEAR)
13	TREE	86'	-25'	111'	APPROACH	NONE (25' CLEAR)

1. OBSTRUCTIONS OBTAINED FROM NOAA/NOS OBSTRUCTION CHART OC358, SACRAMENTO EXECUTIVE AIRPORT, SACRAMENTO, CA, JUNE 1998; AND FROM SUPPLEMENTAL INFORMATION FROM SACRAMENTO COUNTY AIRPORT SYSTEM OBSTRUCTION REMOVAL UNDERTAKEN IN 2002 AND 2007. NEGATIVE PENETRATION REPRESENTS CLEARANCE TO SURFACE.

RUNWAY DATA

	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	3/4-MILE/VISUAL	1/2-MILE/VISUAL
FAR PART 77 APPROACH SLOPE	20°/1:50:1	NO CHANGE
RUNWAY WIDTH X LENGTH	150' X 5,503'	NO CHANGE
RUNWAY PAVEMENT TYPE	ASPHALT	NO CHANGE
TAXIWAY PAVEMENT TYPE	ASPHALT	NO CHANGE
PAVEMENT STRENGTH* (IN 1000 LBS.)	60/20/210	NO CHANGE
RUNWAY LIGHTING	MIRL	NO CHANGE
RUNWAY MARKING	PREC./NON-PREC.	PREC./VISUAL
EFFECTIVE RUNWAY GRADIENT %	0.11	NO CHANGE
MAXIMUM RUNWAY GRADIENT	1.5	NO CHANGE
RUNWAY LINE-OF-SIGHT	CRITERIA MET	
THRESHOLD SITING SURFACE PENETRATIONS	NO PENETRATIONS	
VISUAL APPROACH AIDS	MAJOR/VASI,RELS	PAPI,MAJOR/PAPI,RELS
INSTRUMENT APPROACH AIDS	LS,VR,GFPS/NONE	NO CHANGE
AIRPORT REFERENCE CODE	C-III	NO CHANGE
DESIGN AIRCRAFT	GULFSTREAM V	NO CHANGE
APPROACH SPEED	145 MPH	NO CHANGE
WINGSPAN	93.5'	NO CHANGE
MAXIMUM TAKE-OFF WEIGHT	85,509 LBS	NO CHANGE
UNDER-CARRIAGE WIDTH	14'4"	NO CHANGE
RUNWAY SAFETY AREA (RSA) WIDTH	500'	NO CHANGE
RSA LENGTH BEYOND STOP END	1,000'/1,000'	NO CHANGE
RUNWAY OBJECT FREE AREA (OFA) WIDTH	800'	NO CHANGE
OFA LENGTH BEYOND STOP END	1,000'/1,000'	NO CHANGE
OBSTACLE FREE ZONE (OFZ) WIDTH	400'	NO CHANGE
OFZ LENGTH BEYOND STOP END	200'	NO CHANGE
OBSTACLE FREE ZONE	NO OFZ OBJECT	PENETRATIONS
RUNWAY CENTERLINE TO HOLD LINE	250'	NO CHANGE
RUNWAY C TO PARALLEL TAXIWAY C	400'	NO CHANGE
TAXIWAY C TO FIXED OR MOVABLE OBJECT	93'	NO CHANGE
TAXIWAY OBJECT FREE AREA WIDTH	186'	NO CHANGE
TAXIWAY SAFETY AREA WIDTH	79'	NO CHANGE
TAXIWAY WINGTIP CLEARANCE	118'	NO CHANGE

NOTE: RUNWAY 16/34 CLOSED TO JET AIRCRAFT.

