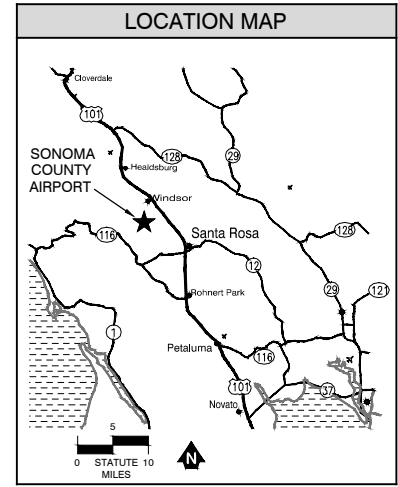
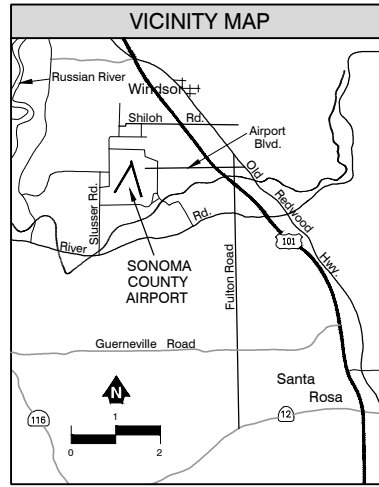


RUNWAY DATA				
	RUNWAY 14-32		RUNWAY 1-19	
	EXISTING	FUTURE	EXISTING	FUTURE
AIRPORT REFERENCE CODE	C-III	No Change	C-II	C-III
AIRCRAFT	Regional Jet	No Change	Corporate Jet	Regional Jet
WINGSPAN	94'-3"	No Change	64'-0"	94'-3"
CRITICAL AIRCRAFT	UNDERCARRIAGE WIDTH	24'-0"	No Change	11'-0"
	APPROACH SPEED (kts.)	< 141	No Change	< 141
	MAX. TAKEOFF WT. (lbs.)	105,360	No Change	36,100
WIND COVERAGE (16 Knots)	98.9%	No Change	97.9%	No Change
PHYSICAL LENGTH AND WIDTH	5,119' x 150'	6,000' x 150'	5,003' x 100'	5,202' x 100'
RUNWAY HIGH POINT	121.7'	No Change	128.1'	No Change
RUNWAY LOW POINT	114.0'	No Change	113.8'	No Change
VERTICAL LINE OF SIGHT PROVIDED	Yes	No Change	Yes	No Change
RUNWAY/TAXIWAY SURFACE TYPE	Asphalt	No Change	Asphalt	No Change
EFFECTIVE GRADIENT (%)	0.12%	No Change	0.29%	No Change
MAXIMUM GRADIENT (%)	0.24%	No Change	0.66%	No Change
PAVEMENT STRENGTH (1000#) S/D/DT	60/95/150	No Change	60/95/150	No Change
RUNWAY SAFETY AREA WIDTH	500'	No Change	400'	500'
RUNWAY LIGHTING	High Intensity	No Change	None	MIRL
RUNWAY MARKING	Precision	No Change	Visual	No Change
TAXIWAY LIGHTING	Medium Intensity	No Change	None	Medium Intensity
MAX. ELEVATION (Above Mean Sea Level)	121.7'	No Change	128.1'	No Change



