RUNWAY DATA

	RUNWAY 15(R)–33(L) EXISTING	RUNWAY 15(R)–33(L) FUTURE	RUNWAY 15L–33R EXISTING	RUNWAY 15L–33R FUTURE
AIRPORT REFERENCE CODE (m)	C–III (Large)	No Change	–	B–I (Small)
CRITICAL AIRCRAFT	Med. Business Jet	No Change	–	Light Twin
PHYSICAL LENGTH AND WIDTH	6,001' X 100'	No Change	–	3,350' X 60'
MAXIMUM ELEVATION (MSL) (c)	118'	No Change	–	118'
EFFECTIVE GRADIENT	0.0%	No Change	–	0.0%
RUNWAY/TAXIWAY SURFACE TYPE	Asphalt	No Change	–	Asphalt
PAVEMENT STRENGTH (S/D/D1) (e)	30/60/–	No Change	–	12.5/–/–
RUNWAY SAFETY AREA WIDTH	500'	No Change	–	120'
RUNWAY MARKING	Nonstandard (f)	No Change	–	Basic
RUNWAY LIGHTING	MIRL (g)	No Change	–	MIRL
TAXIWAY LIGHTING	MITL	No Change	–	MITL

RUNWAY END DATA

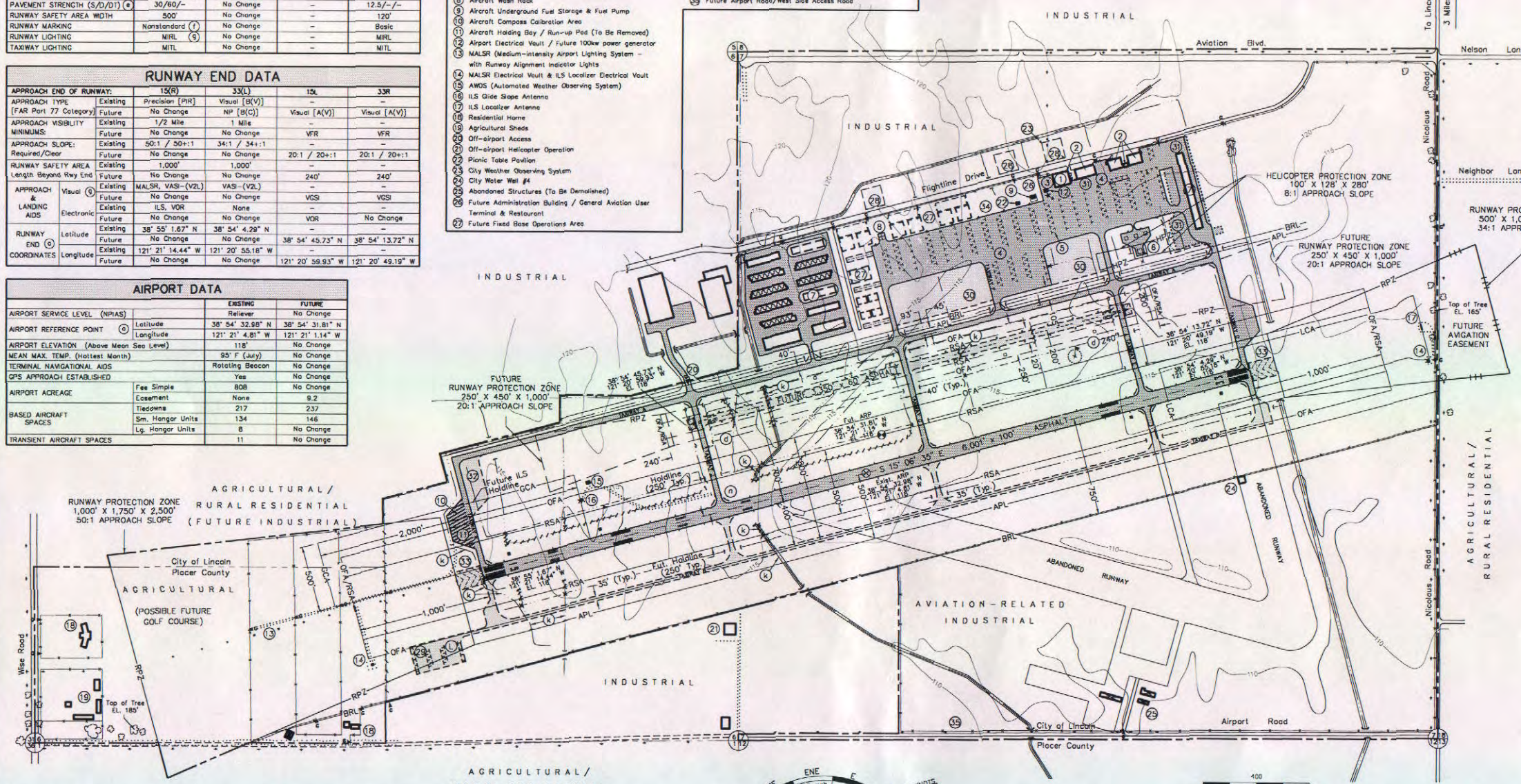
APPROACH END OF RUNWAY:			15(R)	33(L)	15L	33R
APPROACH TYPE [FAR Part 77 Category]		Existing	Precision [PIR]	Visual [B(V)]	–	–
		Future	No Change	NP [B(C)]	Visual [A(V)]	Visual [A(V)]
APPROACH VISIBILITY MINIMUMS:		Existing	1/2 Mile	1 Mile	–	–
		Future	No Change	No Change	VFR	VFR
APPROACH SLOPE: Required/Clear		Existing	50:1 / 50+:1	34:1 / 34+:1	–	–
		Future	No Change	No Change	20:1 / 20+:1	20:1 / 20+:1
RUNWAY SAFETY AREA Length Beyond Rwy End		Existing	1,000'	1,000'	–	–
		Future	No Change	No Change	240'	240'
APPROACH & LANDING AIDS	Visual (q)	Existing	MALSR, VASI–(V2L)	VASI–(V2L)	–	–
		Future	No Change	No Change	VGSI	VGSI
	Electronic	Existing	ILS, VOR	None	–	–
		Future	No Change	No Change	VOR	No Change
RUNWAY END (c) COORDINATES	Latitude	Existing	38° 55' 1.67" N	38° 54' 4.29" N	–	–
		Future	No Change	No Change	38° 54' 45.73" N	38° 54' 13.72" N
	Longitude	Existing	121° 21' 14.44" W	121° 20' 55.18" W	–	–
		Future	No Change	No Change	121° 20' 59.93" W	121° 20' 49.19" W

