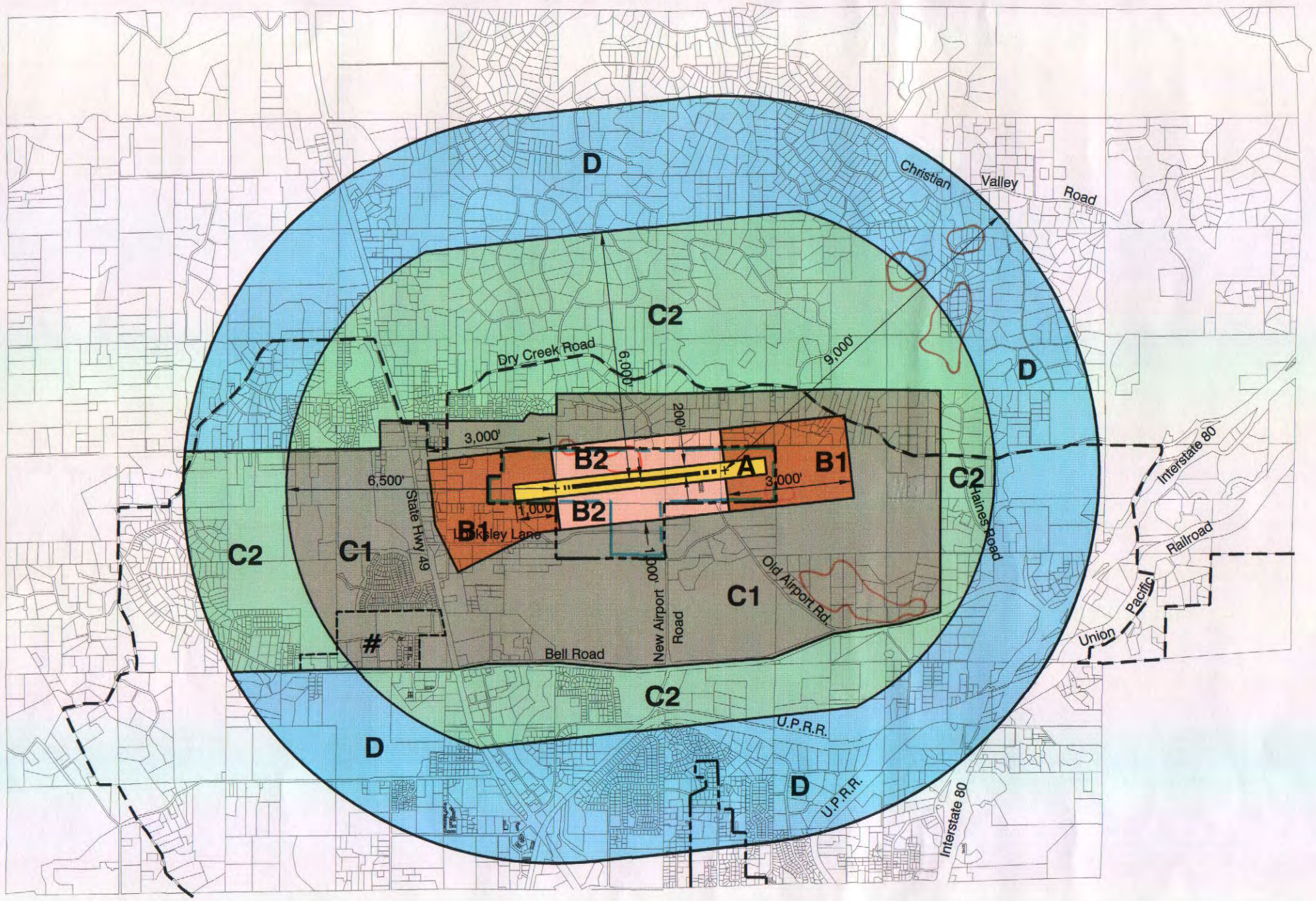


Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- Auburn City Limits
- Auburn Sphere of Influence

Note: longitudinal dimensions measure from end of primary surface, 200' from ends of extended runway.

