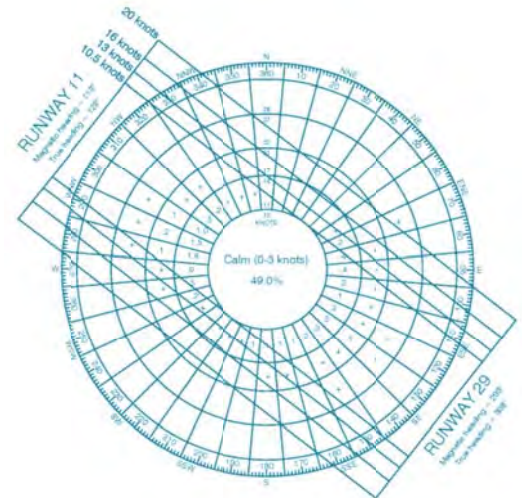
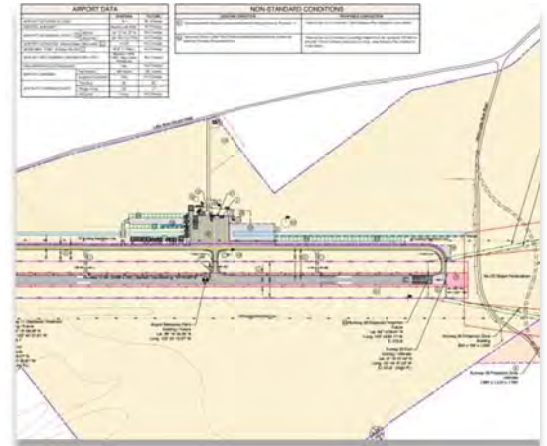


January 2013

Airport Layout Plan and Narrative Report for Little River Airport

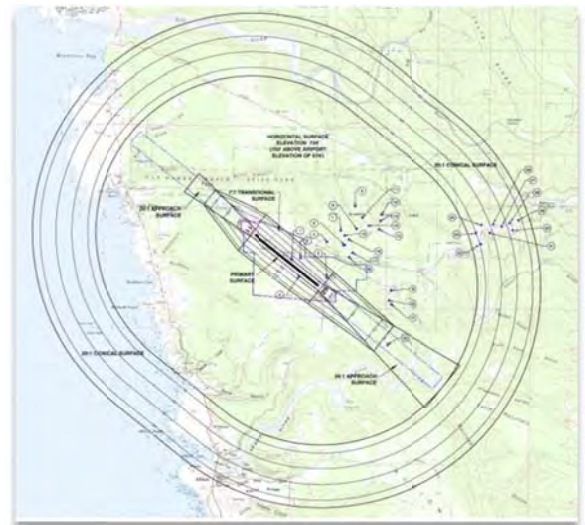


Prepared for the

County of Mendocino
Department of Transportation
340 Lake Mendocino Drive
Ukiah, CA 95482

Prepared by

Mead&Hunt



Little River Airport Layout Plan and Narrative Report

January 2013

INTRODUCTION

This report identifies the major changes to the Airport Layout Plan (ALP) for Little River Airport since the current ALP of record was adopted in 2004. This report also provides analysis of future projects at the Airport which are included on the current ALP. ALPs are required by the FAA as an element in assisting the administration of the Airport Improvement Programs grants for funding eligible capital improvement programs. ALPs are typically updated every 5 to 10 years to incorporate recent construction, reflect new documentation requirements, and illustrate future projects anticipated to occur over the next 20 years. This ALP was prepared in accordance with the applicable elements specified in FAA Advisory Circulars 150/5300-13A, *Airport Design*, 150/5070-6A, *Airport Master Plans*, and the San Francisco ADO checklist.

Little River Airport is located in an unincorporated western Mendocino County, approximately 3.5 miles southeast of the town of Mendocino, 30 miles west-northwest of the City of Ukiah, and 80 miles northwest of the City of Santa Rosa. Little River Airport is publicly owned and operated by Mendocino County's Department of Transportation.

AIRPORT ROLE

Little River Airport is a general aviation airport serving single-engine, multi-engine, business jets, and occasional helicopters. The California Division of Aeronautics classifies Little River as a Community Airport. Little River Airport is also included in the FAA's National Plan of Integrated Airport Systems (NPIAS), making it eligible for Federal Airport Improvement Program (AIP) funding. The 2011-2015 NPIAS Report designates Little River as a General Aviation Airport. The ALP does not propose any future projects that would alter these designations.

EXISTING CONDITIONS

The Airport is currently classified as Airport Reference Code (ARC) B-I. This means the most critical aircraft regularly using the Airport have approach speeds less than 121 knots, and wingspans less than 49 feet. The existing layout and safety areas meet standards for a B-I airport. No change to the critical aircraft is expected, thus no change in the ARC is proposed. The Airport does experience activity from business jets and turboprops that are classified as larger than B-I; however such operations do not currently exceed 500 per year. Future runway safety areas and setbacks on the ALP reflect B-I airport standards.

AIRPORT LAYOUT PLAN UPDATE

The last major update of the Little River ALP was completed in 2004. Since then, the following projects were completed and added to the 2013 ALP:

- Published GPS instrument approach to Runway 29 with minimum visibility of one mile
- Displace Runway 11 threshold 200 feet for obstacle clearance
- Reduction of the width of Runway 11-29 from 150 to 100 feet. Runway edges were re-striped; excess pavement was not removed and is now used as runway shoulders.
- Runway edge lights relocated to new runway edge
- Precision approach path indicator (PAPI) lights installed at the approach end of Runway 29
- Installation of a perimeter fence near the approach end of Runway 29
- Construction of a new electrical vault

The following projects were evaluated for inclusion on the 2013 ALP:

- Realignment of Albion-Little River Road
- Future hangar layouts
- Expanded apron and tie-downs
- Reduced the width of the parallel taxiway
- Larger taxiway fillets
- New / relocated administration building
- New fence, gates and parking
- New / relocated beacon
- Expanded fuel farm
- Reevaluation of future land trade

Future projects from the 2004 ALP retained on this ALP include:

- Future connector taxiways
- Future box hangars near the parallel taxiway, east of the building area and towards the approach end of Runway 29
- Run-up apron near approach end of Runway 29

All projects are illustrated on the ALP sheets. See the Building Area Plan (Sheet 6) for more detail.

COMPLETED PROJECTS

Runway 11 Threshold Displacement

On the 2004 ALP, a displaced landing threshold to Runway 11 was proposed to eliminate penetrations to approach surfaces by trees and other vegetation. Objects penetrated the obstacle clearance surface which is a non-standard condition. In response, the Runway 11 landing threshold was displaced 200 feet to the southeast, and objects no longer penetrate the obstacle clearance surface. The existing landing threshold is reflected on the 2013 ALP.

Runway 29 GPS Approach

An RNAV (GPS) instrument approach to Runway 29 was commissioned with visibility minimums as low as 1- statute mile.

Runway Width

The runway was reduced in width from 150 feet to 100 feet. Reducing the width of the runway was accomplished through re-striping and the excess pavement was not removed. The remaining pavement is now designated as runway shoulders and enhances the safety of the Airport. Additionally, the runway safety area (RSA) was previously designated 150 feet wide to correspond with the width of the runway. The current ALP keeps the RSA at 150 feet in width, which is 30 feet wider than the standard for a B-I ARC airport. This change is reflected on the 2013 ALP.

PAPI

A precision approach path Indicator (PAPI) was installed to enhance visual approaches to Runway 29. The PAPI is located approximately 730 feet from the end of pavement at the approach end to Runway 29 on the left (south) side of the runway. The visual glide angle provided is 3.5 degrees. The location of the PAPI is included on the 2013 ALP.

Perimeter Fence

A fence was installed near the approach end of Runway 29. The fence is parallel to Albion-Little River Road, located just west of the road right-of-way. The area between the road and the Airport is relatively open without natural barriers such as trees or ditches. The fence helps deter animals and people from accessing the Airport in this area, enhancing security and safety. The fence was added to the 2013 ALP.

Electrical Vault

A new electrical vault was constructed southeast of the existing administration building. This building was added to the current ALP.

FUTURE PROJECTS

Realignment of Albion-Little River Road

The Airport is currently equipped with a non-precision RNAV (GPS) instrument approach to Runway 29. In 2009, the FAA Flight Standards District Office identified the Albion-Little River Road as an impact to this approach requiring mitigation (i.e. removal) and a penetration to the approach surface (C.F.R. 14, Part 77). Our analysis confirms that the road, given a vertical elevation of 15 feet above ground level, penetrates the 20:1 obstacle clearance surface (OCS - Appendix 2 of AC 15/5300-13) and the new 34:1 approach surface. Our analysis assumes that the existing restrictions to night approaches would remain in effect.

Previous discussions with the FAA indicate a possible solution would be to realign Albion-Little River Road to the southeast so vehicles are clear of the OCS. An alternative option would be to displace the landing threshold for Runway 29 to a point where the existing road is clear of the OCS. This would result in a reduced landing length to Runway 29.

Figure 1 illustrates a conceptual layout of a realigned road that would be clear of the existing OCS, which has a 20:1 slope. This alignment would also eliminate penetrations to the 34:1 Part 77 approach surface.

This alignment was chosen because it minimizes environmental impacts and the amount of property acquisition, while remaining clear of the approach surfaces. The road in this area would be reduced to a 45-mile per hour (mph) speed limit. The speed limit on the existing road is 55 mph. For a 55 mph realigned road, greater turn radiuses would have been necessary, which would have required additional property acquisition and potentially greater environmental impacts. Other speeds and clearances were also considered and rejected, based on analysis and conversations with the County and FAA. For example, the FAA indicated that it will not be necessary for the road to clear the runway protection zone (RPZ).

Aeronautical Impacts:

- The existing runway length would remain the same.
- Existing published instrument approaches would remain the same.
- Penetrations from the road identified by FAA Flight Standards to the OCS and Part 77 approach would be eliminated.

Roadway Impacts: The existing terrain gradually slopes up towards to the north-northeast and the high (critical) point is located on the north side of the approaches. Albion-Little River Road would be realigned with approximately 2,460 linear feet of road starting just south of existing Airport property. Instead of turning left slightly to the northwest and towards the approach end of Runway 29, the road would turn right slightly to the northeast and then turn back to the left heading north, then northwest before turning right again and meeting the existing roadway.

Environmental Impacts: The majority of land needed for road realignment is located on existing property. This area was recently cleared of all trees for runway approach surface clearance; however, an understory of brush remains. This area is not graded but is relatively flat with a shallow slope. A preliminary investigation of the site revealed no wetlands and no known habitats for endangered or threatened species that populate the area.

Costs: The costs associated with the relocation of the road beginning at the environmental level through the probable construction costs are detailed as follows:

**Environmental, Design, Construction Management,
and Property Management Costs**

Description	Cost
Environmental (EA)	\$ 70,000
Design	\$ 150,000
Construction Management	\$ 150,000
Land Acquisition (1.5 acres)	\$ 75,000
Project Management	\$ 40,000
Subtotal	\$ 485,000

Construction Costs

Description	Cost
Earthwork	\$ 46,000
Imported Select Fill	\$ 905,000
Aggregate Base	\$ 220,000
Asphalt Concrete	\$ 348,000
Drainage	\$ 15,000
Site Clearing	\$ 56,000
Pavement Marking / Signage	\$ 10,000
Subtotal	\$ 1,600,000

TOTAL \$2,085,000

Runway 29 Displaced Landing Threshold

This alternative involves displacing the landing threshold for Runway 29 to clear Albion-Little River Road. This alternative is presented in **Figure 2**. The required displacement is approximately 140 feet, however, by displacing the threshold 194 feet, the new threshold would line up with the recently installed runway edge lights, and realignment of each edge light would not be necessary. In addition to lighting and marking changes, the displacement would also require the development of a modified instrument approach procedure and revision of aeronautical publications. Based on the analysis of displacing the threshold 194 feet, the following table provides the glide slope angles and the associated Threshold Crossing Heights (TCH). Even though the TCH is below the optimum value of 40 feet, it is still above the minimum value of 20, as required for height Group 1 Aircraft per FAA Order 6250.2A. The FAA would have to concur on the Glide Slope Angle and the associated TCH if the runway threshold was to be displaced as the preferred alternative.

PAPI Glide Slope Alternatives (at Current Location)

Glide Slope Angle (Degrees)	Threshold Crossing Height (TCH)
3.75	32.9
3.5 (existing)	30.5
3	25.8

Aeronautical Impacts:

- Reduced length (194 feet) of runway available for landings on Runway 29 – the primary runway. The reduction of landing length available from 5,249 feet to 5,055 feet is not considered to have a significant impact to existing or anticipated future aircraft operations.
- Instrument approach would need to be recalibrated and republished by FAA Flight Standards.
- Road would remain a penetration to Part 77.