AIRPORT DATA

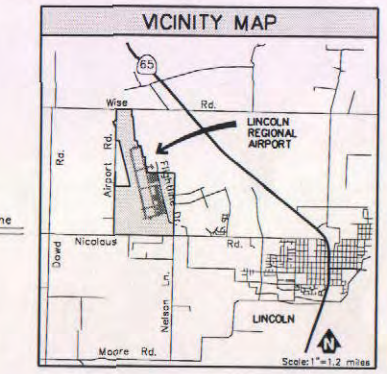
		EXISTING	FUTURE
AIRPORT SERVICE LEVEL (NPIAS)		Reliever	No Change
AIRPORT REFERENCE POINT (c)	Latitude	38° 54' 32.98" N	38° 54' 31.81" N
	Longitude	121° 21' 4.81" W	121° 21' 1.14" W
AIRPORT ELEVATION (Above Mean Sea Level)		118'	No Change
MEAN MAX. TEMP. (Hottest Month)		95° F (July)	No Change
TERMINAL NAVIGATIONAL AIDS		Rotating Beacon	No Change
GPS APPROACH ESTABLISHED		Yes	No Change
AIRPORT ACREAGE	Fee Simple	808	No Change
	Easement	None	9.2
BASED AIRCRAFT SPACES	Tiedowns	217	237
	Sm. Hangar Units	134	146
	Lg. Hangar Units	8	No Change
TRANSIENT AIRCRAFT SPACES		11	No Change

BUILDING AND FACILITY LEGEND

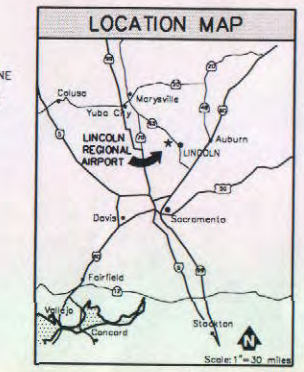
1. City Airport Administration Office & Pilot's Lounge
2. Fixed Base Operations & On-airport Businesses
3. Automobile Parking
4. Aircraft Tiedown Apron
5. Transient Aircraft Tiedown Spaces
6. Helicopter Landing & Parking Area
7. Aircraft Hangars
8. Aircraft Wash Rack
9. Aircraft Underground Fuel Storage & Fuel Pump
10. Aircraft Compass Calibration Area
11. Aircraft Holding Bay / Run-up Pad (To Be Removed)
12. Airport Electrical Vault / Future 100kw power generator
13. MALSR (Medium-intensity Airport Lighting System – with Runway Alignment Indicator Lights
14. MALSR Electrical Vault & ILS Localizer Electrical Vault
15. AWOS (Automated Weather Observing System)
16. ILS Glide Slope Antenna
17. ILS Localizer Antenna
18. Residential Home
19. Agricultural Sheds
20. Off-airport Access
21. Off-airport Helicopter Operation
22. Picnic Table Pavilion
23. City Weather Observing System
24. City Water Well #4
25. Abandoned Structures (To Be Demolished)
26. Future Administration Building / General Aviation User Terminal & Restaurant
27. Future Fixed Base Operations Area
28. Future Automobile Parking (Phases I–V)
29. Future Small Aircraft Parking Apron for Golf Course
30. Future Large Aircraft Parking Apron
31. Future Apron Overlay / Reconstruction
32. Future Aircraft Holding Bay / Run-up Pad
33. Future Runway 15–33 Blast Pads
34. Future Air Traffic Control Tower
35. Future Airport Road/West Side Access Road



