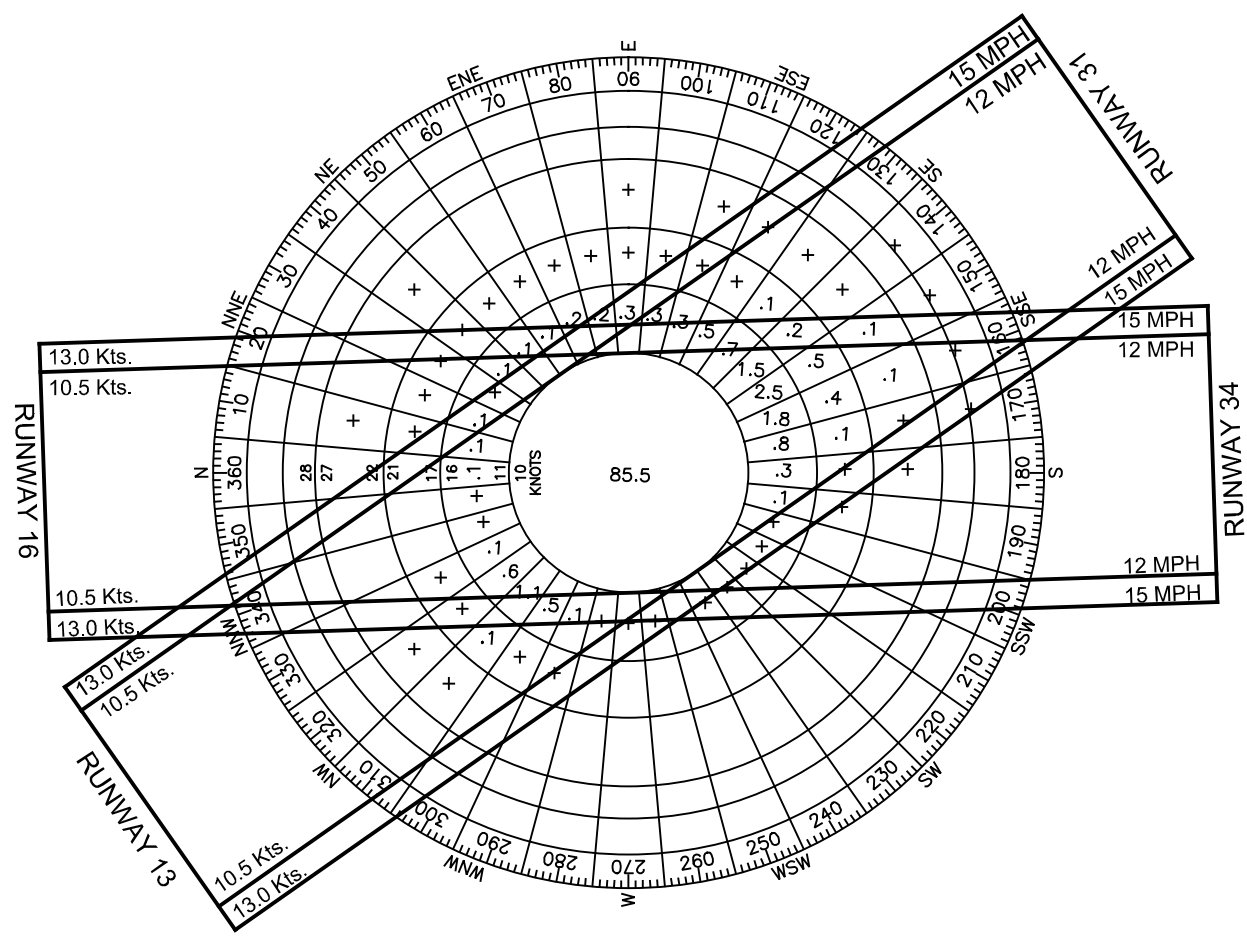


ALL WEATHER WIND ROSE

Runway	Maximum Crosswind Component	
	12 M.P.H. (10.5 Knots)	15 M.P.H. (13 Knots)
13-31	98.69%	99.44%
16-34	96.21%	98.49%
Combined	99.07	99.64%