Roadway Impacts: None.

Environmental Impacts: Minimal.

Costs: The costs associated with the displacement of the runway threshold beginning at the environmental level through the probable construction costs are detailed as follows:

**Environmental, Design and
Construction Management Costs**

Description	Cost
Environmental (CatEx)	\$ 5,000
Design	\$ 20,000
Construction Management	\$ 12,000
Project Management	\$ 5,000
Subtotal	\$ 42,000

Construction Costs

Description	Cost
Install Displaced Threshold Lights (6)	\$ 12,000
Replace Existing Light Lens (10)	\$ 750
Remove Existing Marking and Seal	\$ 14,000
New Marking Application (13,500 SF)	\$ 28,000
PAPI Relocation (assume N/A)	\$ 0
Subtotal	\$ 54,750

TOTAL \$ 96,750

Short-term solution: displace the landing threshold to Runway 29 approximately 194 feet. This will provide the necessary clearance over Albion-Little River Road, as long as the current GPS approach with 1-mile visibility minimums remains the most critical approach.

There is a possibility the Airport would like to upgrade instrument approaches in the future, either by allowing instrument approaches at night, or reducing visibility minimums to $\frac{3}{4}$ mile. This would trigger a more stringent obstacle clearance surface requiring an additional 200 feet of displacement. If visibility minimums are ever reduced to $\frac{3}{4}$ -mile visibility, the landing threshold would need to be displaced an additional 200 feet. At this time it is proposed the landing threshold be relocated to the end of pavement and Albion-Little River Road be realigned to clear both the obstacle clearance surface and the Part 77 approach surface.

Future Hangar Layouts

Locations for future hangars were previously studied, as demand for based aircraft hangars increased. After discussion with Airport management, the most feasible option chosen for inclusion on the 2013 ALP was the north-west site immediately to the west of the main apron.

The hangar layout is based around sixteen 42'x42' box hangar units with bi-fold doors. These hangar units were based in two 8-unit buildings. This site would require the relocation of five existing hangars.

Construction of two bridges over the canal would be also needed. The drainage channel crossings have been designed with 8-foot culverts. Currently a 4-foot culvert passes underneath the main apron at the Airport. The increased size of the future culverts will allow for an upgrade in the existing culvert to match the new 8-foot size. Additionally the drainage channel crossings were assumed to utilize onsite fill. The cost of constructing the taxiway between the hangar rows, site drainage improvements, and constructing the future bridge would be eligible for FAA funding.

Expanded Apron and Tie-downs

While the Airport is classified as a B-I airport, occasional operations by larger, transient aircraft do occur. During the peak tourist season in the summer months, these larger aircraft operate more frequently. According to Airport management, parking for larger, transient aircraft can become congested on the existing aircraft parking apron, and it was suggested to include plans for an expanded apron.

The expanded apron would require an extended culvert over the existing drainage ditch. The area would provide additional transient and based tie-down parking. The expanded apron and tie-downs are depicted on the 2013 ALP and Building Area Plan.

Reduced Width of Parallel Taxiway

As mentioned, Little River Airport is classified as a B-I airport. Design Group I refers to the wingspan of the critical aircraft and establishes the required setback of fixed and moveable objects from each taxiway centerline. The required distance from taxiway centerline to fixed or moveable object is 45 feet for a B-I taxiway. Currently, larger aircraft that tie-down on the south edge of the large aircraft parking apron may penetrate the taxiway object free area. Also, aircraft are sometimes parked in front of the portable or T-hangars, adjacent to the parallel taxiway. These aircraft may also penetrate the taxiway object free area.

The required width of a taxiway for Design Group I is 25 feet. It is proposed that the parallel taxiway be reduced in width from 50 feet to 35 feet. This will be accomplished by shifting the centerline 7.5 feet closer to the runway. The west edge of the taxiway nearest the runway will remain and the centerline will then be located 17.5 feet from the edge. Taxiway edge marking will be applied 35 feet from the existing west edge.

Shifting the taxiway centerline closer to the runway will not have a negative impact on the required distance from runway to parallel taxiway. The required separation from a B-I runway without an ILS approach to parallel taxiway is 225 feet. The shift in the taxiway will decrease the separation from 350 feet to 343 feet.

Larger Taxiway Fillets

Large aircraft operated by the military and fire attack agencies periodically land at Little River Airport for reasons that vary between training flights, operations missions, or to refuel. Due to their large wingspans, it is advised that these aircraft not maneuver on the parallel taxiway, due to the inadequate clearances and the chance of a wing striking a structure or parked aircraft. Right now these aircraft have to back taxi on the runway to and from the center connector taxiway to access the large aircraft parking apron.

Taxiway fillets are proposed at the approach end of Runway 11 where large aircraft usually turn around when arriving on Runway 29 (arrivals on Runway 11 by large aircraft are rare). This will help keep the under carriage of large aircraft on the runway and shoulder pavement.

New / Relocated Administration Building

The existing administration building is located at the northeast edge of the apron near the access road and automobile parking. This building is in poor condition and the need for a new building within the next 10 years is reasonable. It is suggested the building be constructed adjacent to the existing building to the north and increased in size. This would coincide with new fence gates that would be visible from the new office, offering improved security to the airfield.

The new administration building will house the latest flight information technology for pilots to use prior to flights. The building should also be built with the highest environmental standards in mind which will eventually decrease energy use and save the County money.

New Fence, Gates and Parking

Along with a new administration building, it is proposed new fence and security gates be added to prevent unauthorized access to the airfield. Currently, a fence does not exist near the hangar area west of the administration building. Unauthorized access to the airfield from this location has been a documented problem. Additional fence is also proposed east of the administration building that will secure expanded automobile parking.

New / Relocated Rotating Beacon

The existing beacon is located northeast of the building area and automobile parking lot. The beacon is old and considered in poor condition. A new beacon that meets current FAA standards as outlined in Advisory Circular 150/5345-12F (Specification for Airport and Heliport Beacons) is proposed to replace the existing beacon.

A new location is proposed for the new beacon. The location chosen is between the electrical vault and the existing parking lot. This location is advantageous for the following reasons: it limits the amount of trenching and conduit for electrical lines, allows for expanded automobile parking to the north of the existing lot, and remains in a location that is visible to pilots on arrival.

Expanded Fuel Farm

With the continuing operations of business jets, turboprops and turbine-powered helicopters at the Airport and the opportunity to service these aircraft and increase revenues, the possibility of a 12,000 gallon jet fuel tank was studied. Factors in siting the tank include it being located near an area accessible for larger aircraft, able to be self-serviceable, and be accessible to refueling trucks.

The most practical location for the jet fuel tank is east of the existing AvGas fuel tank. This area provides access for self-fueling and landside access for fuel trucks.

Reevaluation of Future Land Trade

On the 2004 ALP, large portions of land were designated as “land may be used as part of future land trade” for land in the runway protection zones, off each end of the runway. It has since been determined the land designated for trade by the Airport is not desired by current deed holders of land within the runway protection zones. Additionally, ceding land currently under control is not in the best interest of the Airport.

RETAINED PROJECTS

Connector Taxiways

Currently, only one mid-field connector taxiway exists between the runway and the parallel taxiway. Arriving aircraft unable to slow before the midfield taxiway are forced to taxi the remaining distance to the end of the runway, or come to a complete stop, turnaround and taxi back to the mid-field connector. Both practices decrease safety and operational efficiency at the Airport.

Two additional connector taxiways from the runway to parallel taxiway are proposed. Each connector taxiway will be located at a location one-quarter of the distance of the runway from each approach end. This will equally space the three midfield connector taxiways apart and improve safety and efficiency during peak operation times. This project is retained from the 2004 ALP.

42' x 42' Hangars

Additional future box hangars are positioned to the southeast of the building area along the parallel taxiway. When the need arises, the Airport wants an area designated for hangar development. This project is also carried forward from the 2004 ALP.

Run-up Apron

About 90% of departures at Little River occur on Runway 29. Since most aircraft using the Airport are single- or twin-engine aircraft, it is common for these types to increase the throttle prior to takeoff as a way to check the engine and aircraft for flight worthiness. A dedicated area for performing run-ups is proposed at the southeast end for the parallel taxiway near the approach end of Runway 29. The area is approximately 25,000 square feet in size. The run-up apron is particularly important during peak operation times. This area may also be used by a delayed or disabled aircraft as a place to park that will not block other aircraft taxiing on the parallel taxiway for Runway 29 departure. This project is carried forward from the 2004 ALP.

FUTURE PROPERTY ACQUISITION

On the 2004 ALP, two areas were slated for property acquisition: northwest of the approach end of Runway 11 and southeast of the approach end of Runway 29.

Property northwest of Runway 11 is located within the runway protection zone. It was proposed that this land be acquired by the Airport. The FAA is mandating that more airports take control of land within runway protection zones as a way to help protect not only aircraft, but people and objects not associated with the airport.

Additionally, land southeast of the approach end of Runway 29 was reserved to be acquired. This land falls within a runway protection zone that is proposed for a $\frac{3}{4}$ -mile instrument approach. At this time, a $\frac{3}{4}$ -mile approach is not specifically proposed for Runway 29. However, in the interest of the Airport, this land is retained for future acquisition on this ALP. If the Airport ever receives a $\frac{3}{4}$ -mile approach to Runway 29, this land should be acquired not only for the runway protection zone, but also for potential Albion-Little River Road realignment. All land proposed for future acquisition was preserved on the 2004 ALP.

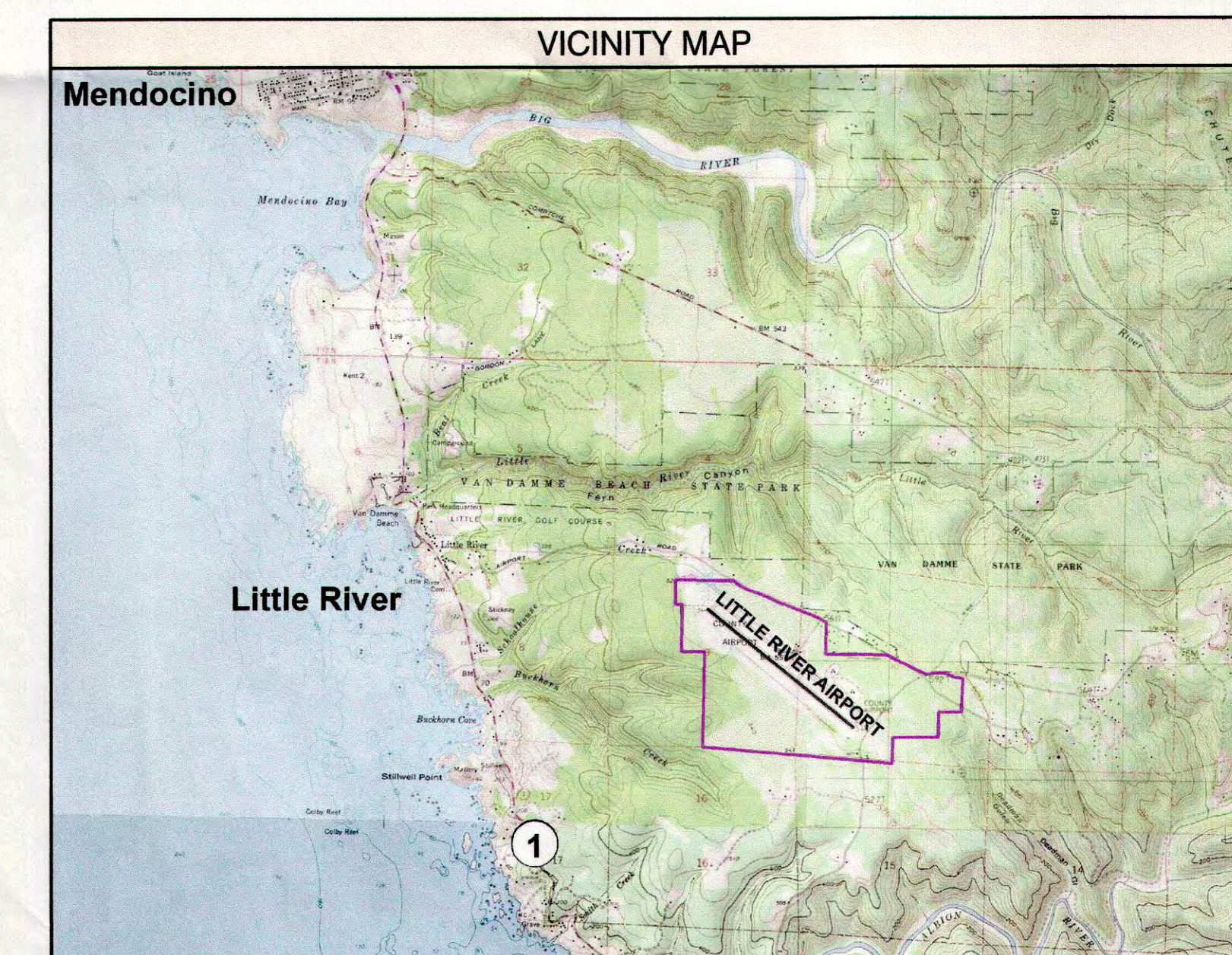
Little River Airport Airport Layout Plan