VICINITY MAP



LOCATION MAP



ALP NOTES

(a) Coordinates data was obtained from NOS Lincoln Regional Airport Obstruction Chart (OC 5850), 1993. All data is NAD83. Future Runway 15L–33R and ARP coordinates were calculated from OC data.
(b) Topographic contours were obtained from 1972 ALP, and were not field verified.
(c) Runway 15–33 touchdown zone elevation is 118' MSL. (Highest Runway 15 elevation, 1st 3,000' for straight-in minimums is 118'.)
(d) Future runway end elevations are estimated.
(e) Single wheel runway strength obtained from 1993 COR. Dual wheel runway strength determined through calculation.
(f) Runway 15: precision markings. Runway 33: nonprecision markings.
(g) Runway lighting & visual aids – Pilot Activated.
(h) No OFZ object penetrations.
(i) No threshold siting surface object penetrations.
(j) Only "All Weather" wind information is available. VMC/IMC differentiation information is not available.
(k) Future underground culvert.
(L) Golf course aircraft apron location determined by owner.
(m) Deviations from FAA standards:
- Fence bisects Runway 15–33 RSA & OFA. (Fence to be removed.)
- Existing taxiway widths at 40' (typical); 50' recommended. (Taxiways to remain at existing widths.)
- Existing aircraft run-up pad is located within GCA. (Run-up pad to be relocated.)
- Drainage ditches and culverts are located within Runway 15–33 RSA. (Drainage culverts to be extended, ditches to be filled.)

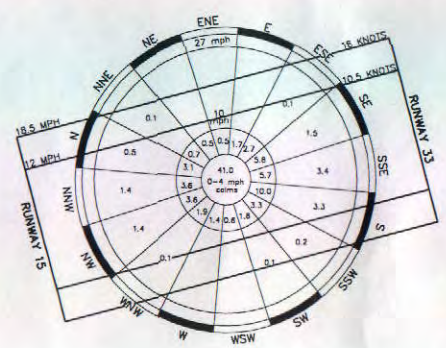
(n) Major taxiway turning radii increased to 100' in future.

DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
ACTIVE AIRFIELD DIRT SURFACE		
AIRFIELD PAVEMENT TO BE REMOVED		
OTHER PAVEMENT IN USE		
DIRT OR GRAVEL ROAD		
AIRPORT PROPERTY LINE		
AVIGATION EASEMENT		
CRITICAL AIRFIELD AREAS * (n)	XYZ	XYZ
BUILDING		
BUILDING TO BE REMOVED		
FENCE / FENCE TO BE REMOVED		
ACCESS GATE	G	

	EXISTING	FUTURE
SEGMENTED CIRCLE & LIGHTED WIND CONE		
RUNWAY EDGE / THRESHOLD LIGHTS	/	/
VASI (exist.) / VGSI (fut.)		
ROTATING BEACON		
UTILITY POLE / POWER LINE		
FLOOD LIGHT		
TOPOGRAPHIC CONTOURS (b)	XXX	
VEGETATION		
WATERWAY / CHANNEL / CULVERT		
WATERWAY / CULVERT TO BE RELOCATED		
AIRPORT REFERENCE POINT		
SECTION CORNER		

* APL – Aircraft Parking Limit
BRL – Building Restriction Line
GCA – Glideslope Critical Area
HPZ – Helicopter Protection Zone
LCA – Localizer Critical Area
OFA – Object Free Area
RPZ – Runway Protection Zone
RSA – Runway Safety Area



MAGNETIC TRUE

15° 53' 03"
FEBRUARY 1997
ANNUAL RATE OF CHANGE
0° 01' 03" W

WIND ROSE (i)

SOURCE: U.S. WEATHER BUREAU STATION BEALE AIR FORCE BASE

PERIOD: 1959–1966: ALL MONTHS, ALL HOURS

WIND COVERAGE: 12 MPH (10.5 KNOTS) – 98.8%
15 MPH (13 KNOTS) – 99.7%
18.5 MPH (16 KNOTS) – 99.8%

SUBMITTED BY:
CITY OF LINCOLN

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
	ADDED FUTURE LAND USE DESIGNATIONS		8/99