RUNWAY COORDINATES & ELEVATIONS

ITEM	EXISTING	FUTURE
RUNWAY END COORDINATES	LAT.38°30'18.72"N / LAT.38°31'04.28"N LON.121°30'02.62"W / LON.121°29'24.80"W	<i>SAME</i>
RUNWAY END ELEVATION	17.5' / 23.7'	<i>SAME</i>
RUNWAY HIGH/LOW POINT ELEVATION	23.8' / 17.5'	<i>SAME</i>
TOUCHDOWN ZONE ELEVATION (TDZE)	21.4' / 23.8'	<i>SAME</i>

DRAWING LEGEND

AIRPORT PROPERTY LINE		N/A
AIRPORT SECURITY FENCE		XX
AIRPORT BUILDINGS		
AIRFIELD PAVEMENT		
ABANDONED AIRFIELD PAVEMENT		
PAVED ROADS		
RUNWAY PROTECTION ZONE		
AVIGATION EASEMENT		
RUNWAY PROTECTION ZONE (TO BE CLOSED)		
BUILDING RESTRICTION LINE		
TAXIWAY OBJECT FREE AREA/AIRCRAFT PARKING LIMIT		N/A
TAXILANE OBJECT FREE AREA/AIRCRAFT PARKING LIMIT		N/A
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
INNER APPROACH OFZ		N/A
FENCE		N/A
FUEL STORAGE AREA		N/A
AIRPORT BEACON		N/A
LIGHTED WIND CONE & SEGMENTED CIRCLE		N/A
WIND CONE		N/A
VISUAL APPROACH SLOPE INDICATOR (VASI)		N/A
RUNWAY END IDENTIFIER LIGHTS (REIL)		N/A
AIRPORT REFERENCE POINT (ARP)		N/A
CONTOURS		N/A
PRECISION APPROACH PATH INDICATOR (PAPI)		=====
SECTION CORNER		=====
HOLD LINES & SIGNS		=====

REVISIONS

NO.	ITEM	DATE

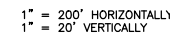
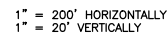
NOTES

1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
2. ALL COORDINATES AND ELEVATIONS TAKEN FROM FIM WEBSITE:
http://corvallis.fccboj.gov/gis/datasheet.asp?proj_sacp_orp_alp0000_RUNWAY%20LAYOUT%207171 (FEBRUARY 2008)
ALL HORIZONTAL DATA IS NAD83; ALL VERTICAL DATA IS NAVD83.
3. BASE DRAWING INFORMATION: SACRAMENTO EXECUTIVE AIRPORT, AIRPORT LAYOUT PLAN, (DRAWING NO. SAC-ALP2002) BY THE SACRAMENTO COUNTY AIRPORT SYSTEM, UPDATED, DECEMBER 2007.
4. AIRPORT IS LEASED BY SACRAMENTO COUNTY FROM THE CITY OF SACRAMENTO PER LEASE DATED MAY 17, 1965 AND MODIFIED BY SUPPLEMENTAL AGREEMENTS. THE CITY OF SACRAMENTO HAS NO COMPATIBLE ZONING AND HEIGHT RESTRICTIONS SURROUNDING THE AIRPORT IN ORDER THAT OPERATIONS AND MAINTENANCE OF THE AIRPORT WILL NOT BE IMPAIRED.
5. THE SUBMITTER PROTECTS THE AIRPORT FROM ADJACENT DEVELOPMENT BY THE CITY OF SACRAMENTO. THE SUBMITTER INTENDS TO USE THE AIRPORT FOR AIRCRAFT LANDING AND TAKE OFF. NO NEW LAND USE CONTROL OF THIS AREA RESULTS FROM THIS CHANGE; HOWEVER, NOTE 5. APPLIES.



**INNER PORTION OF THE APPROACH
SURFACE DRAWING - Runway 20 (Plan & Profile View)**




$$1'' = 200'$$


1. OBSTRUCTIONS OBTAINED FROM NOAA/NOS OBSTRUCTION CHART 0C358, SACRAMENTO EXECUTIVE AIRPORT, SACRAMENTO, CA, JUNE 1998; AND FROM SUPPLEMENTAL INFORMATION FROM SACRAMENTO COUNTY AIRPORT SYSTEM OBSTRUCTION REMOVAL UNDERTAKEN IN 2002 AND 2007. NEGATIVE PENETRATION REPRESENTS CLEARANCE TO SURFACE.