County of Mendocino, California

November 2013

AIP No. 3-06-0121-08

1. TITLE SHEET
2. AIRPORT LAYOUT PLAN
3. DATA SHEET
4. PART 77 AIRSPACE PLAN
5. INNER APPROACH PLAN & PROFILE
6. BUILDING AREA PLAN
7. AIRPORT PROPERTY MAP

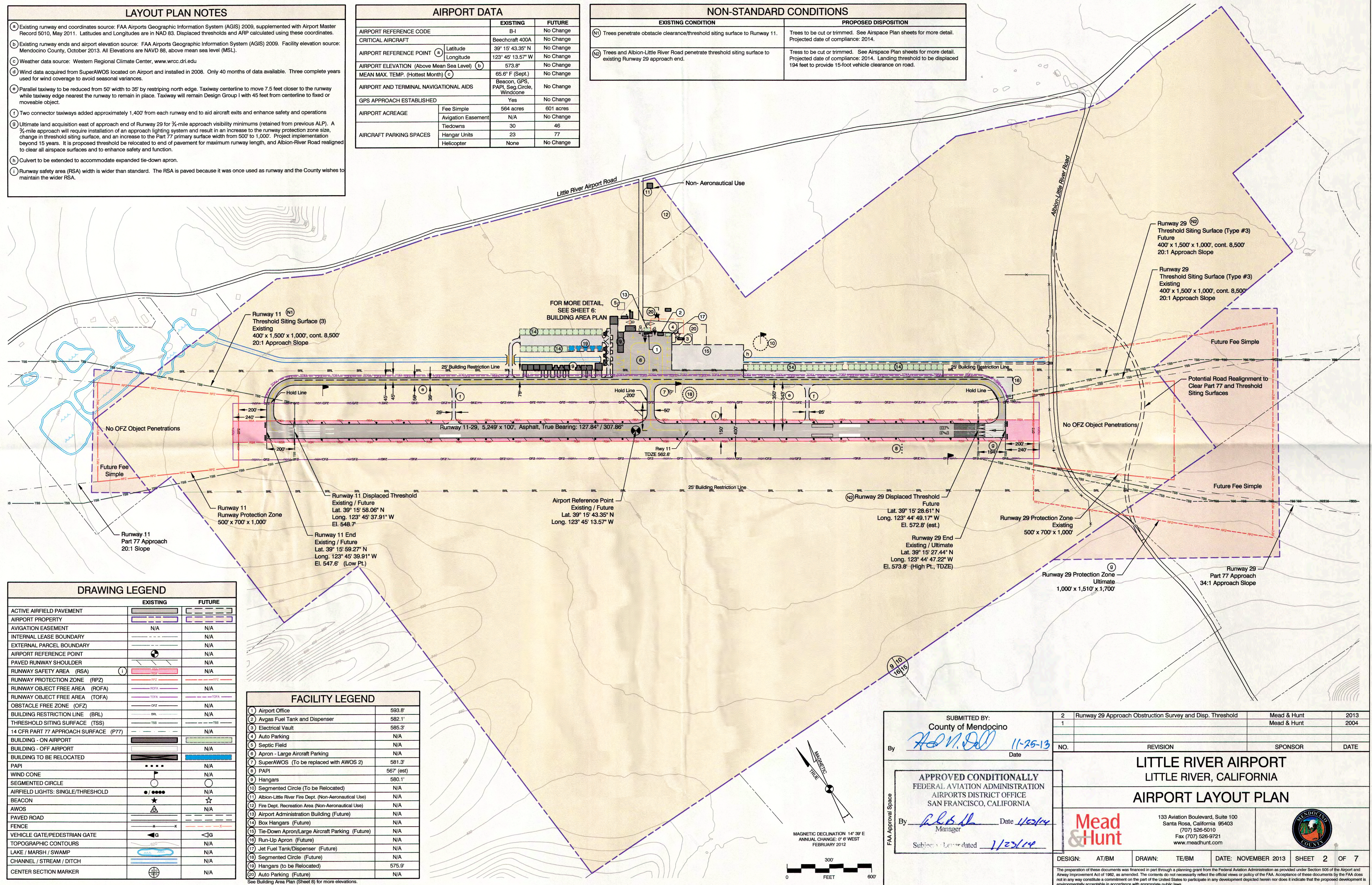


**Mead
& Hunt**

- a Existing runway end coordinates source: FAA Airports Geographic Information System (AGIS) 2009, supplemented with Airport Master Record 5010, May 2011. Latitudes and Longitudes are in NAD 83. Displaced thresholds and ARP calculated using these coordinates.
- b Existing runway ends and airport elevation source: FAA Airports Geographic Information System (AGIS) 2009. Facility elevation source: Mendocino County, October 2013. All Elevations are NAD 88, above mean sea level (MSL).
- c Weather data source: Western Regional Climate Center, www.wrcc.dri.edu
- d Wind data acquired from SuperAWOS located on Airport and installed in 2008. Only 40 months of data available. Three complete years used for wind coverage to avoid seasonal variances.
- e Parallel taxiway to be reduced from 50' width to 35' by restriping north edge. Taxiway centerline to move 7.5 feet closer to the runway while taxiway edge nearest the runway to remain in place. Taxiway will remain Design Group 1 with 45 feet from centerline to fixed or moveable object.
- f Two connector taxiways added approximately 1,400' from each runway end to aid aircraft exits and enhance safety and operations
- g Ultimate land acquisition east of approach end of Runway 29 for 3/4-mile approach visibility minimums (retained from previous ALP). A 3/4-mile approach will require installation of an approach lighting system and result in an increase to the runway protection zone size, change in threshold stiling surface, and an increase to the Part 77 primary surface width from 500' to 1,000'. Project implementation beyond 15 years. It is proposed threshold be relocated to end of pavement for maximum runway length, and Albion-River Road realigned to clear all airspace surfaces and to enhance safety and function.
- h Culvert to be extended to accommodate expanded tie-down apron.
- i Runway safety area (RSA) width is wider than standard. The RSA is wider because it was once used as runway and the County wishes to maintain the wider RSA.

		EXISTING	FUTURE
AIRPORT REFERENCE CODE		B-I	No Change
CRITICAL AIRCRAFT		Beechcraft 400A	No Change
AIRPORT REFERENCE POINT	(a) Latitude	39° 15' 43.35" N	No Change
	Longitude	123° 45' 13.57" W	No Change
AIRPORT ELEVATION (Above Mean Sea Level)		573.8'	No Change
MEAN MAX. TEMP. (Hottest Month)		65.6° F (Sept.)	No Change
AIRPORT AND TERMINAL NAVIGATIONAL AIDS		Beacon, GPS, PAPI, Seg Circle, Windcone	No Change
GPS APPROACH ESTABLISHED		Yes	No Change
AIRPORT ACREAGE	Fee Simple	564 acres	801 acres
	Avigation Easement	N/A	No Change
	Tidelands	30	46
AIRPORT PARKING SPACES	Hangar Units	23	77
	Helicopter	None	No Change

EXISTING CONDITION		PROPOSED DISPOSITION
(N1)	Trees penetrate obstacle clearance/threshold siting surface to Runway 11.	Trees to be cut or trimmed. See Airspace Plan sheets for more detail. Projected date of compliance: 2014.
(N2)	Trees and Albion-Little River Road penetrate threshold siting surface to existing Runway 29 approach end.	Trees to be cut or trimmed. See Airspace Plan sheets for more detail. Projected date of compliance: 2014. Landing threshold to be displaced 194 feet to provide 15-foot vehicle clearance on road.



	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
AIRPORT PROPERTY		
AVIGATION EASEMENT	N/A	N/A
INTERNAL LAELSE BOUNDARY	---	N/A
EXTERNAL PARCEL BOUNDARY	---	N/A
AIRPORT REFERENCE POINT		N/A
PAVED RUNWAY SHOULDER		N/A
RUNWAY SAFETY AREA (RSA)		N/A
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY OBJECT FREE AREA (ROFA)		N/A
RUNWAY OBJECT FREE AREA (TOFA)		
OBSTACLE FREE ZONE (OFZ)		N/A
BUILDING RESTRICTION LINE (BRL)		N/A
THRESHOLD SITING SURFACE (TSS)		
14 CFR PART 77 APPROACH SURFACE (P77)		N/A
BUILDING - ON AIRPORT		
BUILDING - OFF AIRPORT		N/A
BUILDING TO BE RELOCATED		
PAPI		N/A
WIND CONE		N/A
SEGMENTED CIRCLE		
AIRFIELD LIGHTS: SINGLE/THRESHOLD		N/A
BEACON		
AWOS		N/A
PAVED ROAD		
FENCE		
VEHICLE GATE/PEDESTRIAN GATE		
TOPOGRAPHIC CONTOURS		N/A
LAKE / MARSH / SWAMP		N/A
CHANNEL / STREAM / DITCH		N/A
CENTER SECTION MARKER		N/A

FACILITY LEGEND	
① Airport Office	593.8'
② Avgas Fuel Tank and Dispenser	582.1'
③ Electrical Vault	585.3'
④ Auto Parking	N/A
⑤ Septic Field	N/A
⑥ Apron - Large Aircraft Parking	N/A
⑦ SuperAWOS (To be replaced with AWOS 2)	581.3'
⑧ PAPI	567' (est)
⑨ Hangars	580.1'
⑩ Segmented Circle (To be Relocated)	N/A
⑪ Abion-Little River Fire Dept. (Non-Aeronautical Use)	N/A
⑫ Fire Dept. Recreation Area (Non-Aeronautical Use)	N/A
⑬ Airport Administration Building (Future)	N/A
⑭ Box Hangars (Future)	N/A
⑮ Tie-Down Apron/Large Aircraft Parking (Future)	N/A
⑯ Run-Up Apron (Future)	N/A
⑰ Jet Fuel Tank/Dispenser (Future)	N/A
⑱ Segmented Circle (Future)	N/A
⑲ Hangars (to be Relocated)	575.9'
⑳ Auto Parking (Future)	N/A

See Building Area Plan (Sheet 6) for more elevations.

SUBMITTED BY: County of Mendocino		2 1	Runway 29 Approach Obstruction Survey and Disp. Threshold		Mead & Hunt		2004	
By	<i>[Signature]</i> Date <i>11-25-13</i>	NO.	REVISION		SPONSOR		DATE	
APPROVED CONDITIONALLY FEDERAL AVIATION ADMINISTRATION AIRPORTS DISTRICT OFFICE SAN FRANCISCO, CALIFORNIA		LITTLE RIVER AIRPORT LITTLE RIVER, CALIFORNIA AIRPORT LAYOUT PLAN						
		133 Aviation Boulevard, Suite 100 Santa Rosa, California 95403 (707) 526-5010 Fax (707) 526-9721 www.meadhunt.com						
By	<i>[Signature]</i> Manager Date <i>1/23/14</i>	DESIGN:		AT/BM	DRAWN:		TE/BM	DATE: NOVEMBER 2013
Subject's Letter dated <i>1/23/14</i>								SHEET 2 OF 7
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 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 applicable federal laws.								