Source: National Climatic Data Center (NCDC),
Oroville Station-Butte County, California
Period: 1999-2004
Observations: 43,032



VFR WEATHER WIND ROSE

Runway	Maximum Crosswind Component	
	12 M.P.H. (10.5 Knots)	15 M.P.H. (13 Knots)
13-31	98.67%	99.43%
16-34	96.11%	98.44%
Combined	99.04%	99.63%

	RUNWAY 13-31		RUNWAY 16-34					
	EXISTING	FUTURE	EXISTING	FUTURE				
AIRPORT REFERENCE CODE	A-I (Small)	No Change	B-I (Small)	B-II				
CRITICAL AIRCRAFT	AIRCRAFT	Ag Cat	No Change	Beech Baron 58 Citation Bravo				
	WINGSPAN	42.4'	No Change	37.8' 51.8'				
	UNDERCARRIAGE WIDTH	5.5'	No Change	9.6' 13.3'				
	APPROACH SPEED	<91 kts	No Change	96.0 kts 111.8 kts				
	MAX. TAKEOFF WT. (lbs.)	7,020	No Change	5,500 14,800				
EFFECTIVE GRADIENT (%)	0.23	No Change	0.12	No Change				
MAXIMUM GRADIENT (%)	0.26	No Change	0.30	No Change				
PAVEMENT DESIGN STRENGTH (1,000#) - S/D/D/T	(b) 12/-/-	No Change	38/53/-	No Change				
APPROACH VISIBILITY (Minimums)	13	Visual	13	No Change	16	Visual	16	1-Mile
	31	Visual	31	No Change	34	1-Mile	34	No Change
RUNWAY SAFETY AREA (Length Beyond Runway End)	13	240'	13	No Change	16	240'	16	300'
	31	240'	31	No Change	34	224'	34	300'
RUNWAY SAFETY AREA WIDTH	120'	No Change	120'	No Change	150'			
OBJECT FREE AREA (Length Beyond Runway End)	13	240'	13	No Change	16	240'	16	300'
	31	240'	31	No Change	34	224'	34	300'
OBJECT FREE AREA WIDTH	250'	No Change	250'	No Change	250'			
OBSTACLE FREE ZONE (Length Beyond Runway End)	13	200'	13	No Change	16	200'	16	No Change
	31	200'	31	No Change	34	200'	34	No Change
OBSTACLE FREE ZONE WIDTH	250'	No Change	250'	No Change	250'			
DISTANCE FROM RWY. ☉ to HOLD BARS	13	132'	13	125'	16	160'	16	200'
	31	132'	31	125'	34	160'	34	200'
RUNWAY MARKING	13	Nonprecision	13	Visual	16	Nonprecision	16	No Change
	31	Nonprecision	31	Visual	34	Nonprecision	34	No Change
APPROACH TYPE (FAR Part 77 Category)	13	Visual	13	No Change	16	Visual	16	Nonprecision
	31	Visual	31	No Change	34	Nonprecision	34	No Change
DISTANCE FROM RWY. ☉ to PARALLEL TWY. ☉	N/A	No Change	165'	No Change	200'		240'	
DISTANCE FROM TWY. ☉ to FIXED or MOVABLE OBJECT	40'	No Change	40'	No Change	40'		58'	
TAXIWAY OBJECT FREE AREA WIDTH	89'	No Change	89'	No Change	131'			
TAXIWAY SAFETY AREA WIDTH	49'	No Change	49'	No Change	79'			
TAXIWAY WINGTIP CLEARANCE	20'	No Change	20'	No Change	26'			
RUNWAY END ELEVATIONS (a)	13	137.5'	13	No Change	16	141.0'	16	No Change
	31	131.1'	31	No Change	34	136.1'	34	No Change
RUNWAY TOUCHDOWN ZONE ELEVATIONS (TDZ)	13	N/A	13	No Change	16	N/A	16	No Change
	31	N/A	31	No Change	34	137.6'	34	No Change
RUNWAY HIGH POINT	137.5'	No Change	141.0'	No Change				
RUNWAY LOW POINT	131.1'	No Change	136.1'	No Change				
VERTICAL LINE OF SIGHT PROVIDED	Yes	No Change	Yes	No Change				
RUNWAY LENGTH	3,788'	No Change	3,550'	No Change	4,125'		4,506'	
RUNWAY WIDTH	60'	No Change	100'	No Change				
RUNWAY SURFACE TYPE	Asphalt	No Change	Asphalt	No Change				
TAXIWAY SURFACE TYPE	Asphalt	No Change	Asphalt	No Change				
APPROACH SLOPE (Required/Clear)	13	20:1/-	13	No Change	16	20:1/-	16	34:1/-
	31	20:1/>20:1	31	No Change	34	34:1/>34:1	34	No Change
RUNWAY EDGE LIGHTING	None	No Change	MIRL	No Change				
NAVIGATION AIDS	13	None	13	No Change	16	None	16	No Change
	31	None	31	No Change	34	GPS/VOR/DME	34	No Change
VISUAL AIDS	13	None	13	No Change	16	None	16	No Change
	31	None	31	No Change	34	VASI	34	No Change