[illegible]

NOTES

1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAIL ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
2. EXISTING COORDINATES AND ELEVATIONS TAKEN FROM FAA WEBSITE:
https://www.fish.gov/fishDetail.asp?detail=runway_vntl_mnm=2717 (FEBRUARY, 2008)
3. ALL HORIZONTAL DATA IS IN NAD83; ALL VERTICAL DATA IS NAVD83.
4. ALL INFORMATION IS INFORMATION TO EXECUTE AIRPORT LAYOUT PLAN, (DRAWING NO. SAC-ALP2002)
5. BY THE SACRAMENTO COUNTY AIRPORT SYSTEM, UPDATED DECEMBER 2002.
6. THE AIRPORT IS LEASED BY SACRAMENTO COUNTY FROM THE CITY OF SACRAMENTO PER LEASE DATED MAY 17, 1965 AND AMENDED SEPTEMBER 20, 1974. THE CITY OF SACRAMENTO HAS AGREED TO MAKE THE CITY SHALL MAINTAIN THE CORRELATION OF THE AIRPORT SURROUNDING THE AIRPORT IN ORDER THAT OPERATIONS AND MAINTENANCE OF THE AIRPORT WILL NOT BE IMPAIRED.
7. THE RUNWAY PROTECTION ZONE (RPZ) CONFIGURATION FOR RUNWAY 30 HAS CHANGED SUCH THAT A GREATER PORTION EXTENDS INTO RESIDENTIAL ZONING. THE NEW RPZ FOR RUNWAY 30 IS SHOWN IN RED.

RUNWAY DATA

	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	VISUAL/VISUAL	1-MILE/VISUAL
FAR PART 77 APPROACH SLOPE	100°/20:1	34:1/20:1
RUNWAY WIDTH X LENGTH	201' x 3,836'	NO CHANGE
RUNWAY PAVEMENT TYPE	ASPHALT	NO CHANGE
TAXIWAY PAVEMENT TYPE	ASPHALT	NO CHANGE
PAVEMENT STRENGTH* (IN 1000 LBS.)	30/43/67	NO CHANGE
RUNWAY LIGHTING	MIRL	NO CHANGE
RUNWAY MARKING	VIS/VIS	NON-PREC./VIS
EFFECTIVE RUNWAY GRADIENT %	0.2	NO CHANGE
MAXIMUM RUNWAY GRADIENT	2.0	NO CHANGE
RUNWAY LINE-OF-SIGHT	=====	=====
THRESHOLD SITING SURFACE PENETRATIONS	NO PENETRATIONS	=====
VISUAL APPROACH AIDS	VASI/VASI	PAPI/PAPI
INSTRUMENT APPROACH AIDS	NONE	NO CHANGE
PILOT REFERENCE CODE	B=II	NO CHANGE
DESIGN AIRCRAFT	CESSNA 550	NO CHANGE
APPROACH SPEED	108 MPH	NO CHANGE
WINGSPAN	51.7'	NO CHANGE
MAXIMUM TAKE-OFF WEIGHT	13,300 LBS	NO CHANGE
UNDER-CARRIAGE WIDTH	17.7"	NO CHANGE
RUNWAY SAFETY AREA (RSA) WIDTH	300'	150'
RSA LENGTH BEYOND STOP END	600'/600'	300'/300'
RUNWAY OBJECT FREE AREA (OFA) WIDTH	800'	500'
OFA LENGTH BEYOND STOP END	600'/600'	300'/300'
OBSTACLE FREE ZONE (OFZ) WIDTH	400'	NO CHANGE
OFZ LENGTH BEYOND STOP END	200'	NO CHANGE
OBSTACLE FREE ZONE	NO OFZ OBJECT PENETRATIONS	=====
RUNWAY CENTERLINE TO HOLD LINE	200'	NO CHANGE
RUNWAY & TO PARALLEL TAXIWAY &	300'	240'
TAXIWAY TO FIXED OR MOVABLE OBJECT	93'	65.5'
TAXIWAY OBJECT FREE AREA WIDTH	186'	131'
TAXIWAY SAFETY AREA WIDTH	79'	24'
TAXIWAY WINGTIP CLEARANCE	118'	36'

NOTE: RUNWAY 16/34 CLOSED TO JET AIRCRAFT.