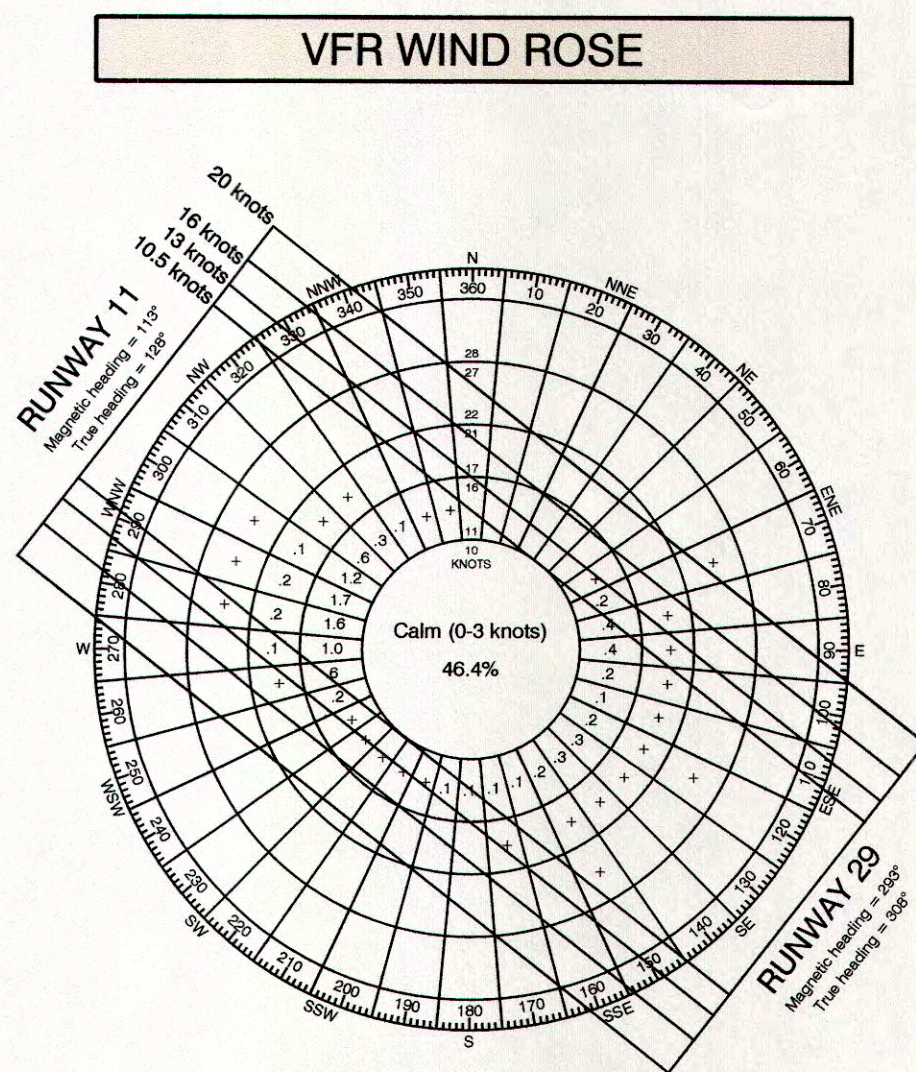
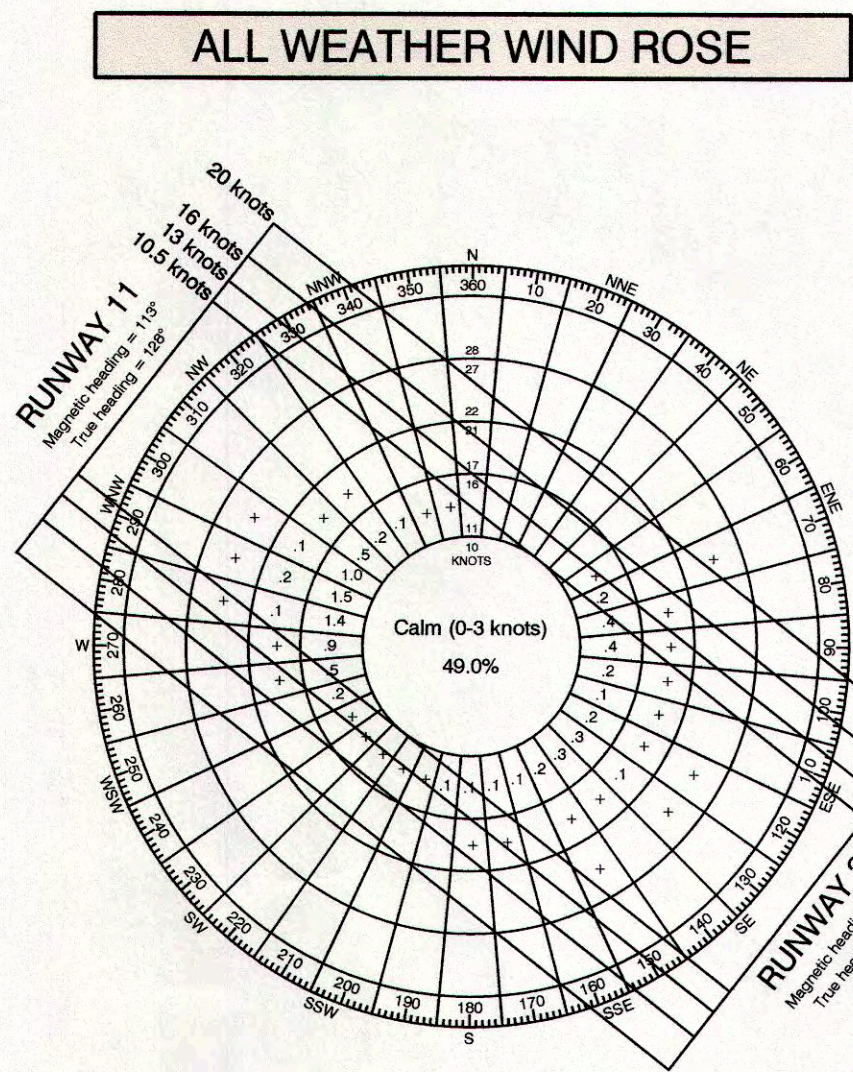
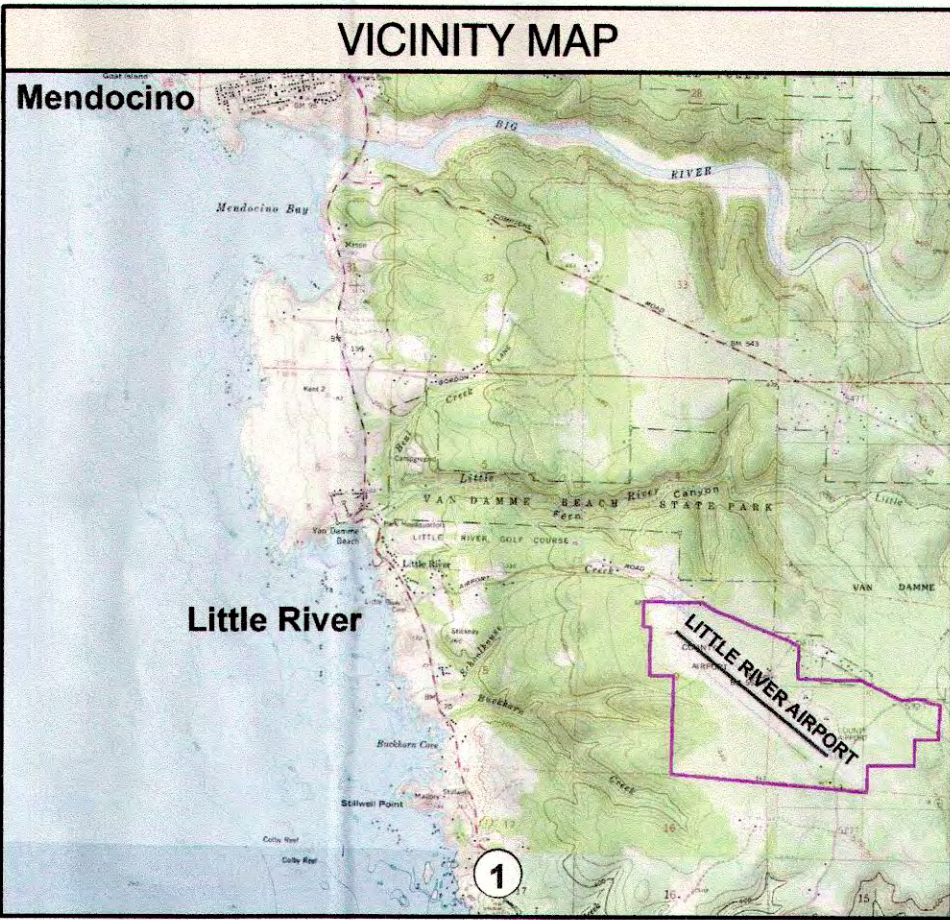
AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT REFERENCE CODE	B-I	No Change
CRITICAL AIRCRAFT	Beechcraft 400A	No Change
AIRPORT REFERENCE POINT (a)	Latitude	39° 15' 43.35" N
	Longitude	123° 45' 13.57" W
AIRPORT ELEVATION (Above Mean Sea Level) (b)	573.8'	No Change
MEAN MAX. TEMP. (Hottest Month) (c)	65.6° F (Sept.)	No Change
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	Beacon, GPS, PAPI, Seg Circle, Windcone	No Change
	Yes	No Change
GPS APPROACH ESTABLISHED	Yes	No Change
AIRPORT ACREAGE	Fee Simple	564 acres
	Avigation Easement	N/A
	Tiedowns	30
AIRCRAFT PARKING SPACES	Hangar Units	23
	Helicopter	None

RUNWAY DATA		
	EXISTING	FUTURE
RUNWAY REFERENCE CODE	B-I	No Change
CRITICAL AIRCRAFT	AIRCRAFT	Beechcraft 400A
	WINGSPAN	43.5'
	UNDERCARRIAGE WIDTH	9.3'
	APPROACH SPEED (kts)	120
EFFECTIVE GRADIENT (%)	MAX. TAKEOFF WT. (lbs.)	16,100
		0.50
MAXIMUM GRADIENT (%)		0.50
PAVEMENT DESIGN STRENGTH (1,000#) - S/D/DT	60/200/400	No Change
APPROACH VISIBILITY (Minimums)	11	Visual
	29	1 Mile
RUNWAY SAFETY AREA (Length Beyond Runway End)	11	240'
	29	240'
RUNWAY SAFETY AREA WIDTH (1)	150'	No Change
OBJECT FREE AREA (Length Beyond Runway End)	11	240'
	29	240'
OBJECT FREE AREA WIDTH	11	400'
	29	200'
OBSTACLE FREE ZONE (Length Beyond Runway End)	11	200'
	29	200'
OBSTACLE FREE ZONE WIDTH	11	400'
	29	200'
DISTANCE FROM RUNWAY CL to HOLD BARS	11	Non-Precision
	29	Non-Precision
RUNWAY MARKING	11	Visual [B/V]
	29	Non-Precision [C]
APPROACH TYPE (FAR Part 77 Category)	11	Visual [B/V]
	29	Non-Precision [C]
DISTANCE from RWY. CL to PARALLEL TWY. CL (e)	11	350'
	29	45'
DISTANCE from TWY. CL to FIXED or MOVABLE OBJECT	11	89'
	29	49'
TAXIWAY OBJECT FREE AREA WIDTH	11	20'
	29	547.6'
TAXIWAY WINGTIP CLEARANCE	11	573.8'
	29	548.7'
RUNWAY END ELEVATIONS (1)	11	573.8'
	29	572.8'
RUNWAY LANDING THRESHOLD ELEVATIONS (1)	11	562.6'
	29	573.8'
RUNWAY TOUCHDOWN ZONE ELEVATIONS (TDZE) (b)	11	573.8'
	29	547.6'
RUNWAY HIGH POINT (b)	11	Full
	29	5,249'
RUNWAY LOW POINT (b)	11	100'
	29	Asphalt
VERTICAL LINE OF SIGHT PROVIDED	11	Asphalt
	29	Asphalt
RUNWAY LENGTH	11	20:1
	29	34:1
RUNWAY WIDTH	11	Medium Intensity
	29	None
RUNWAY SURFACE TYPE	11	GPS
	29	None
TAXIWAY SURFACE TYPE	11	None
	29	PAPI
PART 77 APPROACH SLOPE	11	None
	29	PAPI
RUNWAY EDGE LIGHTING	11	None
	29	GPS
NAVIGATION AIDS	11	None
	29	PAPI
VISUAL AIDS	11	None
	29	PAPI

LAYOUT PLAN NOTES	
(a)	Existing runway end coordinates source: FAA Airports Geographic Information System (AGIS) 2009, supplemented with Airport Master Record 5010, May 2011. Latitudes and Longitudes are in NAD 83. Displaced thresholds and ARP calculated using these coordinates.
(b)	Existing runway ends and airport elevation source: FAA Airports Geographic Information System (AGIS) 2009. Facility elevation source: Mendocino County, October 2013. All Elevations are NAVD 88, above mean sea level (MSL).
(c)	Weather data source: Western Regional Climate Center, www.wrcc.dri.edu
(d)	Wind data acquired from SuperAWOS located on Airport and installed in 2008. Only 40 months of data available. Three complete years used for wind coverage to avoid seasonal variances.
(e)	Parallel taxiway to be reduced from 50' width to 35' by restriping north edge. Taxiway centerline to move 7.5 feet closer to the runway while taxiway edge nearest the runway to remain in place. Taxiway will remain Design Group I with 45 feet from centerline to fixed or moveable object.
(f)	Two connector taxiways added approximately 1,400' from each runway end to aid aircraft exits and enhance safety and operations
(g)	Ultimate land acquisition east of approach end of Runway 29 for 3/4-mile approach visibility minimums (retained from previous ALP). A 3/4-mile approach will require installation of an approach lighting system and result in an increase to the runway protection zone size, change in threshold siting surface, and an increase to the Part 77 primary surface width from 500' to 1,000'. Project implementation beyond 15 years. It is proposed threshold be relocated to end of pavement for maximum runway length, and Albion-River Road realigned to clear all airspace surfaces and to enhance safety and function.
(h)	Culvert to be extended to accommodate expanded tie-down apron.
(i)	Runway safety area (RSA) width is wider than standard. The RSA is paved because it was once used as runway and the County wishes to maintain the wider RSA.