NONSTANDARD CONDITIONS	
DEVIATION	PROPOSED DISPOSITION
The existing RSA for Runway 34 is 224' due to an uneven ground surface. The FAA Design Standard is 240'. The future RSA for this runway would be nonstandard due to a canal.	Acquire adjacent property, realign the canal and regrade the RSA.
Farm road on adjacent property penetrates the Threshold Siting Surface for Runway 34 by 3 feet.	Acquire adjacent property, and realign the farm road.
The proposed relocation of the end of Runway 16 to the physical end of pavement would place an existing truck parking lot, a future public road, future street lights, and future traffic signals within the Threshold Siting Surface.	Eliminate the truck parking lot. Create a displaced threshold at the location of the current Runway 16 end.
Existing helipad lies within existing Taxiway Object Free Area for Taxiway D.	Eliminate helipad and create helicopter parking position that meet standards.
0.07 acre of the RPZ for Runway 13 lies off airport.	Control use through zoning and land development controls.

NOTES	
(a)	Latitude and longitude are NAD83. Elevations are NAVD88. Coordinates for existing runway ends were taken from National Geodetic Survey preliminary survey results from September 2008 survey. Future runway end coordinates calculated from existing coordinates.
(b)	FAA Airport Master Record (11/30/97).

RUNWAY END COORDINATES NAD83 (a)					
	RUNWAY 13-31		RUNWAY 16-34		
	EXISTING	FUTURE	EXISTING	FUTURE	
13	LAT. 39° 31' 11.26" N LONG. 122° 13' 06.51" W	13 39° 31' 09.33" N 122° 13' 04.77" W	16 39° 31' 17.83" N 122° 13' 11.78" W	16 39° 31' 21.59" N 122° 13' 11.94" W	
31	LAT. 39° 30' 40.59" N LONG. 122° 12' 38.79" W	31 No Change No Change	34 39° 30' 37.08" N 122° 13' 10.14" W	34 No Change No Change	

1.	Revised coordinates and east property line.	12/10/08
NO.	REVISION	SPONSOR DATE
WILLOWS-GLENN COUNTY AIRPORT WILLOWS, CALIFORNIA		
AIRPORT LAYOUT PLAN DATA SHEET		
	133 Aviation Boulevard, Suite 100 Santa Rosa, California 95403 (707) 526-5010 Fax (707) 526-9721 www.meadhunt.com	
DESIGN: DD	DRAWN: TE/GJ	DATE: October 31, 2007 SHEET 3 OF 6