N

3,000'

0 FEET 6,000'

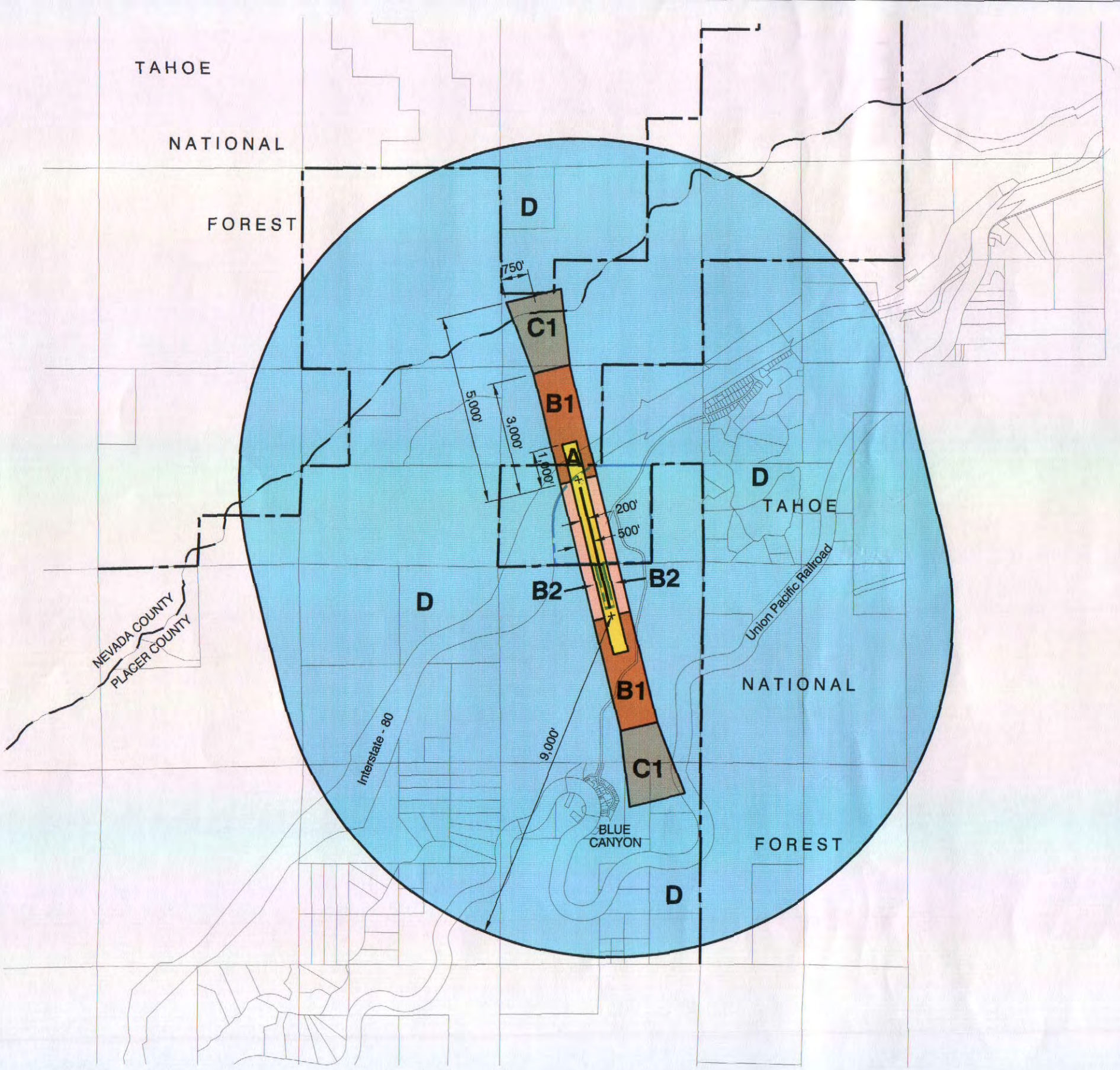
Source: Shutt Moen Associates (October 25, 2000)

Figure 3A

Compatibility Map

Auburn Municipal Airport

AUN-COMPATIBILITY



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D

Boundary Lines

- Airport Property Line
- Tahoe National Forest

Note: longitudinal dimensions measure from end of primary surface, 200' from runway end.