NON-STANDARD CONDITIONS	
EXISTING CONDITION	PROPOSED DISPOSITION
(N) Trees penetrate obstacle clearance/threshold siting surface to Runway 11.	Trees to be cut or trimmed. See Airspace Plan sheets for more detail. Projected date of compliance: 2014.
(N) Trees and Albion-Little River Road penetrate threshold siting surface to existing Runway 29 end.	Trees to be cut or trimmed. See Airspace Plan sheets for more detail. Projected date of compliance: 2014. Landing threshold to be displaced 194 feet to provide 15-foot vehicle clearance on road.

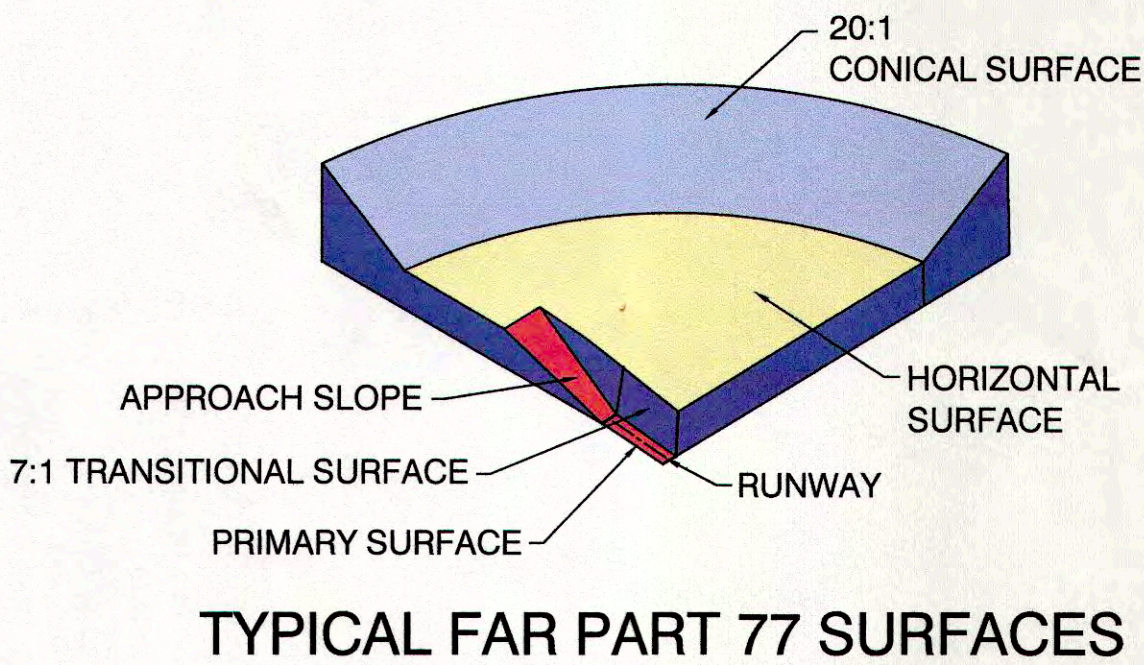
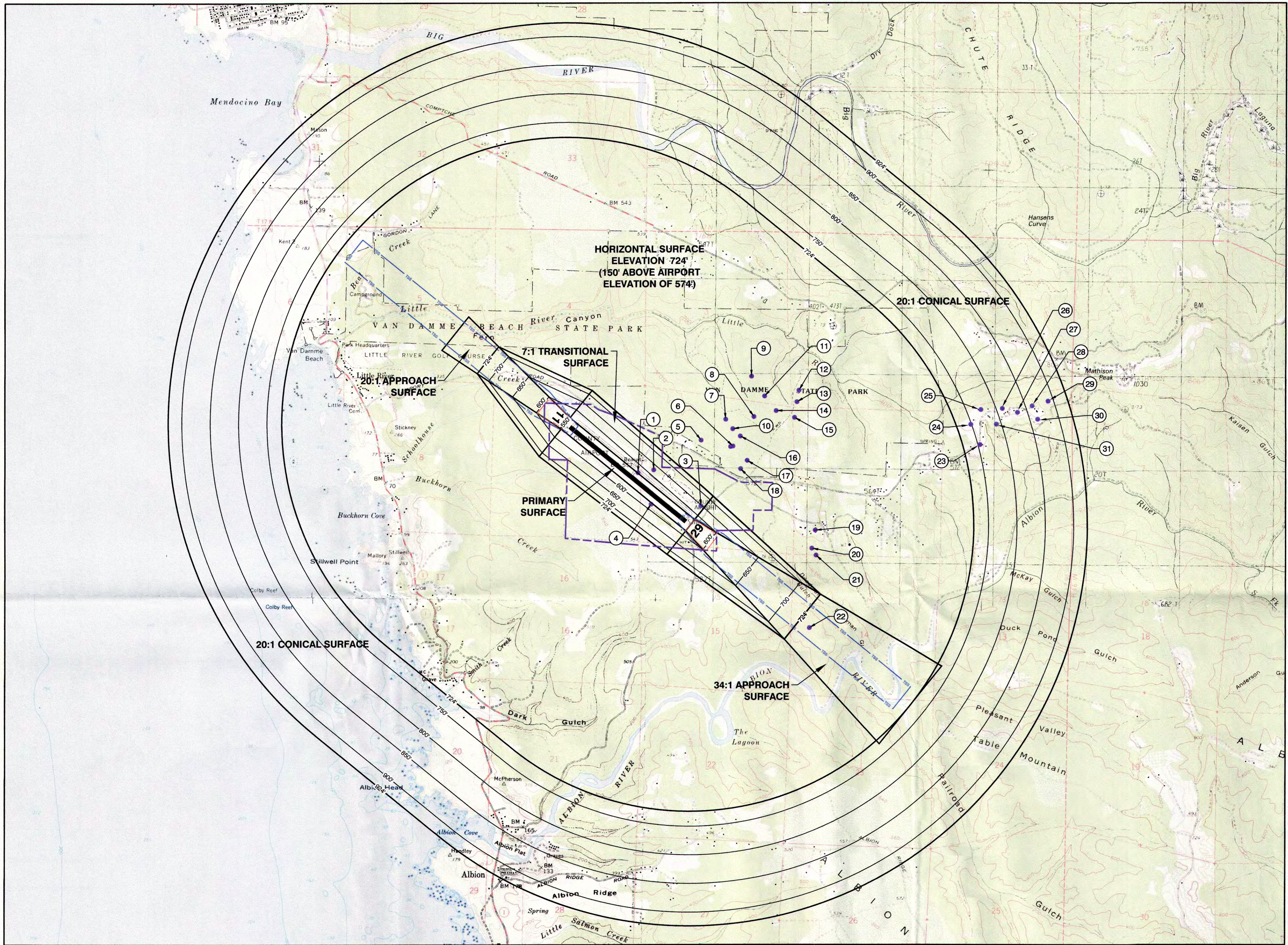
RUNWAY END COORDINATES (a)					
		RUNWAY ENDS		DISPLACED THRESHOLD	
		EXISTING	FUTURE	EXISTING	FUTURE
11	LATITUDE	39° 15' 59.27" N	No Change	39° 15' 58.06" N	No Change
	LONGITUDE	123° 45' 39.91" W	No Change	123° 45' 37.91" W	No Change
29	LATITUDE	39° 15' 27.44" N	No Change	N/A	39° 15' 28.61" N
	LONGITUDE	123° 44' 47.22" W	No Change	N/A	123° 44' 49.17" W



RUNWAY 11-29 WIND COVERAGE					
WEATHER CONDITION	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)	TOTAL OBSERVATIONS
All-Weather	98.97 %	99.78 %	99.99 %	100.0 %	18,931
VFR	98.86 %	99.76 %	99.99 %	100.0 %	16,194

Wind Data Source: SuperAWOS, Little River Airport, Little River, CA
Period of Time: Dec. 7, 2008 - Dec. 7, 2011
Note: Windrose compass headings are true north. (d)

NO.	REVISION	SPONSOR	DATE
LITTLE RIVER AIRPORT LITTLE RIVER, CALIFORNIA			
DATA SHEET			
Mead & Hunt		133 Aviation Boulevard, Suite 100 Santa Rosa, California 95403 (707) 526-5010 Fax (707) 526-9721 www.meadhunt.com	
DESIGN: AT/BM	DRAWN: TE/BM	DATE: NOVEMBER 2013	SHEET 3 OF 7
The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 906 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.			

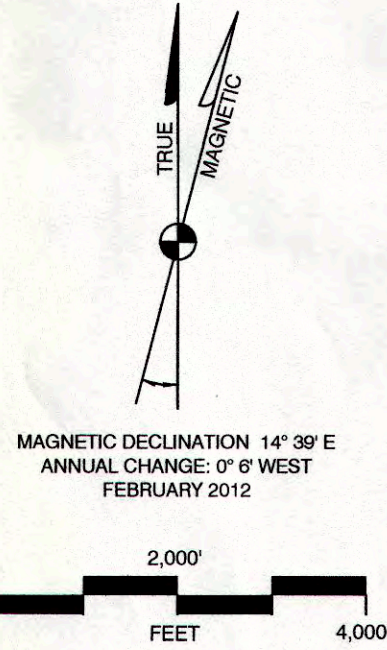
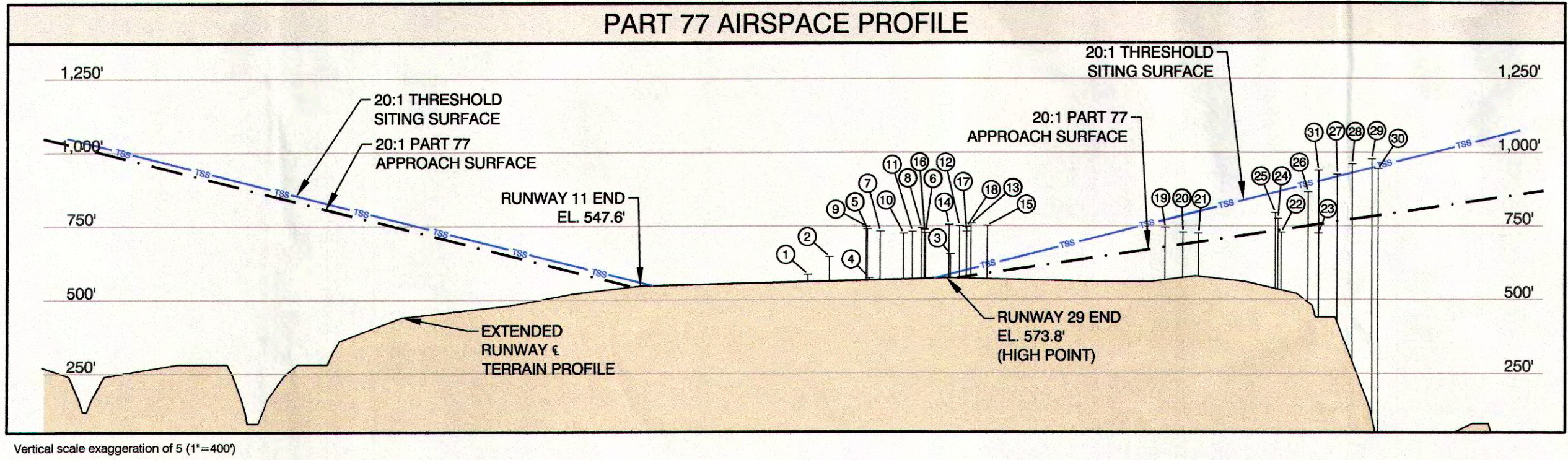