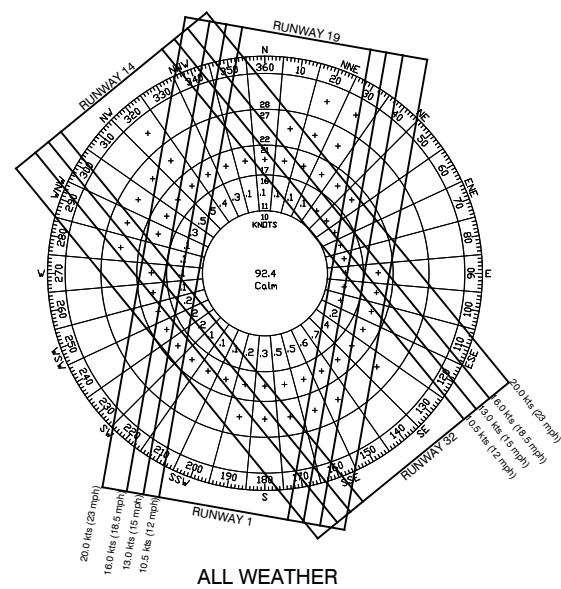
RUNWAY END DATA					
APPROACH END OF RUNWAY:		14	32	1	19
RUNWAY END COORDINATES (e)	Latitude	Existing 38° 30' 55.052" N	38° 30' 06.463" N	38° 30' 11.390" N	38° 30' 54.565" N
	Future	38° 31' 03.074" N	No Change	No Change	38° 30' 56.286" N
Longitude	Existing	122° 48' 45.443" W	122° 48' 20.328" W	122° 49' 15.464" W	122° 48' 44.784" W
	Future	122° 48' 49.769" W	No Change	No Change	122° 48' 43.561" W
RUNWAY END ELEVATIONS (e)	Existing	114.0'	120.0'	128.1'	113.8'
	Future	109.0'	No Change	No Change	113.8'
RUNWAY MARKING	Existing	Precision	Precision	Nonprecision	Nonprecision
	Future	No Change	Cat. II	No Change	No Change
RUNWAY TOUCH DOWN ZONE ELEVATION	Existing	121.1'	121.7'	N/A	N/A
	Future	No Change	No Change	No Change	No Change
NAVIGATION AIDS	Existing	VOR/DME/GPS	ILS/VOR/GPS	None	None
	Future	No Change	No Change	No Change	No Change
VISUAL AIDS	Existing	REIL/VASI	MALSR	None	PAPI
	Future	REIL/PAPI/ODALS	No Change	No Change	No Change
APPROACH TYPE (FAR Part 77 Category)	Existing	Nonprecision (C/NP)	Precision (P/PR)	Visual [B/V]	Visual [B/V]
	Future	No Change	Cat. II	No Change	No Change
APPROACH VISIBILITY (Minimums)	Existing	1 Mile	1,800' RVR	> 1 Mile	> 1 Mile
	Future	3/4 Mile	1,200' RVR	No Change	No Change
APPROACH SLOPE (Required/Clear)	Existing	34:1/34:1	50:1/50:1	20:1/34:1	20:1/20:1
	Future	No Change	No Change	No Change	No Change
RUNWAY SAFETY AREA (Width)	Existing	500'	500'	400'	400'
	Future	No Change	No Change	No Change	No Change
RUNWAY SAFETY AREA (Length Prior to Landing Threshold)	Existing	600'	600'	600'	600'
	Future	No Change	No Change	No Change	No Change
RUNWAY SAFETY AREA (Length Beyond Runway End)	Existing	850'	941'	1,000'	700'
	Future	1,000'	No Change	No Change	1000'
OBSTACLE FREE ZONE (Width)	Existing	400'	400'	400'	400'
	Future	No Change	No Change	No Change	No Change
OBSTACLE FREE ZONE (Length Beyond Runway End)	Existing	200'	200'	200'	200'
	Future	No Change	No Change	No Change	No Change
OBJECT FREE AREA (Width)	Existing	800'	800'	800'	800'
	Future	No Change	No Change	No Change	No Change
OBJECT FREE AREA (Length Beyond Runway End)	Existing	850'	941'	1,000'	700'
	Future	1,000'	1,000'	No Change	1000'
DISTANCE FROM RWY TO HOLD BARS	Existing	250'	250'	250'	250'
	Future	No Change	No Change	No Change	No Change

TAXIWAY DATA							
DESIGNATION	WIDTH		STRENGTH (1,000#) S/D/DT		LIGHTING TYPE		AIRCRAFT PARKING SETBACK
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	
A (east)	50'	No Change	60/95/150	No Change	Med. Intens.	No Change	100'
A (west)	50'	No Change	30/50/80	to be determined	None	No Change	70'
B (east)	50'	No Change	30/50/80	60/95/150	Med. Intens.	No Change	70'
B (middle)	35'	50'	20/40/-	60/95/150	Reflectors	Med. Intensity	70'
B (west)	50'	No Change	60/95/150	No Change	None	No Change	70'
C	50'	No Change	60/95/150	No Change	Med. Intens.	No Change	70'
D	60'	No Change	60/95/150	No Change	Med. Intens.	No Change	70'
E	50'	No Change	12/25/-	to be determined	None	No Change	70'
F	50'	No Change	30/60/-	to be determined	None	No Change	70'
H	50'	No Change	60/95/150	No Change	Med. Intens.	No Change	100'
W	50'	No Change	30/50/80	to be determined	None	No Change	70'
V	N/A	50'	N/A	60/95/150	N/A	Med. Intensity	70'
U	50'	No Change	30/50/80	to be determined	None	No Change	70'
Y	60'	No Change	60/95/150	to be determined	Med. Intens.	No Change	100'
Z	50'	No Change	20/40/-	to be determined	None	No Change	70'