N

3,000'

0 FEET 6,000'

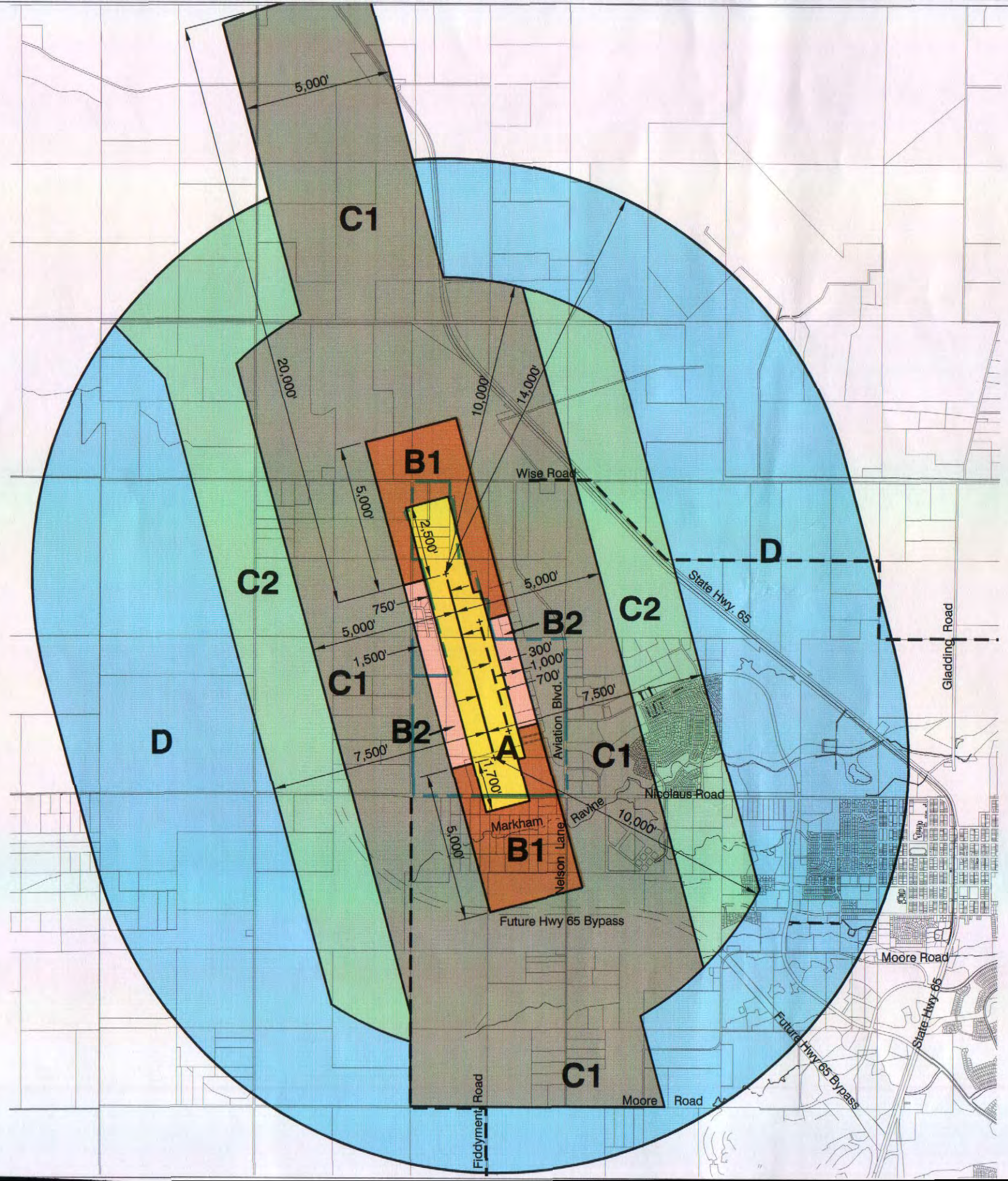
Source: Shutt Moen Associates (October 25, 2000)

Figure 3B

Compatibility Map

Blue Canyon Airport

BLU-COMPATIBILITY



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D

Boundary Lines

- Airport Property Line
- Lincoln City Limits
- Lincoln Sphere of Influence

Note: longitudinal dimensions measure from end of primary surface, 200' from runway ends.