- LEGEND**
- Part 77 Surfaces
 - 50 Foot Part 77 Surface Contours
 - Threshold Siting Surface
 - Existing Runway Protection Zone
 - Airport Property Boundary
 - Object Penetrates Part 77 Surface
- NOTES:**
- Part 77 surface contours and obstruction elevations are NGVD 88.
 - All elevations in feet above mean sea level (MSL).
 - See Inner Approach Plan and Profile (Sheet 6) for close-in obstructions.
 - Threshold Siting Surface also referred to as Obstacle Clearance Surface. See AC 150/5300-13, see Appendix 2 for more information.
 - Part 77 surfaces based on future runway length and instrument approaches.
 - 15 feet vertical clearance added to road elevations, 17 feet added to interstate highways

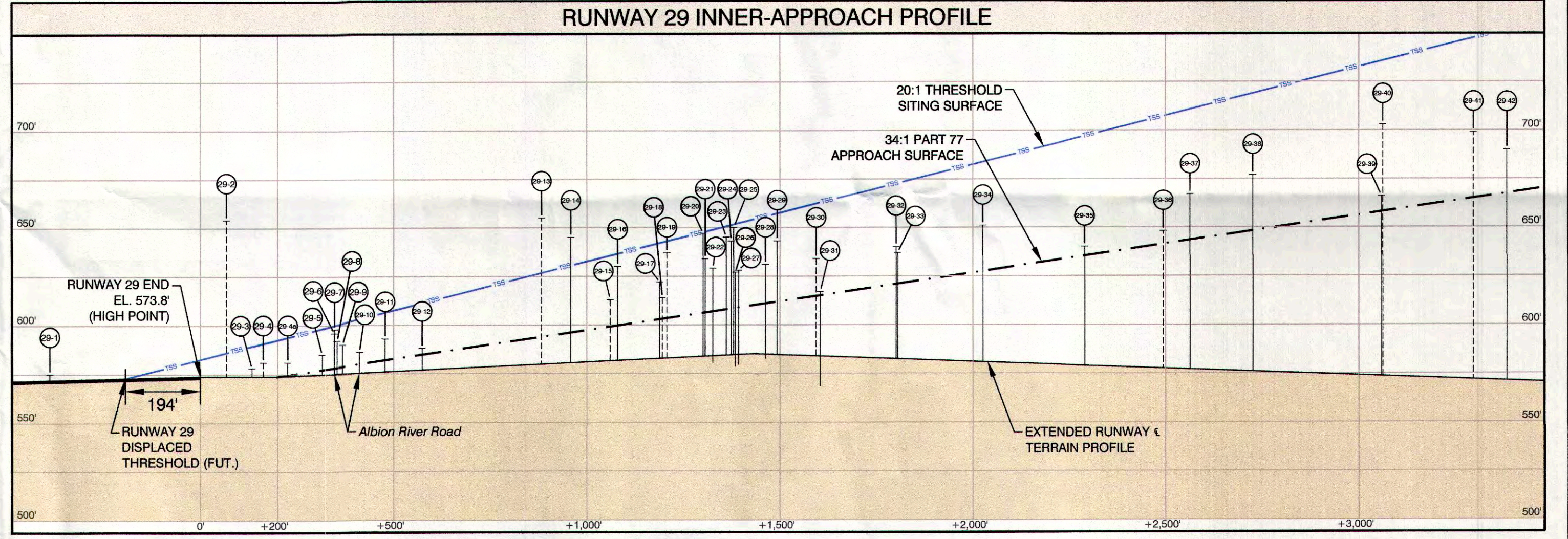
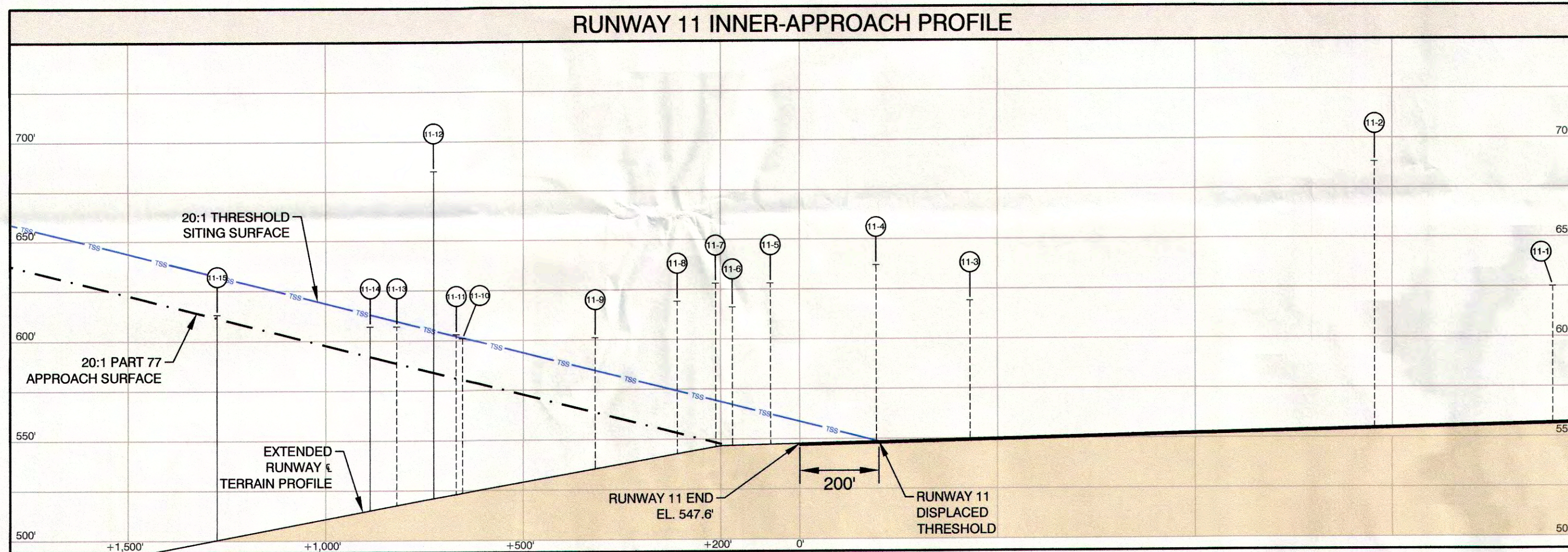
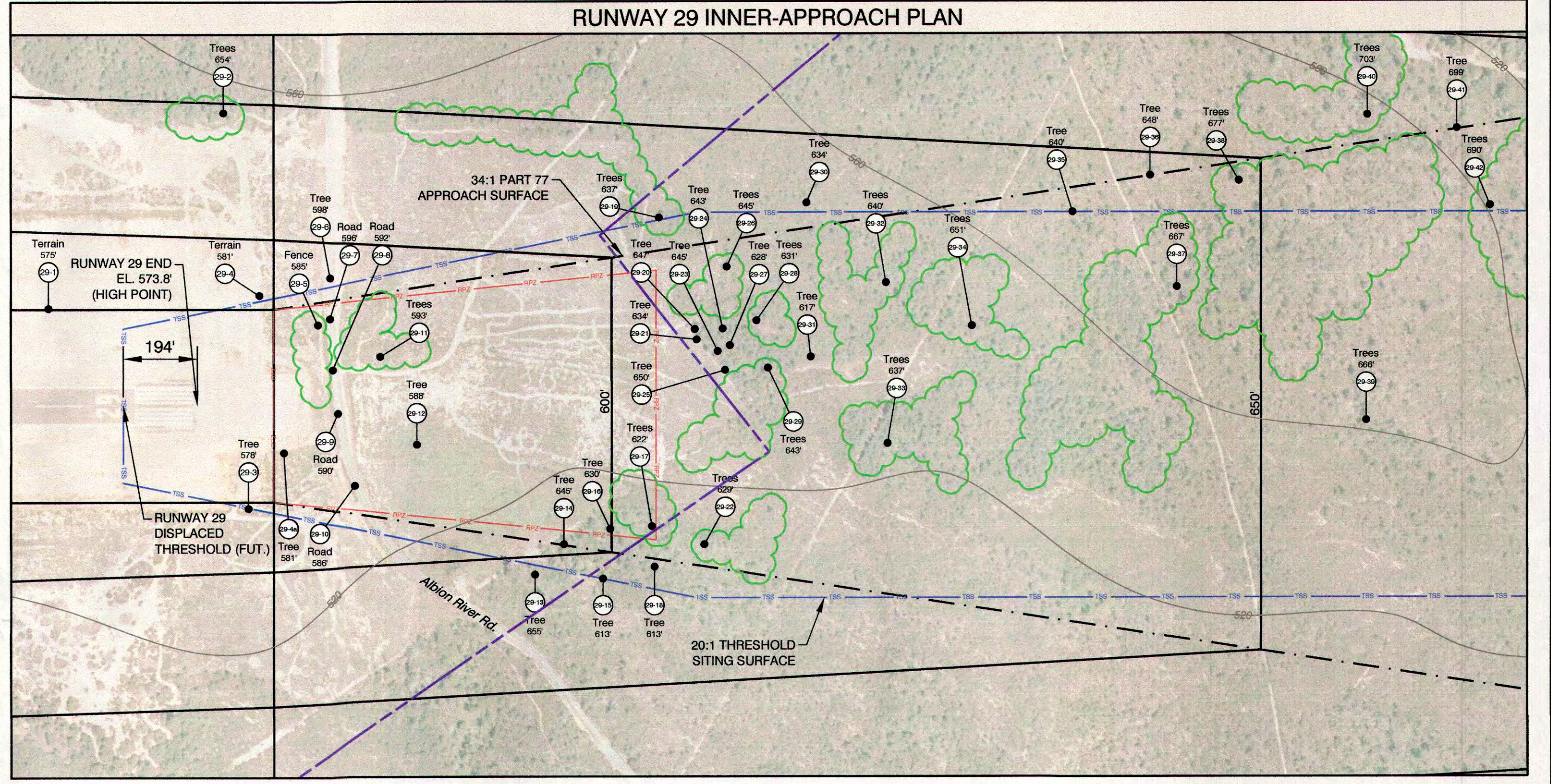
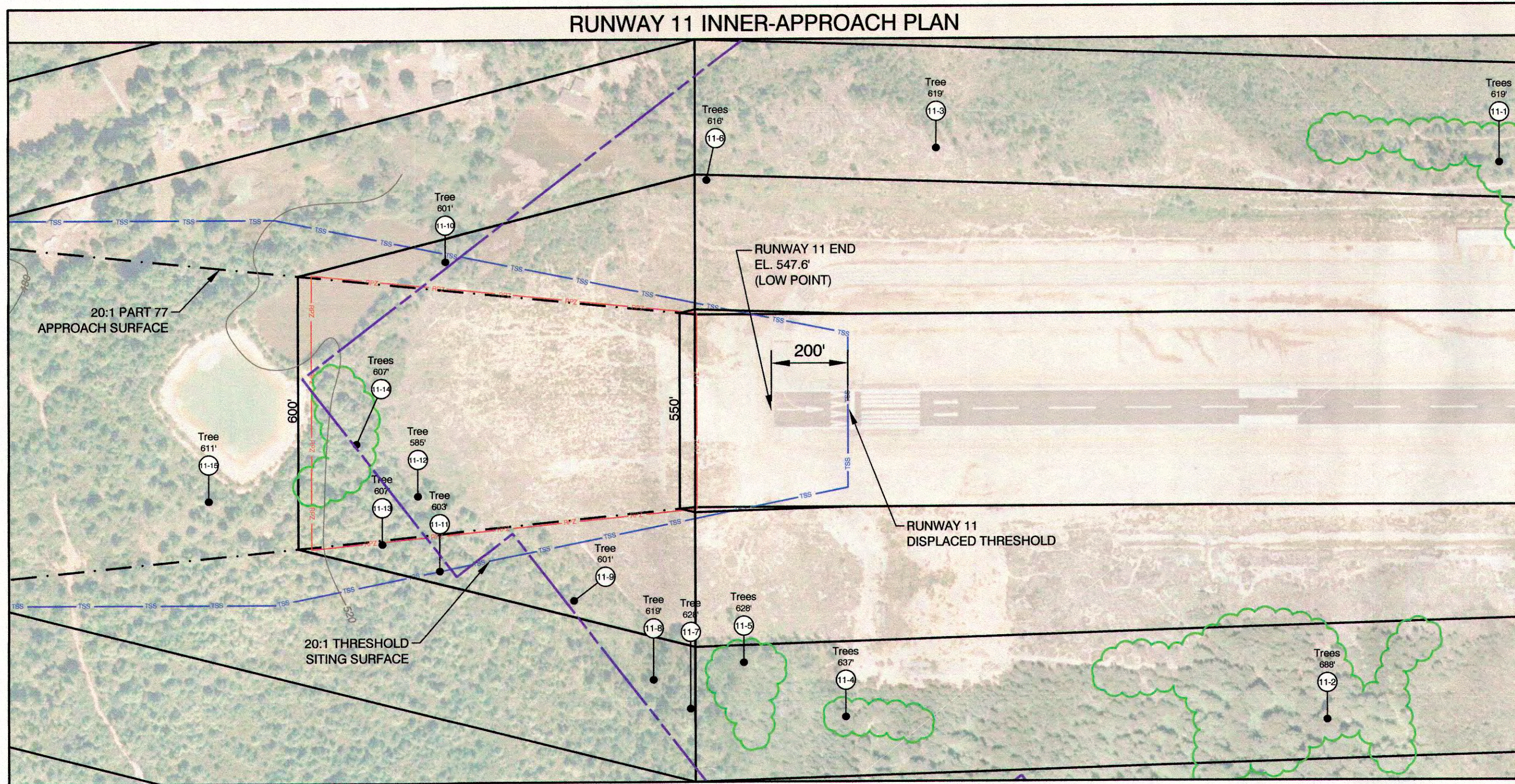
MAP SOURCE:
USGS Topographic Survey Maps. Coordinates: NAD27. Terrain contours: NGVD29