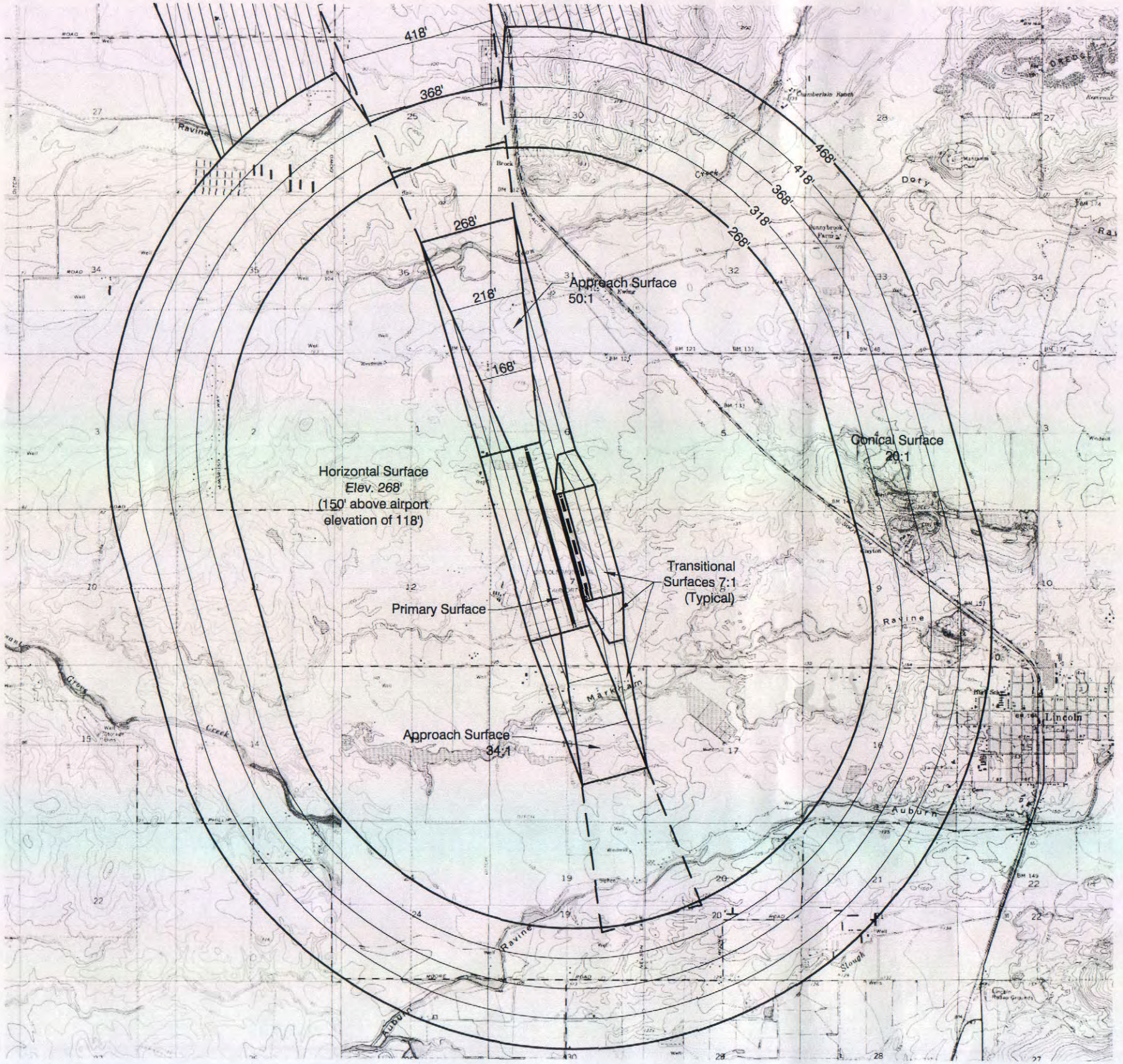
LINCOLN REGIONAL AIRPORT
LINCOLN, CALIFORNIA
AIRPORT LAYOUT PLAN

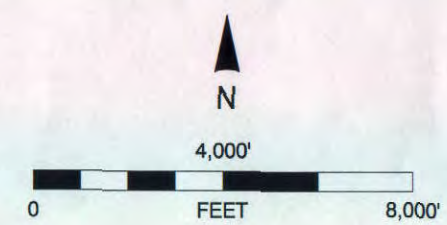
SHUTT MOEN ASSOCIATES
AIRPORT CONSULTANTS & ENGINEERS
707 Aviation Blvd., Santa Rosa, California 95403