DRAWING LEGEND

	LEGEND	N/A
AIRPORT PROPERTY LINE	— X —	XX
AIRPORT SECURITY FENCE	— X —	XX
AIRPORT BUILDINGS	— ■ —	— ■ —
AIRFIELD PAVEMENT	— ■ —	— ■ —
ABANDONED AIRFIELD PAVEMENT	— ■ —	— ■ —
PAVED ROADS	— ■ —	— ■ —
RUNWAY PROTECTION ZONE	— ■ —	— ■ —
AVIGATION EASEMENT	— ■ —	— ■ —
RUNWAY PROTECTION ZONE (TO BE CLOSED)	— ■ —	— ■ —
BUILDING RESTRICTION LINE	— ■ —	— ■ —
TAXIWAY OBJECT FREE AREA/AIRCRAFT PARKING LIMIT	— ■ —	— ■ —
TAXIWAY OBJECT FREE AREA/AIRCRAFT PARKING LIMIT	— ■ —	— ■ —
RUNWAY SAFETY AREA	— ■ —	— ■ —
RUNWAY OBJECT FREE AREA	— ■ —	— ■ —
INNER APPROACH OFZ	— ■ —	— ■ —
FENCE	— ■ —	— ■ —
FUEL STORAGE AREA	— ■ —	— ■ —
AIRPORT BEACON	— ■ —	— ■ —
LIGHTED WIND CONE & SEGMENTED CIRCLE	— ■ —	— ■ —
WIND CONE	— ■ —	— ■ —
VISUAL APPROACH SLOPE INDICATOR (VASI)	— ■ —	— ■ —
RUNWAY END IDENTIFIER LIGHTS (REL)	— ■ —	— ■ —
AIRPORT REFERENCE POINT (ARP)	— ■ —	— ■ —
CONTOURS	— ■ —	— ■ —
PRECISION APPROACH PATH INDICATOR (PAPI)	— ■ —	— ■ —
SECTION CORNER	— ■ —	— ■ —
HOLD LINES & SIGNS	— ■ —	— ■ —

RUNWAY COORDINATES & ELEVATIONS

ITEM	EXISTING	12/30	FUTURE
RUNWAY END COORDINATES	LAT 38°31'06.07"N / LONG 121°29'42.26"W		LAT 38°30'40.16"N / LONG 121°29'07.04"W
RUNWAY END ELEVATION	22.8' / 23.5'		SAME
RUNWAY HIGH/LOW POINT ELEVATION	23.8' / 22.8'		SAME
TOUCHDOWN ZONE ELEVATION (TDZE)	23.8' / 23.8'		SAME



SACRAMENTO EXECUTIVE AIRPORT

**INNER PORTION OF THE APPROACH
SURFACE DRAWING - Runway 12/30 (Plan & Profile View)**



arnard Dunkelberg & Company

TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8844

DATE
2010

SALE
NOTED

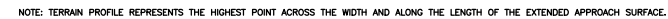
SHEET NO.
OF 13



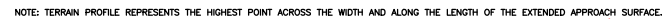
1" = 200'



1" = 200'



1" = 200' HORIZONTALLY
1" = 20' VERTICALLY



1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

1. OBSTRUCTIONS OBTAINED FROM NOAA/NOS OBSTRUCTION CHART OC358, SACRAMENTO EXECUTIVE AIRPORT, SACRAMENTO, CA, JUNE 1998; AND FROM SUPPLEMENTAL INFORMATION FROM SACRAMENTO COUNTY AIRPORT SYSTEM OBSTRUCTION REMOVAL UNDERTAKEN IN 2002 AND 2007. NEGATIVE PENTATION REPRESENTS CLEARANCE TO SURFACE.