N

4,000'

0 FEET 8,000'

Source: Shutt Moen Associates (October 25, 2000)

Figure 3C

Compatibility Map

Lincoln Regional Airport

LIN-COMPATIBILITY

AIRPORT DATA

		EXISTING	FUTURE
AIRPORT SERVICE LEVEL (NPIAS)		General Aviation	No Change
AIRPORT REFERENCE CODE		B-I (Small)	No Change
CRITICAL AIRCRAFT		Merlin III	No Change
AIRPORT REFERENCE POINT (a)	Latitude	38° 57' 17.2" N	38° 57' 17.32" N
	Longitude	121° 04' 55.5" W	121° 04' 54.25" W
AIRPORT ELEVATION (Above Mean Sea Level)		1,531'	1,535' (est.)
MEAN MAX. TEMP. (Hottest Month)		92° F (July)	No Change
AIRPORT AND TERMINAL NAVIGATIONAL AIDS		None	No Change
GPS APPROACH ESTABLISHED		YES	No Change
AIRPORT ACREAGE	Fee Simple	204.88	219.77
	Easement	0	No Change
AIRCRAFT PARKING SPACES	Tiedowns	128	140
	Individual Hangar Units	82	100

BUILDING AND FACILITY LEGEND

1. Lighting Vault
2. Pump Station (not in use)
3. Civil Air Patrol
4. Compass Calibration Pad
5. Wash Rack
6. Fuel Island
7. AWOS
8. Helicopter Parking
9. Future Apron
10. Future Hangars
11. Future Auto Parking
12. Future Terminal

TAXIWAY DATA

TWY	TYPE	PAVEMENT SURFACE	WIDTH EXISTING	WIDTH FUTURE	STRENGTH (1,000#) S/D/DT EXISTING	STRENGTH (1,000#) S/D/DT FUTURE	LIGHTING TYPE EXISTING	LIGHTING TYPE FUTURE
A	Parallel	Asphalt	30'	Same	30/-/-	Same	MITL	MITL, Signs
B	Exit	Asphalt	45'	Same	30/-/-	Same	MITL	MITL, Signs
C	Exit	Asphalt	N/A	35'	N/A	12.5/-/-	N/A	MITL/Signs
D	Exit	Asphalt	35'	Same	30/-/-	Same	MITL	MITL/Signs
E	Exit	Asphalt	N/A	35'	N/A	12.5/-/-	N/A	MITL/Signs