ALP NOTES	
a	The established Building Restriction Line location east of Runway 14-32 is 750 feet from the runway centerline. Existing buildings located closer to the runway do not penetrate the FAR Part 77 transitional surface.
b	Aircraft Parking Limit lines in most locations are set so as to provide wingtip clearance for the critical aircraft using specific taxiways. See Taxiway Data table.
c	Complete perimeter of airfield is fenced.
d	Building top elevations not currently available. Elevations to be included in future ALP update.
e	National Geodetic Survey (2008). Coordinates are NAD 83. Elevations are NAVD 88.
f	Declared Distances apply to Runways 1 and 14 - see Declared Distances table on this sheet.
g	Property acquisition in approach to Runway 14 sized to protect for a future precision approach to this runway end.
h	Open ditch to be placed in pipe as part of construction of detention pond.
NONSTANDARD CONDITIONS	PROPOSED DISPOSITION
g	Runway Safety Area and Object Free Area lengths beyond runway ends of Runways 14, and 32 are each less than the current 1,000' standard. The nonstandard condition at the Runway 32 approach end will be made standard by relocating the service road and using declared distance to effectively shorten the runway by 100 feet for aircraft operations to the south. The nonstandard condition at the runway 14 approach end will be made standard by providing standard RSA and OFA dimensions as part of the proposed runway extension.

DECLARED DISTANCES								
	RUNWAY 1		RUNWAY 19		RUNWAY 14		RUNWAY 32	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
TAKEOFF RUN AVAILABLE (TORA)	5,002'	5,202'	5,002'	5,202'	5,115'	6,000'	5,115'	6,000'
TAKEOFF DISTANCE AVAILABLE (TODA)	5,002'	5,202'	5,002'	5,202'	5,115'	6,000'	5,115'	6,000'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	4,700'	4,802'	5,002'	5,202'	5,115'	5,900'	5,115'	6,000'
LANDING DISTANCE AVAILABLE (LDA)	4,700'	4,802'	5,002'	5,202'	5,115'	5,900'	5,115'	6,000'

Source: FAA Airport / Facility Directory, 25 October 2007 (Existing Data)



PERCENT WIND COVERAGE				
Runway	10.5 Knots (12 mph)	13 Knots (15 mph)	16 Knots (18.5 mph)	20 Knots (23 mph)
14 - 32	98.4%	99.2%	99.9%	99.9%
1 - 19	97.2%	98.9%	99.9%	99.9%
Combined	99.5%	99.9%	100%	100%

Source: National Oceanic and Atmospheric Administration (NOAA) Period: 1997-2006 (23,832 Observations)

7	Airfield Changes to Implement RSAT Recommendations	Mead & Hunt, Inc.	11/10
6	Taxiway B Future Width, Taxiway D Future Alignment	Mead & Hunt, Inc.	3/10
5	Modifications to Runways and Taxiways	Mead & Hunt, Inc.	7/09
4	Airport Master Plan Update	Mead & Hunt, Inc.	11/07
3	New Construction: Supplemental Windsocks and RW 19 PAPIs	Mead & Hunt, Inc.	02/07
2	Update Mag. Declination, Add Future RVR, SIDA, and Future Acquisition	Mead & Hunt, Inc.	08/06
1	RSA Compliance and New Construction	Mead & Hunt, Inc.	01/06
NO.	REVISION	SPONSOR	DATE

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AIRPORT DATA SHEET



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County of Sonoma

DESIGN:	DD	DRAWN:	TE	DATE:	September 2009	SHEET	2 OF 8
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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 view 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.