* - ELEVATION ESTIMATED

1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DELTAED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.

2. EXISTING INFORMATION AND ELEVATIONS TAKEN FROM PAK WEBSITE:
http://www.sacdb.org/sdb/da/index.cfm?db=runway77_cmtl_nunav=2717 (FEBRUARY, 2008)
ALL HORIZONTAL DATA IS RADIAL; ALL VERTICAL DATA IS NAVD83.

3. EXISTING INFORMATION FROM THE SACRAMENTO COUNTY EXECUTIVE AIRPORT MASTER PLAN, (DRAWING NO. SAC-AP-00202) BY THE SACRAMENTO COUNTY AIRPORT SYSTEM, UPDATED DECEMBER 2002.

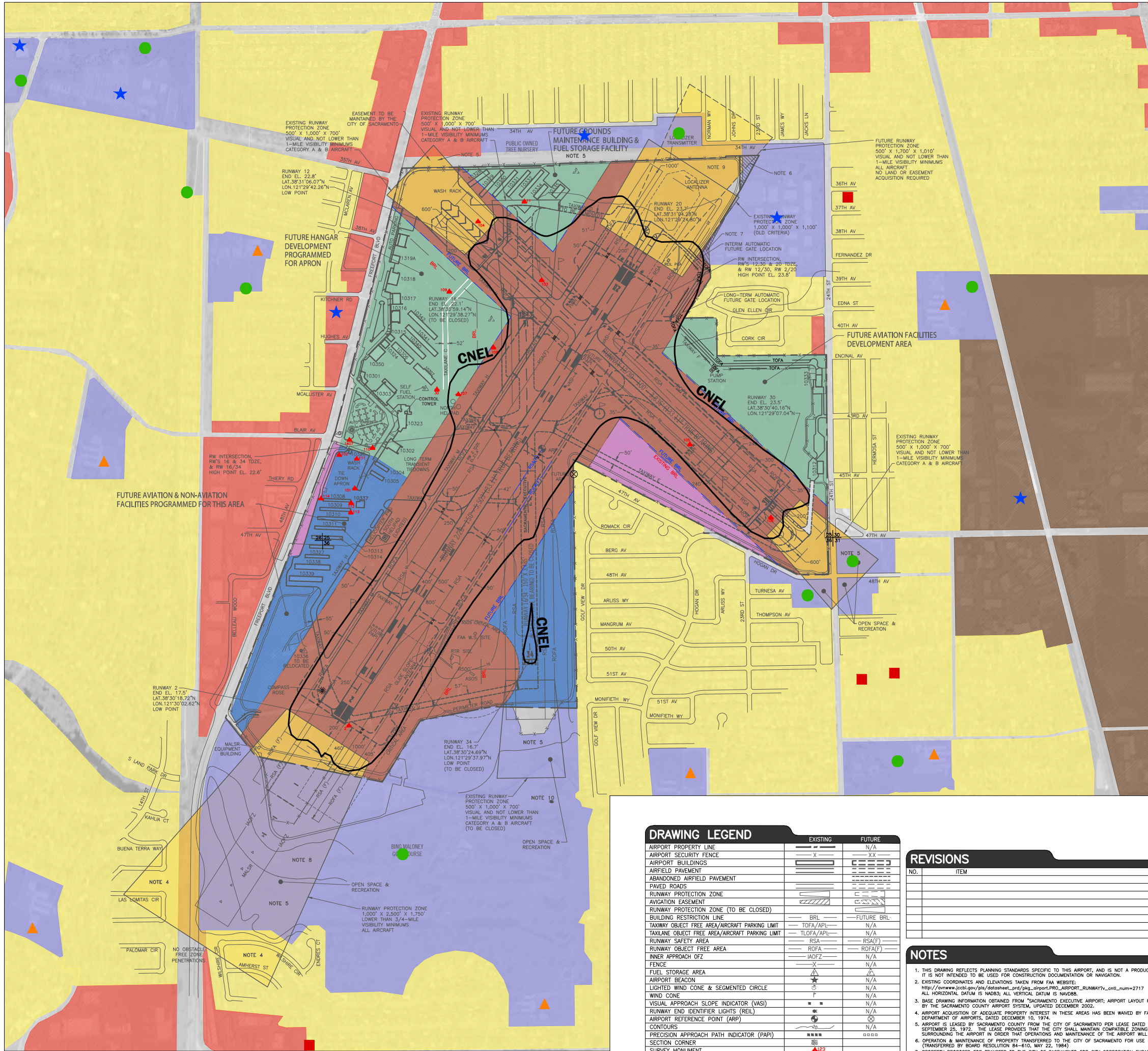
4. THE AIRPORT ZONING ORDINANCE OF THE CITY OF SACRAMENTO PER LEASE DATED MAY 17, 1965 AND AMENDED SEPTEMBER 25, 1972, THE LEASE PROVIDES THAT THE CITY SHALL MAINTAIN COMPATIBLE ZONING AND HEIGHT RESTRICTIONS TO THE AIRPORTS AND AIRCRAFT OPERATIONS AND MAINTENANCE.