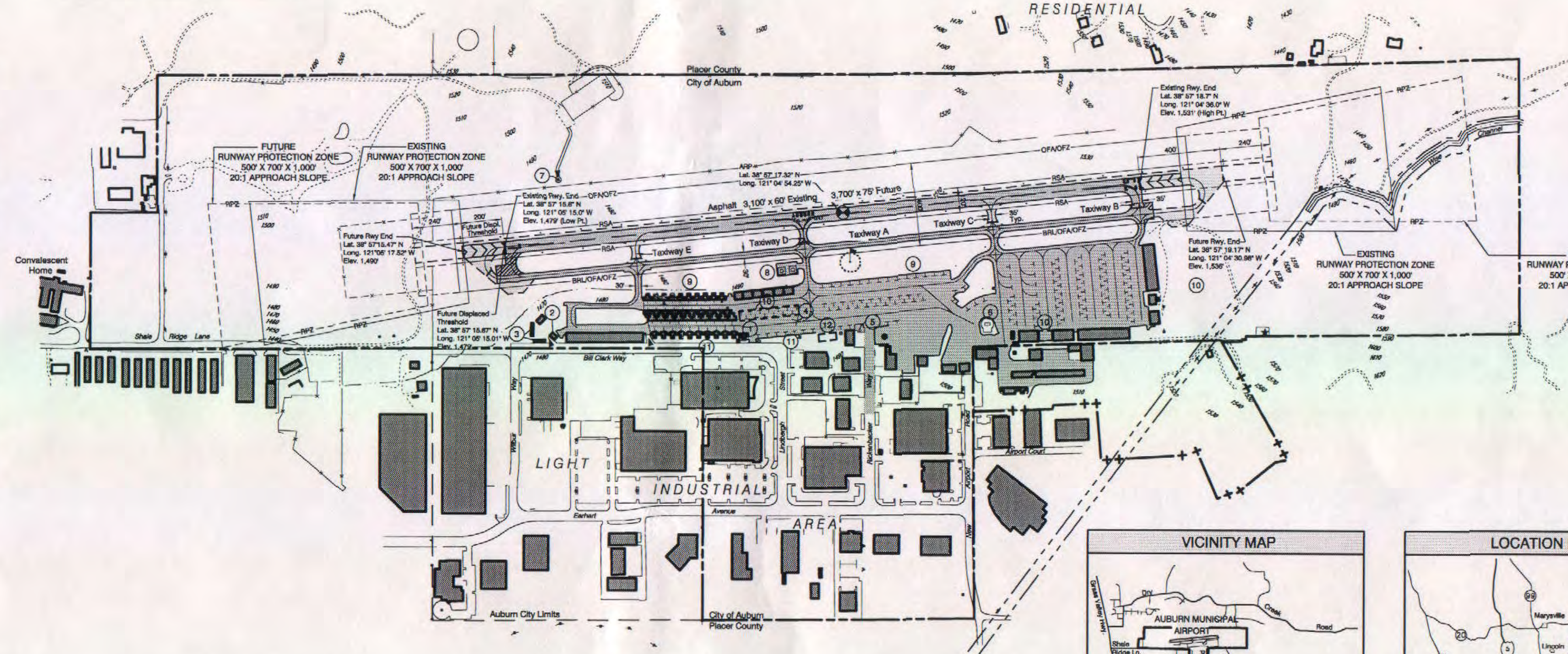
ALP NOTES

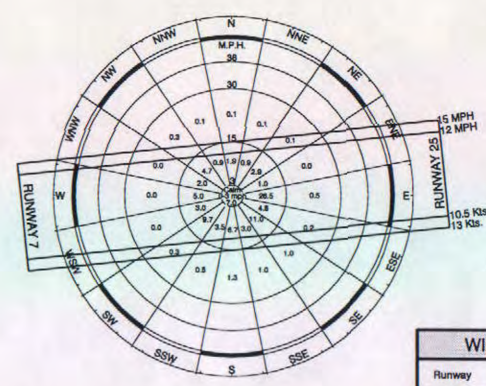
(a) Airport coordinates data source: July 28, 1992 mapping. Data is NAD 83.

(b) Only existing runway markings are depicted.