City of Lincoln

DESIGN: SMA | DRAWN: TE/MSP | DATE: January 1999 | SHEET 1 OF 1

Exhibit 6B





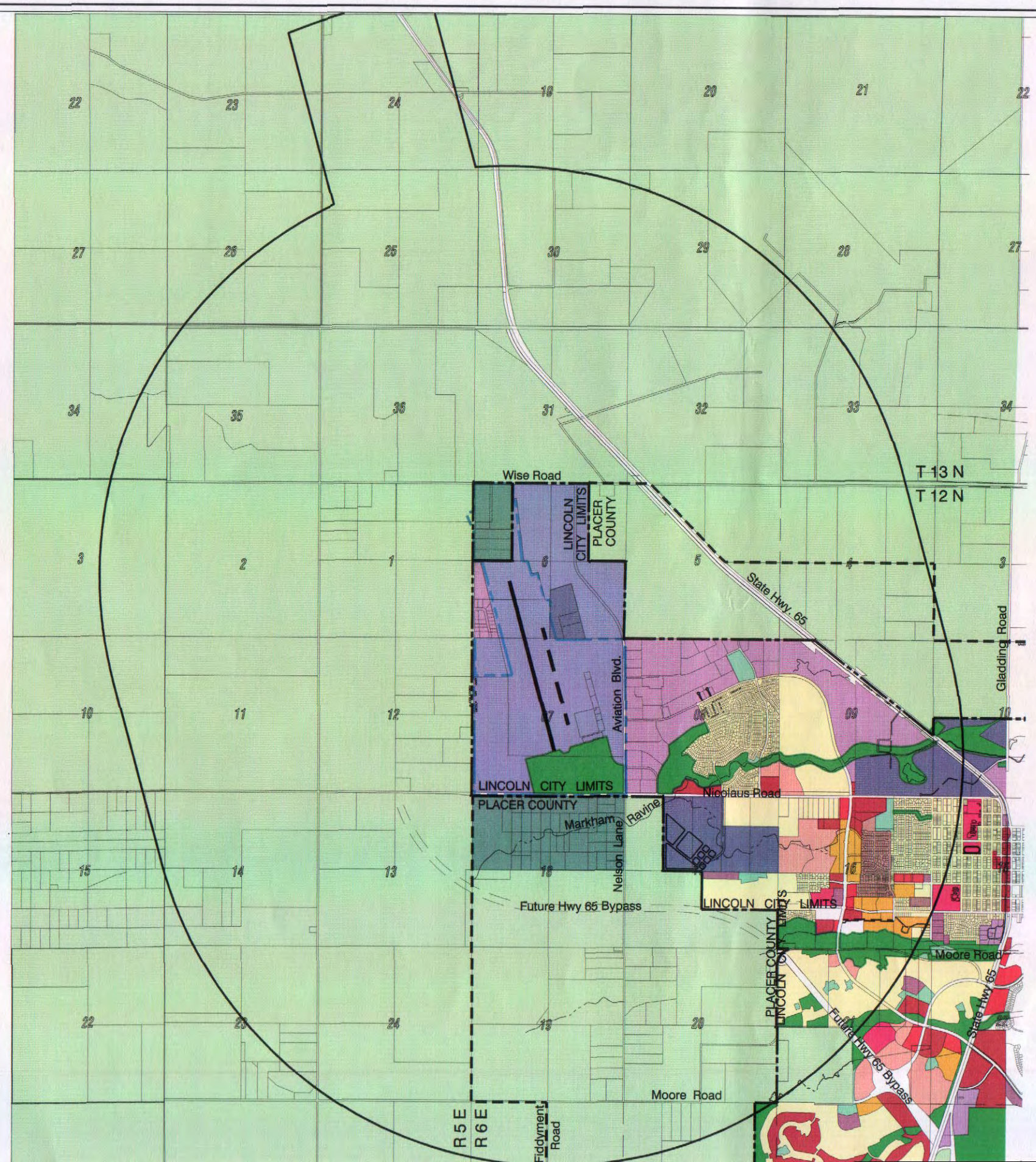
Source: Shutt Moen Associates (June 1999)

Exhibit 6C

Airspace Plan

Lincoln Regional Airport

BLUASP99



LEGEND

General Plan Land Use Designations (Simplified)*

- High Density Residential (>15.0 d.u./ac.)
- Medium Density Residential (10.0-15.0 d.u./ac.)
- Medium-Low Density Residential (5.1-10.0 d.u./ac.)
- Low Density Residential (1.1-5.0 d.u./ac.)
- Mobile Home Park
- High-Intensity Commercial
- Low-Intensity Commercial
- Heavy Industrial
- Light Industrial
- Mixed Use
- Airport
- School
- Other Public/Institutional
- Parks & Recreation
- Urban Reserve
- Rural Estate (2.0-10.0 ac. parcels)
- Agriculture (10.0 ac. parcels)
- Open Space
- Highway/Railroad