5. THE RUNWAY PROTECTION ZONE (RPZ) CONSIDERED FOR RUNWAY 20 HAS CHANGED SUCH THAT A GREATER PORTION EXTENDS INTO RESIDENTIAL ZONING. NEW RUNWAY 20 APPROACH, OBSTRUCTION RESOLVED WITH CLOSURE OF RUNWAY 16/34.

6. "HERITAGE" QAC (APPROX. 200' VERTICAL COORD) PENETRATES 201 APPROACH, OBSTRUCTION RESOLVED WITH CLOSURE OF RUNWAY 16/34)

CLOSED

 Barnard Dunkelberg & Company	TULSA 1616 East 15th Street Tulsa, Oklahoma 74120 918.585.8844	DATE SEP 2010
	DENVER 1743 Wazee Street, Suite 400 Denver, Colorado 80202 303.825.8844	SCALE AS NOTED
		SHEET NO. 9 OF 13



The airport and surrounding areas are within the City of Sacramento Jurisdiction.

Note:
Executive Airport and its immediate surroundings are subject to the protections and land use restrictions described in the Sacramento City Code, Title 17: Zoning, Chapter 17.144 – Executive Airport Overlay Zone Ordinance 2000-17), and the Executive Airport Comprehensive Land Use Plan, dated May 1998 and amended May 1999.

CNEL

CNEL 2007

NOTE: CNEL REMAINS ON AIRPORT PROPERTY.

PUBLIC FACILITIES

CHURCH

SCHOOL

PUBLIC FACILITIES

PARK

ON-AIRPORT LANDUSE

AIRCRAFT MOVEMENT AREA

AVIATION DEVELOPMENT AREA

AVIATION-RELATED DEVELOPMENT AREA

NON-AVIATION DEVELOPMENT AREA

RUNWAY PROTECTION ZONES

OFF-AIRPORT LANDUSE

COMMERCIAL/BUSINESS

INDUSTRIAL

PUBLIC FACILITIES

RESIDENTIAL

NOTE: GENERALIZED LAND USE ANALYSIS BASED ON AERIAL PHOTOGRAPHY. FIELD SURVEY TO VERIFY.