OBSTRUCTION SOURCE:
AGIS Airspace Analysis Survey completed by Woolpert Inc. (Dec. 2009) to the standards of AC 150/5300-185

PART 77 OBJECTS					
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	AFFECTED SURFACE(S)	PART 77 SURFACE HEIGHT	PART 77 PENETRATION
1	NAVAID	587	Transitional	564	23
2	Tree	647	Transitional	627	20
3	Tree	654	Transitional	647	7
4	Tree	575	Transitional	574	1
5	Tree	740	Horizontal	724	16
6	Tree	727	Horizontal	724	3
7	Tree	732	Horizontal	724	8
8	Tree	742	Horizontal	724	18
9	Tree	749	Horizontal	724	25
10	Tree	725	Horizontal	724	1
11	Tree	731	Horizontal	724	7
12	Tree	750	Horizontal	724	26
13	Tree	758	Horizontal	724	34
14	Tree	754	Horizontal	724	30
15	Tree	751	Horizontal	724	27
16	Tree	738	Horizontal	724	14
17	Tree	731	Horizontal	724	7
18	Tree	747	Horizontal	724	23
19	Tree	745	Horizontal	724	21
20	Tree	728	Horizontal	724	4
21	Tree	725	Horizontal	724	1
22	Tree	728	Horz/Approach	724	4
23	Tree	725	Horizontal	724	1
24	Tree	775	Conical	754	21
25	Tree	795	Conical	749	46
26	Tree	865	Conical	774	91
27	Tree	925	Conical	810	115
28	Tree	960	Conical	834	126
29	Tree	977	Conical	861	116
30	Tree	944	Conical	891	53
31	Tree	939	Conical	863	76



NO.	REVISION	SPONSOR	DATE
LITTLE RIVER AIRPORT LITTLE RIVER, CALIFORNIA			
PART 77 AIRSPACE PLAN			
Mead & Hunt		133 Aviation Boulevard, Suite 100 Santa Rosa, California 95403 (707) 526-5010 Fax (707) 526-9721 www.meadhunt.com	
DESIGN: AT/BM	DRAWN: TE	DATE: NOVEMBER 2013	SHEET 4 OF 7



LEGEND

- Airport Property Boundary
- - - F.A.R. Part 77 Approach Surface
- Threshold Siting Surface (TSS)
- Runway Protection Zone (RPZ)
- Object Located Under Approach Surface (Profile View)
- Object Located Under Transitional Surface (Profile View)

NOTES:

- Part 77 surface contours and obstruction elevations are NGVD 88.
- All elevations in feet above mean sea level (MSL).
- Threshold Siting Surface also referred to as Obstacle Clearance Surface. See AC 150/5300-13, see Appendix 2 for more information.
- Part 77 surfaces based on future runway length and instrument approaches.
- 15 feet vertical clearance added to road elevations, 17 feet added to interstate highways

MAP SOURCE:

USGS Topographic Survey Maps. Coordinates: NAD27. Terrain contours: NGVD29

OBSTRUCTION SOURCE:

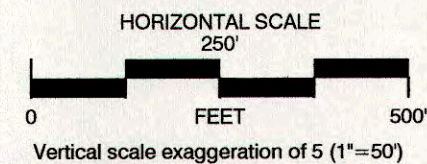
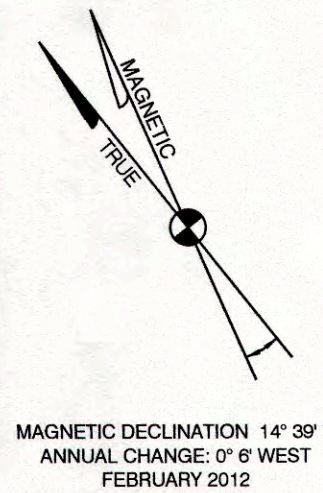
AGIS Airspace Analysis Survey completed by Woolpert Inc. (Dec. 2009) to the standards of AC 150/5300-18B

RUNWAY 11 OBJECTS

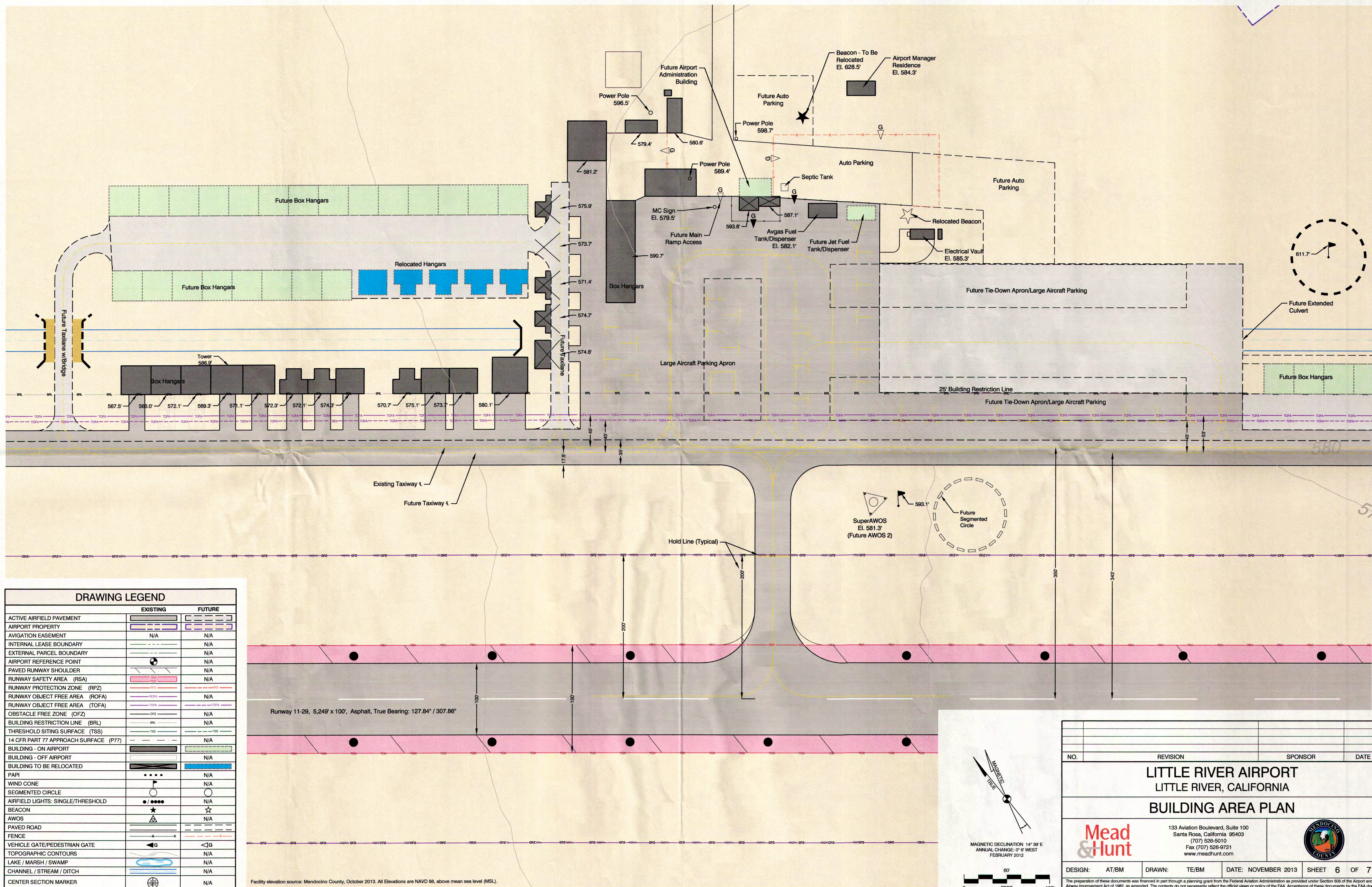
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	AFFECTED SURFACE(S)	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	DISPOSITION
11-1	Trees	625	Transitional	613	12	N/A	N/A	Top/Remove
11-2	Trees	668	Transitional	655	13	N/A	N/A	Top/Remove
11-3	Tree	619	Transitional	612	7	N/A	N/A	Top/Remove
11-4	Trees	637	Transitional	627	10	N/A	N/A	Top/Remove
11-5	Trees	628	Transitional	625	3	N/A	N/A	Top/Remove
11-6	Tree	616	Transitional	597	19	N/A	N/A	Top/Remove
11-7	Tree	628	Transitional	623	5	N/A	N/A	Top/Remove
11-8	Tree	619	Transitional	616	3	N/A	N/A	Top/Remove
11-9	Tree	601	Transitional	594	7	N/A	N/A	Top/Remove
11-10	Tree	601	Transitional	591	10	N/A	N/A	Top/Remove
11-11	Tree	603	Transitional/OCS	602	1	602	1	Top/Remove
11-12	Tree	585	Approach	584	1	N/A	N/A	Top/Remove
11-13	Tree	607	Transitional	590	17	N/A	N/A	Top/Remove
11-14	Trees	607	Approach	592	15	N/A	N/A	Top/Remove
11-15	Tree	613	Approach	611	2	N/A	N/A	Top/Remove
N/A = Not Applicable								

RUNWAY 29 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	AFFECTED SURFACE(S)	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	DISPOSITION
29-1	Terrain	575	Primary	574	1	N/A	N/A	No Action
29-2	Tree	654	Transitional	647	7	N/A	N/A	Top/Remove
29-3	Tree	578	Transitional/TSS	577	1	590.4	-12.4	Top/Remove
29-4	Terrain	581	Transitional	579	2	N/A	N/A	No Action
29-4a	Tree	591	Approach/TSS	575	6	595.4	-14.4	Top/Remove
29-5	Fence	595	Approach/TSS	577	6	598.8	-13.8	No Action
29-6	Tree	596	Transitional	587	11	N/A	N/A	Top/Remove
29-7	Road	595	Approach/TSS	578	18	600.5	-4.5	No Action
29-8	Road	592	Approach/TSS	578	14	600.5	-8.5	No Action
29-9	Road	590	Approach/TSS	579	11	602.2	-12.2	No Action
29-10	Road	586	Approach/TSS	580	6	603.9	-17.9	No Action
29-11	Tree	593	Approach/TSS	582	11	607.3	-14.3	Top/Remove
29-12	Tree	589	Approach/TSS	585	3	612.4	-24.4	Top/Remove
29-13	Tree	655	Transitional	606	49	N/A	N/A	Top/Remove
29-14	Tree	645	Approach/TSS	598	47	631.1	-13.9	Top/Remove
29-15	Tree	613	Transitional/TSS	610	3	636.75	-23.8	Top/Remove
29-16	Tree	630	Approach/TSS	600	30	637.9	-7.9	Top/Remove
29-17	Tree	622	Approach/TSS	603	19	643	-21	Top/Remove
29-18	Tree	614	Transitional/TSS	606	8	643.485	-29.5	Top/Remove
29-19	Tree	637	Transitional/TSS	616	21	651.98	-15.0	Top/Remove
29-20	Tree	647	Approach/TSS	606	41	648.1	-1.1	Top/Remove
29-21	Tree	634	Approach/TSS	606	28	648.1	-14.1	Top/Remove
29-22	Tree	629	Approach/TSS	607	22	648.8	-20.8	Top/Remove
29-23	Tree	645	Approach/TSS	608	37	651.5	-4.5	Top/Remove
29-24	Tree	643	Approach/TSS	608	35	651.5	-8.5	Top/Remove
29-25	Tree	650	Approach/TSS	609	41	653.2	-3.2	Top/Remove
29-26	Tree	627	Approach/TSS	609	19	653.2	-26.2	Top/Remove
29-27	Tree	629	Approach/TSS	609	19	653.2	-26.2	Top/Remove
29-28	Tree	631	Approach/TSS	611	20	656.6	-25.6	Top/Remove
29-29	Tree	643	Approach/TSS	612	31	658.3	-15.3	Top/Remove
29-30	Tree	634	Transitional	625	9	N/A	N/A	Top/Remove
29-31	Tree	617	Approach/TSS	615	2	663.4	-46.4	Top/Remove
29-32	Tree	640	Approach/TSS	621	19	673.6	-33.6	Top/Remove
29-33	Tree	637	Approach/TSS	621	16	673.6	-36.6	Top/Remove
29-34	Tree	651	Approach/TSS	628	23	685.5	-34.5	Top/Remove
29-35	Tree	640	Approach/TSS	635	5	697.4	-57.4	Top/Remove
29-36	Tree	648	Approach	642	6	N/A	N/A	Top/Remove
29-37	Tree	667	Approach/TSS	643	24	711	-44	Top/Remove
29-38	Tree	677	Approach	648	29	N/A	N/A	Top/Remove
29-39	Tree	666	Approach/TSS	658	8	736.5	-70.5	Top/Remove
29-40	Tree	703	Transitional	668	35	N/A	N/A	Top/Remove
29-41	Tree	699	Approach	665	34	N/A	N/A	Top/Remove
29-42	Tree	680	Approach	667	23	N/A	N/A	Top/Remove