Boundary Lines

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

*County designations shown except within city limits

N

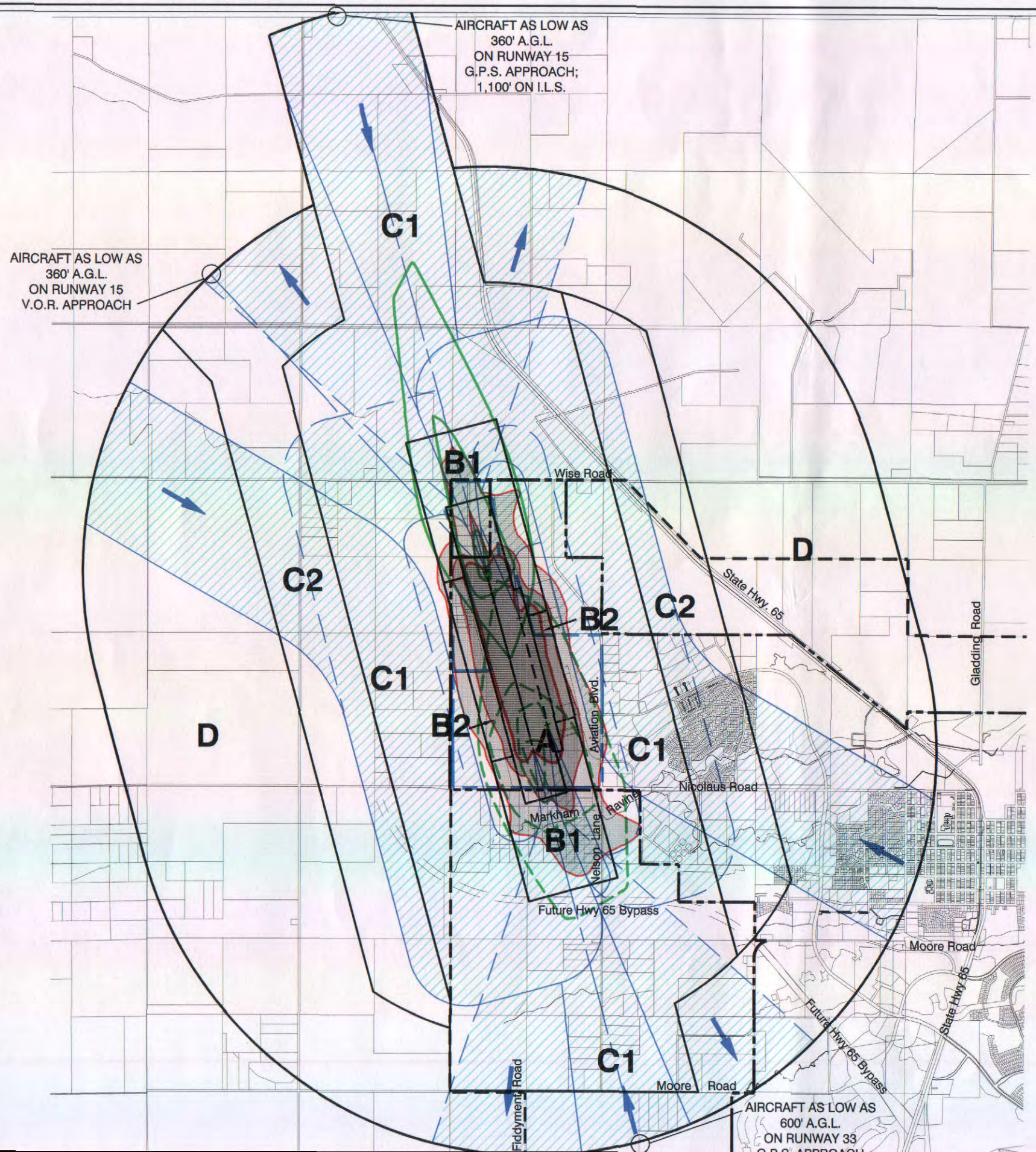
0 — 4,000' — FEET — 8,000'

Source: Summarized from Placer County and City of Lincoln General Plan Maps by Shutt Moen Associates (September 1999)

Exhibit 6G

Planned Airport Vicinity Land Uses
Lincoln Regional Airport

LIN-ZONINGMAP



Legend

Compatibility Zones

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

Noise and Overflight Compatibility Factors

- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL
- General Traffic Pattern Envelope/Flight Direction (approximately 80% of aircraft overflights estimated to occur within these limits)

Safety and Airspace Compatibility Factors

- Aircraft Departure Accident Risk Intensity Contours * (Shown for Takeoffs to the South)
- Aircraft Approach Accident Risk Intensity Contours * (Shown for Landings from the North)
- FAR Part 77 Conical Surface Limits

Boundary Lines

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

* Aircraft accident risk intensity contours are derived from accident location data in Caltrans Aeronautics Program database. The contours represent relative intensities (highest concentrations) of near-airport accidents in 20% increments.