DRAWING LEGEND		
AIRPORT PROPERTY LINE	EXISTING	FUTURE
AIRPORT SECURITY FENCE	X	XX
AIRPORT BUILDINGS		
AIRFIELD PAVEMENT		
ABANDONED AIRFIELD PAVEMENT		
PAVED ROADS		
RUNWAY PROTECTION ZONE		
AVIGATION EASEMENT		
RUNWAY PROTECTION ZONE (TO BE CLOSED)		
BUILDING RESTRICTION LINE		
TAXIWAY OBJECT FREE AREA/AIRCRAFT PARKING LIMIT		
TAXILANE OBJECT FREE AREA/AIRCRAFT PARKING LIMIT		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
INNER APPROACH OFZ		
FENCE		
FUEL STORAGE AREA		
AIRPORT BEACON		
LIGHTED WIND CONE & SEGMENTED CIRCLE		
WIND CONE		
VISUAL APPROACH SLOPE INDICATOR (VASI)		
RUNWAY END IDENTIFIER LIGHTS (REIL)		
AIRPORT REFERENCE POINT (ARP)		
CONTOURS		
PRECISION APPROACH PATH INDICATOR (PAPI)		
SECTION CORNER		
SURVEY MONUMENT		
HOLD LINES & SIGNS		

REVISIONS		
NO.	ITEM	DATE

- NOTES**
1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.

2. EXISTING COORDINATES AND ELEVATIONS TAKEN FROM FAA WEBSITE: http://www.faa.gov/priv/submitwell.cfm?sigl=airport.PRD_AIRPORT_RUNWAY%cnl_num=2717 (FEBRUARY, 2008) ALL HORIZONTAL DATUM IS NAD83; ALL VERTICAL DATUM IS NAVD83.

3. BASE DRAWING INFORMATION OBTAINED FROM "SACRAMENTO EXECUTIVE AIRPORT; AIRPORT LAYOUT PLAN", (DRAWING NO. SAC-ALP2002) BY THE SACRAMENTO COUNTY AIRPORT SYSTEM, UPDATED DECEMBER 2002.

4. AIRPORT ACQUISITION OF ADEQUATE PROPERTY INTEREST IN THESE AREAS HAS BEEN WAIVED BY FAA PER LETTER TO THE DEPARTMENT OF AIRPORTS, DATED DECEMBER 10, 1974.

5. AIRPORT IS LEASED BY SACRAMENTO COUNTY FROM THE CITY OF SACRAMENTO PER LEASE DATED MAY 17, 1965 AND AMENDED SEPTEMBER 25, 1972. THE LEASE PROVIDES THAT THE CITY SHALL MAINTAIN COMPATIBLE ZONING AND HEIGHT RESTRICTIONS SURROUNDING THE AIRPORT IN ORDER THAT OPERATIONS AND MAINTENANCE OF THE AIRPORT WILL NOT BE IMPAIRED.

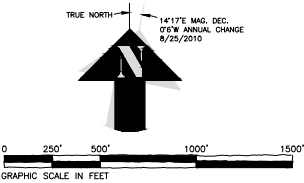
6. OPERATION & MAINTENANCE OF PROPERTY TRANSFERRED TO THE CITY OF SACRAMENTO FOR USE IN CITY CORPORATION YARD EXPANSION. (TRANSFERRED BY BOARD RESOLUTION 84-610, MAY 22, 1984)

7. PROPERTY PROPOSED FOR TRANSFER TO THE CITY OF SACRAMENTO FOR USE IN CITY CORPORATION YARD EXPANSION. NEW FENCE LINE TO BE CONSTRUCTED PENDING REVIEW AND APPROVAL BY THE FAA.

8. APPROACH SLOPE OF 3:41 APPROVED BY FAA PER LETTER DATED JUNE 8, 1979.

9. THE RUNWAY PROTECTION ZONE (RPZ) CONFIGURATION FOR RUNWAY 20 HAS CHANGED SUCH THAT A GREATER PORTION EXTENDS INTO RESIDENTIAL LAND USE. NO NEW LAND USE CONTROL OF THIS AREA RESULTS FROM THIS CHANGE, HOWEVER, NOTE 5 APPLIES.

10. "HERITAGE" OAK TREE (APPROX. 200 YEARS OLD) PENETRATES 20:1 APPROACH.



SACRAMENTO EXECUTIVE AIRPORT
Sacramento, California

AIRPORT LAND USE PLAN

Barnard Dunkelberg & Company

TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8844

DATE
SEP 2010

SCALE
AS NOTED

SHEET NO.
12 OF 13