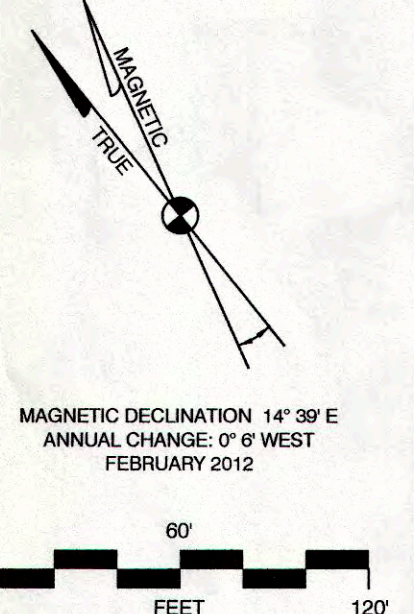


NO.	REVISION	SPONSOR	DATE
LITTLE RIVER AIRPORT LITTLE RIVER, CALIFORNIA INNER APPROACH PLAN & PROFILE			
		133 Aviation Boulevard, Suite 100 Santa Rosa, California 95403 (707) 526-5010 Fax (707) 526-9721 www.meadhunt.com	
DESIGN: AT/BM		DRAWN: TE/BM	DATE: NOVEMBER 2013
SHEET 5		OF 7	



DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
AIRPORT PROPERTY		
AVIGATION EASEMENT	N/A	N/A
INTERNAL LEASE BOUNDARY		N/A
EXTERNAL PARCEL BOUNDARY		N/A
AIRPORT REFERENCE POINT		N/A
PAVED RUNWAY SHOULDER		N/A
RUNWAY SAFETY AREA (RSA)		N/A
RUNWAY PROTECTION ZONE (RPZ)		N/A
RUNWAY OBJECT FREE AREA (ROFA)		N/A
RUNWAY OBJECT FREE AREA (TOFA)		N/A
OBSTACLE FREE ZONE (OFZ)		N/A
BUILDING RESTRICTION LINE (BRL)		N/A
THRESHOLD SITING SURFACE (TSS)		N/A
14 CFR PART 77 APPROACH SURFACE (P77)		N/A
BUILDING - ON AIRPORT		
BUILDING - OFF AIRPORT		N/A
BUILDING TO BE RELOCATED		
PAPI		N/A
WIND CONE		N/A
SEGMENTED CIRCLE		N/A
AIRFIELD LIGHTS: SINGLE/THRESHOLD		N/A
BEACON		N/A
AWOS		N/A
PAVED ROAD		
FENCE		
VEHICLE GATE/PEDESTRIAN GATE		
TOPOGRAPHIC CONTOURS		N/A
LAKE / MARSH / SWAMP		N/A
CHANNEL / STREAM / DITCH		N/A
CENTER SECTION MARKER		N/A

Facility elevation source: Mendocino County, October 2013. All Elevations are NAVD 88, above mean sea level (MSL).

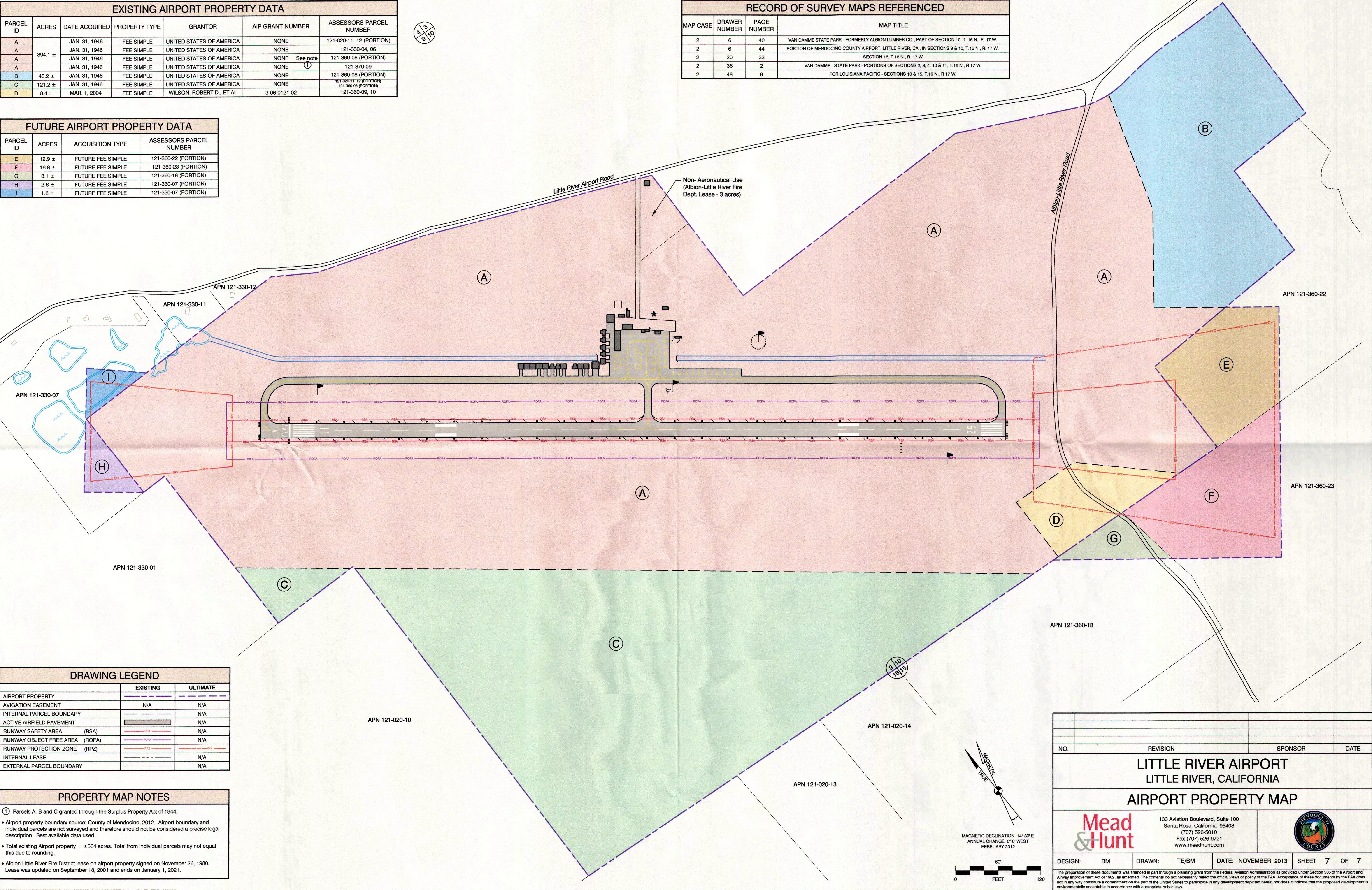


NO.	REVISION	SPONSOR	DATE
LITTLE RIVER AIRPORT LITTLE RIVER, CALIFORNIA BUILDING AREA PLAN			
		133 Aviation Boulevard, Suite 100 Santa Rosa, California 95403 (707) 526-5010 Fax (707) 526-9721 www.meadhunt.com	
DESIGN: AT/BM	DRAWN: TE/BM	DATE: NOVEMBER 2013	SHEET 6 OF 7
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EXISTING AIRPORT PROPERTY DATA						
PARCEL ID	ACRES	DATE ACQUIRED	PROPERTY TYPE	GRANTOR	AIP GRANT NUMBER	ASSESSORS PARCEL NUMBER
A	394.1 ±	JAN. 31, 1946	FEE SIMPLE	UNITED STATES OF AMERICA	NONE	121-020-11, 12 (PORTION)
A		JAN. 31, 1946	FEE SIMPLE	UNITED STATES OF AMERICA	NONE	121-330-04, 06
A		JAN. 31, 1946	FEE SIMPLE	UNITED STATES OF AMERICA	NONE	121-360-08 (PORTION)
A		JAN. 31, 1946	FEE SIMPLE	UNITED STATES OF AMERICA	NONE	121-370-09
B	40.2 ±	JAN. 31, 1946	FEE SIMPLE	UNITED STATES OF AMERICA	NONE	121-360-08 (PORTION)
C	121.2 ±	JAN. 31, 1946	FEE SIMPLE	UNITED STATES OF AMERICA	NONE	121-020-11, 12 (PORTION)
D	8.4 ±	MAR. 1, 2004	FEE SIMPLE	WILSON, ROBERT D., ET AL.	3-06-0121-02	121-360-09, 10

FUTURE AIRPORT PROPERTY DATA			
PARCEL ID	ACRES	ACQUISITION TYPE	ASSESSORS PARCEL NUMBER
E	12.9 ±	FUTURE FEE SIMPLE	121-360-22 (PORTION)
F	16.8 ±	FUTURE FEE SIMPLE	121-360-23 (PORTION)
G	3.1 ±	FUTURE FEE SIMPLE	121-360-18 (PORTION)
H	2.6 ±	FUTURE FEE SIMPLE	121-330-07 (PORTION)
I	1.6 ±	FUTURE FEE SIMPLE	121-330-07 (PORTION)

RECORD OF SURVEY MAPS REFERENCED			
MAP CASE	DRAWER NUMBER	PAGE NUMBER	MAP TITLE
2	6	40	VAN DAMME STATE PARK - FORMERLY ALBION LUMBER CO., PART OF SECTION 10, T. 16 N., R. 17 W.
2	6	44	PORTION OF MENDOCINO COUNTY AIRPORT, LITTLE RIVER, CA., IN SECTIONS 9 & 10, T. 16 N., R. 17 W.
2	20	33	SECTION 16, T. 16 N., R. 17 W.
2	36	2	VAN DAMME - STATE PARK - PORTIONS OF SECTIONS 2, 3, 4, 10 & 11, T. 16 N., R. 17 W.
2	48	9	FOR LOUISIANA PACIFIC - SECTIONS 10 & 15, T. 16 N., R. 17 W.



DRAWING LEGEND		
	EXISTING	ULTIMATE
AIRPORT PROPERTY	---	---
AVIGATION EASEMENT	N/A	N/A
INTERNAL PARCEL BOUNDARY	---	N/A
ACTIVE AIRFIELD PAVEMENT	---	N/A
RUNWAY SAFETY AREA (RSA)	---	N/A
RUNWAY OBJECT FREE AREA (ROFA)	---	N/A
RUNWAY PROTECTION ZONE (RPZ)	---	N/A
INTERNAL LEASE	---	N/A
EXTERNAL PARCEL BOUNDARY	---	N/A

PROPERTY MAP NOTES	
①	Parcels A, B and C granted through the Surplus Property Act of 1944.
•	Airport property boundary source: County of Mendocino, 2012. Airport boundary and individual parcels are not surveyed and therefore should not be considered a precise legal description. Best available data used.
•	Total existing Airport property = ±564 acres. Total from individual parcels may not equal this due to rounding.
•	Albion Little River Fire District lease on airport property signed on November 26, 1980. Lease was updated on September 18, 2001 and ends on January 1, 2021.

NO.	REVISION		SPONSOR		DATE
LITTLE RIVER AIRPORT LITTLE RIVER, CALIFORNIA					
AIRPORT PROPERTY MAP					
		133 Aviation Boulevard, Suite 100 Santa Rosa, California 95403 (707) 526-5010 Fax (707) 526-9721 www.meadhunt.com			
DESIGN:	BM	DRAWN:	TE/BM	DATE: NOVEMBER 2013	SHEET 7 OF 7
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.					