RUNWAY DATA

			RUNWAY 7-25 EXISTING	RUNWAY 7-25 FUTURE
AIRPORT REFERENCE CODE			B-I (Small)	No Change
CRITICAL AIRCRAFT			Merlin III	No Change
WIND COVERAGE (15 MPH)			96.7%	No Change
PHYSICAL LENGTH AND WIDTH			3,100' x 60'	3,700' x 75'
MAXIMUM ELEVATION (Above Mean Sea Level)			1,531'	1,536'
EFFECTIVE GRADIENT			1.68%	1.24%
RUNWAY/TAXIWAY SURFACE TYPE			Asphalt	No Change
PAVEMENT STRENGTH (1,000#) - S/D/DT			30/-/-	No Change
RUNWAY SAFETY AREA (Width)			120'	No Change
RUNWAY SAFETY AREA (Length Beyond Runway End)		7	240'	No Change
		25	240'	No Change
APPROACH TYPE (FAR Part 77 Category)	Approach End of Runway	7	Nonprecision [NP]	No Change
		25	Visual [A(V)]	Nonprecision [NP]
APPROACH VISIBILITY (Minimums)	Approach End of Runway	7	1 Mile	No Change
		25	1 Mile (circling)	No Change
APPROACH SLOPE (Required/Clear)	Approach End of Runway	7	20:1/>20:1	No Change
		25	20:1/>20:1	No Change
APPROACH AND LANDING AIDS	Approach End of Runway	7	PAPI	PAPI, REIL
		25	PAPI	PAPI, REIL
RUNWAY END COORDINATES (a)	Approach End of Runway 7	Latitude	38° 57' 15.6" N	38° 57' 15.47" N
		Longitude	121° 05' 15.0" W	121° 05' 17.52" W
	Approach End of Runway 25	Latitude	38° 57' 18.7" N	38° 57' 19.17" N
		Longitude	121° 04' 36.0" W	121° 04' 30.98" W
DISPLACED THRESHOLD COORDINATES	Approach End of Runway 7	Latitude	N/A	38° 57' 15.67" N
		Longitude	N/A	121° 05' 15.01" W
RUNWAY MARKING			Basic	Nonprecision
RUNWAY LIGHTING			Medium Intensity	No Change
TAXIWAY LIGHTING			Medium Intensity	No Change





WIND ROSE

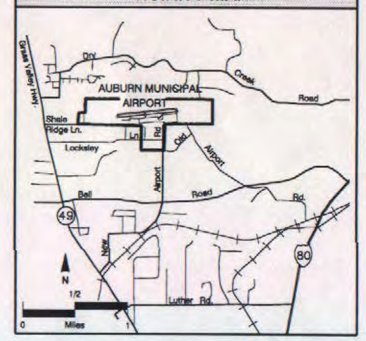
WIND COVERAGE

Runway	12 M.P.H. (10.5 Knots)	15 M.P.H. (13 Knots)
7-25	92.0%	96.7%

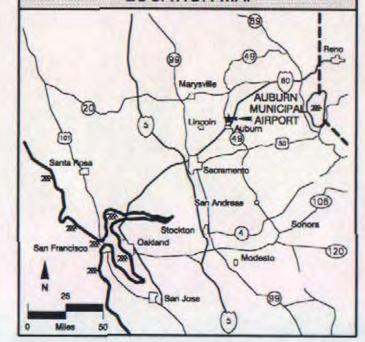
Source: U.S. WEATHER BUREAU RECORDED AT AUBURN
Period: SURFACE WIND VELOCITY OVER A PERIOD OF FIVE YEARS

DECLINATION:
15° 29' 35" E
JANUARY 2000
ANNUAL RATE OF CHANGE
03' 37" W

VICINITY MAP



LOCATION MAP



DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
OTHER PAVEMENT IN USE		
DIRT OR GRAVEL ROAD		
AIRPORT PROPERTY LINE		
PG&E EASEMENT		
INTERNAL BOUNDARY (lease, R.O.W. etc.)		
CRITICAL AIRFIELD AREAS *	XYZ	XYZ
BUILDING		
FENCE		
VEHICLE GATE		
WIND CONE		
UTILITY POLE / POWER LINE		
TOPOGRAPHIC CONTOURS	XXX	
CHANNEL / CULVERT		
AIRPORT REFERENCE POINT		

* APL - Aircraft Parking Limits; BRL - Building Restriction Line; RSA - Runway Safety Area; RPZ - Runway Protection Zone; OFA - Object Free Area; OFZ - Obstacle Free Zone