N

0 — 4,000' — 8,000' FEET

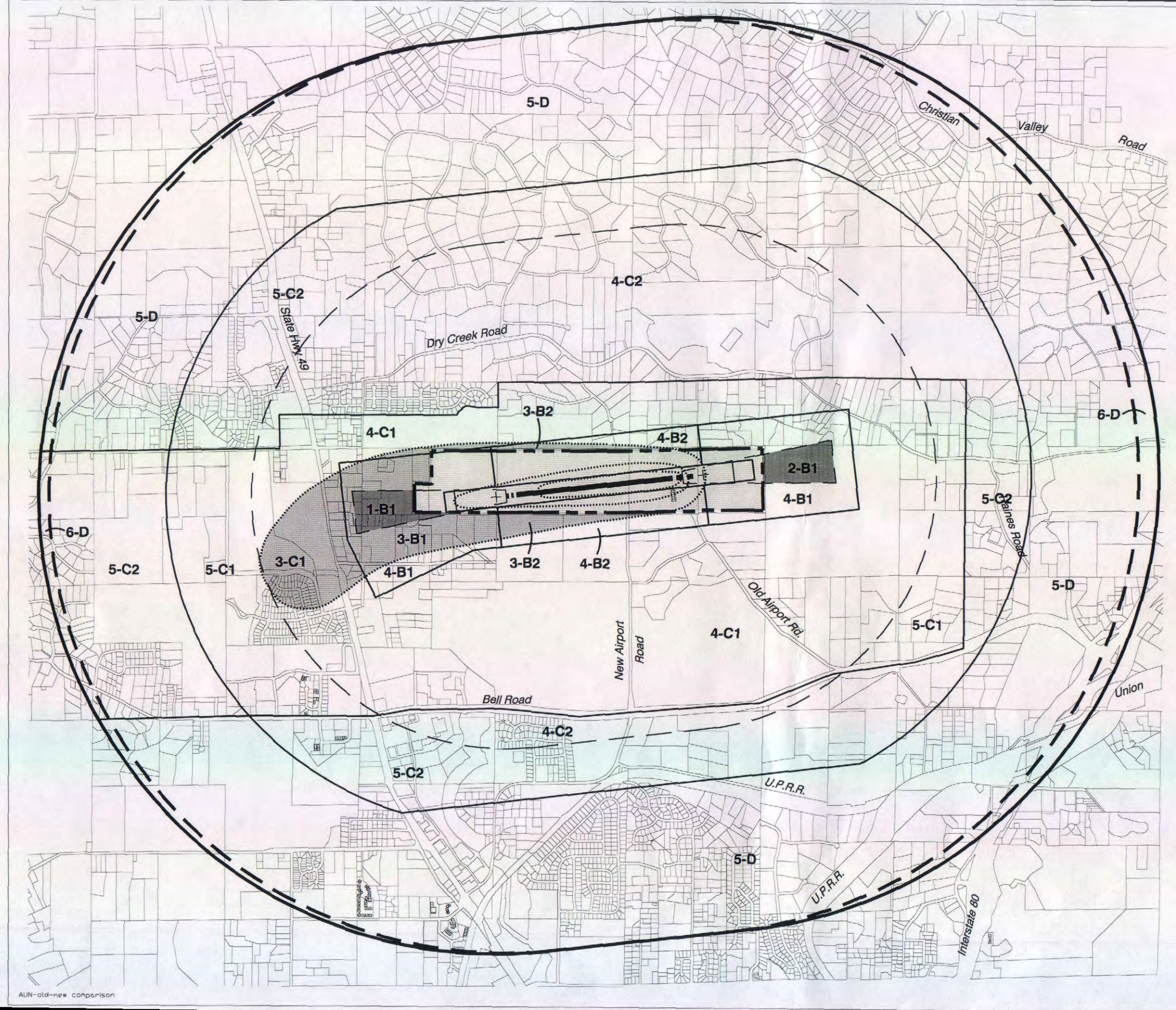
Source: Shutt Moen Associates (October 25, 2000)

Exhibit 6H

Compatibility Factors Map

Lincoln Regional Airport

LIN-COMPATIBILITY



Legend

Airport Property

Existing Plan

- Airport Influence Boundary
- Noise Impact Area (55 CNEL)
- Safety Zone 2
- Safety Zone 3

Area

1= in Safety Zone 2, inside 55 CNEL
2= *in Safety Zone 2, outside 55 CNEL*
3= in Safety Zone 3, inside 55 CNEL
4= in Safety Zone 4, outside 55 CNEL
5= not in any safety zone
6= not in plan boundary

Proposed Plan

- Compatibility Zones (A, B1, B2, C1, C2, D)
- *Airport Influence Area*

N

0 2,000' 4,000'