AUKALP99 062200

SUBMITTED BY:
City of Auburn

By ____________ Date

FAA Approval Space

The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

NO.	REVISION	SPONSOR	DATE

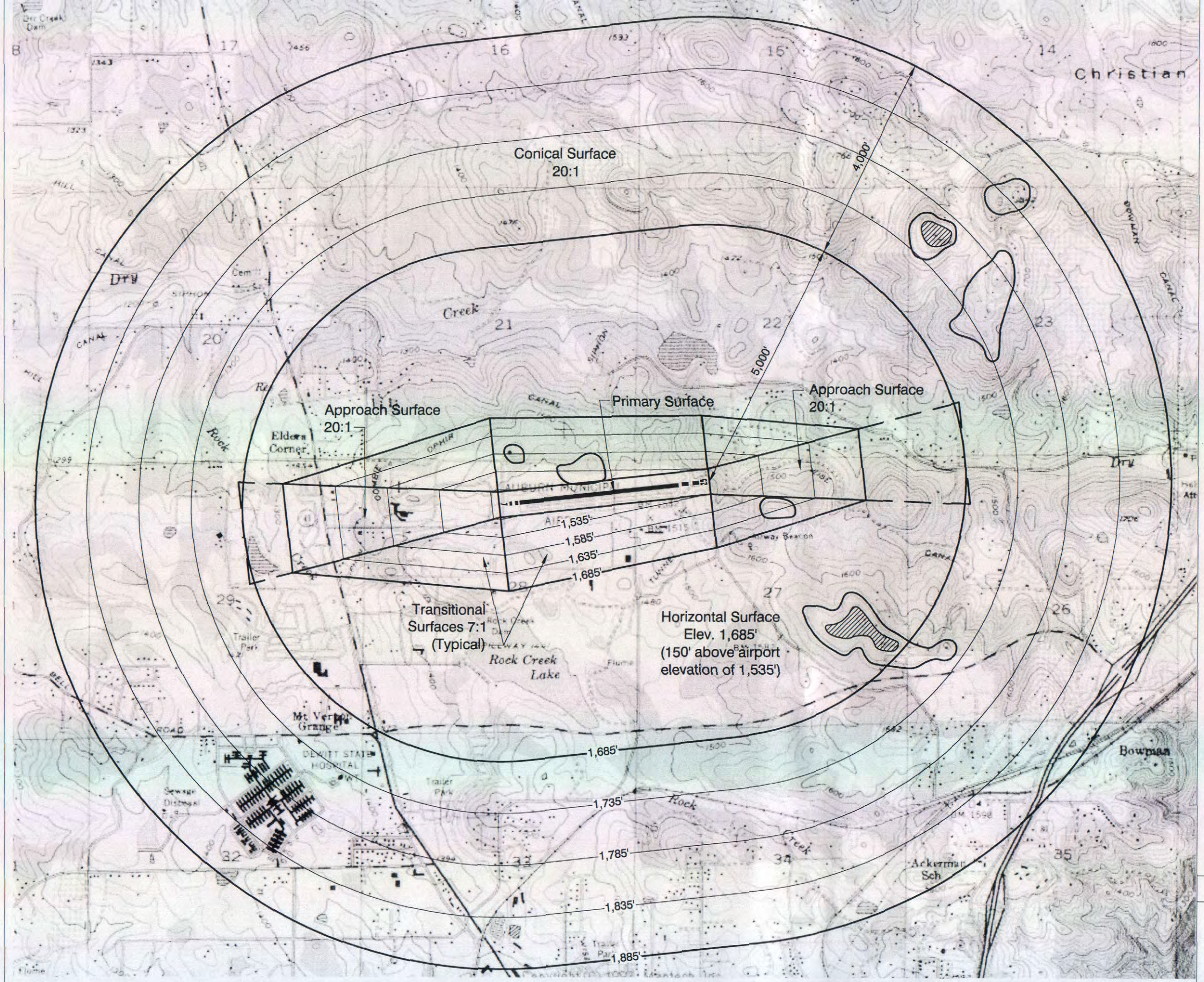
AUBURN MUNICIPAL AIRPORT
AUBURN, CALIFORNIA

AIRPORT LAYOUT PLAN

SHUTT MOEN ASSOCIATES
AIRPORT CONSULTANTS & ENGINEERS
707 Aviation Blvd., Santa Rosa, California 95403

DESIGN: KAB | DRAWN: TE | DATE: JUNE 2000 | SHEET 1 OF 1

Exhibit 4B



AUNASP99

Legend

- FAR Part 77 Surface Penetration
- Height Review Overlay Zone

N

2,000'

0 FEET 4,000'

1" = 2,000'

Source: Shutt Moen Associates (June 1999)

Exhibit 4C

Airspace Plan

Auburn Municipal Airport