FEET

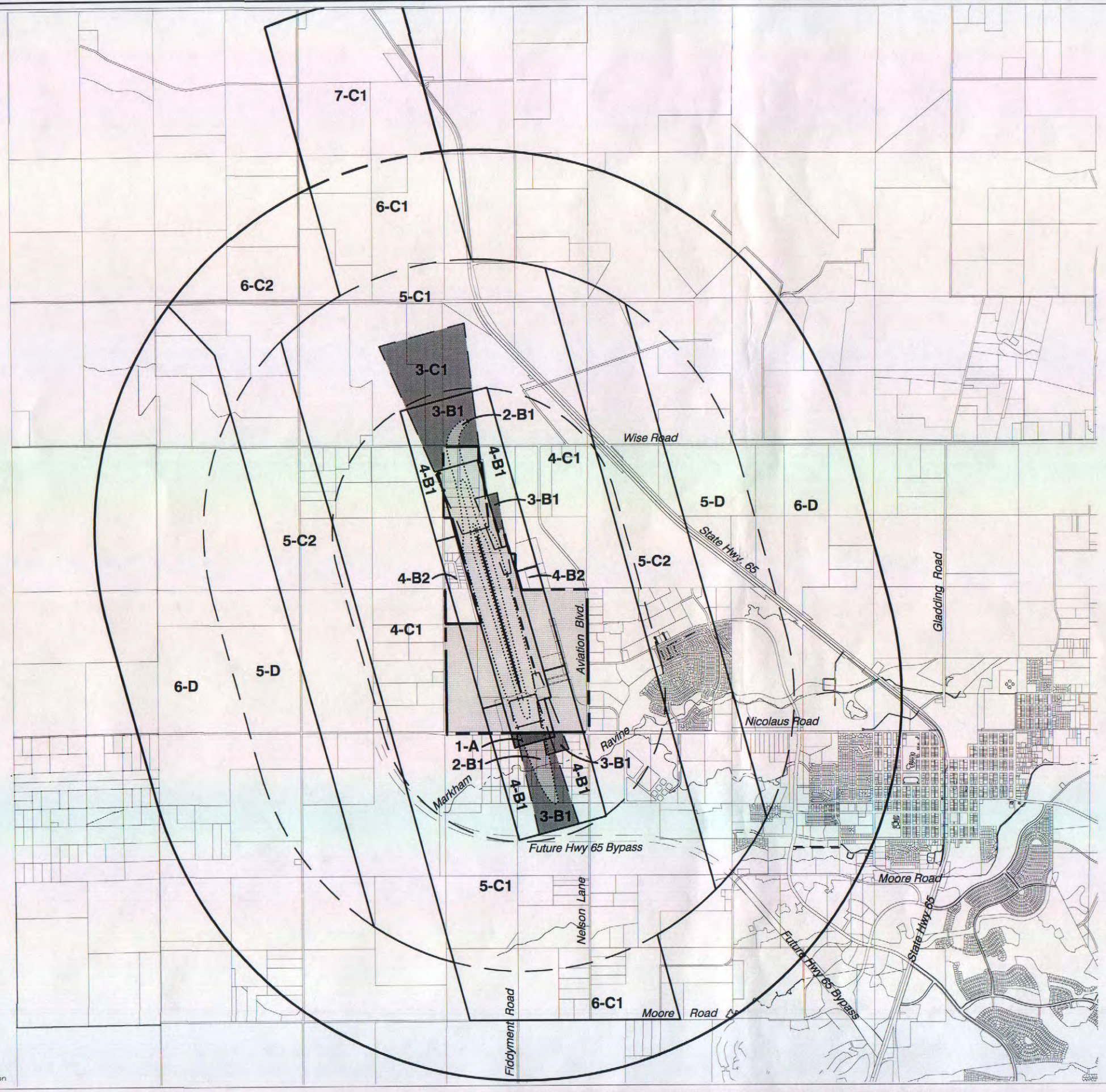
1" = 2,000'

Source: Shutt Moen Associates (April 2000)

Appendix G2

Comparison between Old and New Compatibility Zones

Auburn Municipal Airport



Legend

Airport Property

Existing Plan

- Airport Influence Boundary
- Noise Impact Area (69 CNEL)
- Safety Zone 1
- Safety Zone 2
- Safety Zones 3A & 3B

Area

1= in Safety Zone 1
2= in Safety Zone 2, inside 60 CNEL
3= in Safety Zone 2, outside 60 CNEL
4= in Safety Zone 3A
5= in Safety Zone 3B
6= not in any Safety Zone
7= outside old plan boundary

Proposed Plan

- Compatibility Zones (A, B1, B2, C1, C2, D)
- Airport Influence Area

N

4,000'

0 FEET 8,000'

1" = 4,000'

Source: Shutt Moen Associates (October 25, 2000)

Appendix G4

Comparison between Old and New Compatibility Zones

Lincoln Regional Airport