APPENDIX D: AIRPORT LAYOUT PLAN

The Federal Aviation Administration (FAA) requires the development of several technical drawings detailing specific elements of an airport and its environs. The technical drawings are collectively referred to as the Airport Layout Plan (ALP) set. The drawings are created on a computer-aided drafting system (CAD) and serve as the official depiction of the current and planned condition of an airport. The drawings are delivered to the FAA for their review and approval. The FAA critiques the drawings from a technical perspective to be sure all applicable federal regulations are met.

The five primary functions of the ALP that define its purpose are:

1) An approved plan is necessary for the airport to receive financial assistance under the terms of the *Airport and Airway Improvement Act of 1982* (AIP), as amended, and to be able to receive specific Passenger Facility Charge funding. An airport must keep its ALP current and follow that plan, since those are grant assurance requirements of the AIP and previous airport development programs, including the *1970 Airport Development Aid Program* (ADAP) and *Federal Aid Airports Program* (FAAP) of 1946, as amended. While ALPs are not required for airports other than those developed with assistance under the federal programs, the same guidance can be applied to all airports.
2) An ALP creates a blueprint for airport development by depicting proposed facility improvements. The ALP provides a guideline by which the airport sponsor can ensure that development maintains airport design standards and safety requirements and is consistent with airport and community land use plans.
3) The ALP is a public document that serves as a record of aeronautical requirements, both present and future, and as a reference for community deliberations on land use proposals and budget resource planning.
4) The approved ALP enables the airport sponsor and the FAA to plan for facility improvements at the airport. It also allows the FAA to anticipate budgetary and procedural needs. The approved ALP will also allow the FAA to protect the airspace required for facility or approach procedure improvements.
5) The ALP can be a working tool for the airport sponsor, including its development and maintenance staff.

The FAA requires that any changes to the airfield (i.e., runway and taxiway system, etc.) be represented on the drawings. The landside configuration developed during this planning process is also depicted on the drawings, but the FAA recognizes that landside development is much more fluid and often dependent upon specific developer needs. Thus, an updated drawing set is not typically necessary for future landside alterations, provided the changes are consistent with what is depicted. In some cases, when a landside development is moving forward, the FAA may require an update to the ALP.

AIRPORT LAYOUT PLAN SET

The ALP set includes several technical drawings that depict various aspects of the current and ultimate layout of the airport. The following is a description of the ALP drawings included with this ALP update.

AIRPORT LAYOUT PLAN DRAWING

An official Airport Layout Plan drawing has been developed for Apple Valley Airport (APV), a draft of which is included in this appendix. The ALP drawing graphically presents the existing and ultimate airport layout plan. The ALP drawing includes such elements as the physical airport features, wind data tabulation, location of airfield facilities (i.e., runways, taxiways, navigational aids), and existing general aviation development.

The plan provides detailed information on existing and ultimate facility layouts on multiple layers that permit the user to focus on any section of the airport at a desired scale. The plan can be used as base information for design and can be easily updated in the future to reflect new development and more detail concerning existing conditions as made available through design surveys.

14 CFR PART 77 AIRSPACE DRAWING

Title 14 Code of Federal Regulations (CFR) Part 77, *Objects Affecting Navigable Airspace*, was established for use by local authorities to control the height of objects near airports. The CFR Part 77 Airspace Drawing included in the ALP set is a graphic depiction of this regulatory criterion. The CFR Part 77 Airspace Drawing is a tool to aid local authorities in determining if proposed development could present a hazard to aircraft using the airport. The CFR Part 77 Airspace Drawing can be a critical tool for the airport sponsor's use in reviewing proposed development near the airport.

Airport management should do all in their power to ensure development near the airport stays below the CFR Part 77 surfaces to protect the role of the airport. The following discussion will describe those surfaces that make up the recommended CFR Part 77 surfaces at APV.

The CFR Part 77 Airspace Drawing assigns three-dimensional imaginary surfaces associated with the airport. These imaginary surfaces emanate from the runway centerline(s) and are based on the planned **ultimate** condition for the airport. The CFR Part 77 imaginary surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface.

The dimensions of the CFR Part 77 surfaces are a function of the planned runway classification (utility or other-than-utility) and the planned instrument approach capability. Utility runways are those planned to accommodate regular use by aircraft weighing less than 12,500 pounds (i.e. Runway 8-26), and other-than-utility runways support regular operations by aircraft weighing more than 12,500 pounds (i.e. Runway 18-36).

For CFR Part 77, Runway 18 is planned to maintain its non-precision instrument approach with ⅞-mile visibility minimums. Runways 36, 8, and 26 are planned to remain visual runways.

Primary Surface

The primary surface is an imaginary surface longitudinally centered on the runway, extending 200 feet beyond each runway end. The elevation of any point on the primary surface is the same as the elevation along the nearest associated point on the runway centerline. The width of the primary surface is a function of the planned runway classification, and the most capable instrument approach procedure planned for the runway, regardless of which end supports the approach. The width of the primary surface for each runway is as follows:

- Runway 18-36: 1,000 feet
- Runway 8-26: 250 feet

Approach Surface

An approach surface is established for each runway end. The approach surface begins at the end of the primary surface and is the same width as the primary surface at this point. It extends upward and outward from the primary surface end and is centered along an extended runway centerline. The approach surface leading to each runway is based upon the type of instrument approach planned (instrument or visual).

Table D1 summarizes the runway classification, planned instrument approaches, and the approach surface dimensions and slope.

TABLE D1 | CFR Part 77 Approach Surface Dimensions

			APPROACH SURFACE (ft)			
Runway End	Runway Type[1]	Planned IAP Visibility Minimums	Inner Width (Primary Surface)	Outer Width	Length	Slope Ratio
Runway 18	OTU	⅞-mile	1,000’	3,500'	10,000’	34:1
Runway 36	OTU	1-mile		3,500'	10,000’	34:1
Runway 8	U	VIS	250’	1.250'	5,000'	20:1
Runway 26	U	VIS		1,250'	5,000'	20:1

[1]U = Utility (12,500 lbs. or less)/ OTU = Other-than-Utility (Greater than 12,500 lbs.)
IAP: Instrument Approach Procedure

Source: CFR Part 77, Objects Affecting Navigable Airspace

Transitional Surface

Each runway has a transitional surface that begins at the outside edge of the primary surface at the same elevation as the runway. The surface rises at a slope of 7:1, to a height of 150 feet above the highest runway elevation. At that point, the transitional surface ends at the horizontal surface.

Horizontal Surface

The horizontal surface is established at 150 feet above the highest elevation of the runway surface. Having no slope, the horizontal surface connects the transitional and approach surfaces to the conical surface at 10,000 feet from the end of the primary surfaces of each runway.

Conical Surface

The conical surface begins at the outer edge of the horizontal surface. The conical surface then continues for an additional 4,000 feet horizontally at a slope of 20:1. Therefore, at 4,000 feet from the horizontal surface, the elevation of the conical surface is 350 feet above the highest airport elevation.

INNER PORTION/APPROACH SURFACE DRAWINGS

The inner portion of the runway approach surface drawing presents the inner portion of the CFR Part 77 approach surface to the runway ends. It also depicts the runway centerline profile with elevations. This drawing provides details that the CFR Part 77 drawing does not.

The inner portion/approach surface profile drawings include identified penetrations to the approach surface. Penetrations to the approach surface are considered obstructions. The FAA will determine if any obstructions are also hazards which require mitigation. The FAA utilizes other design criteria, including the approach and departure surfaces defined in FAA AC 150/5300-13B, *Airport Design* (not to be confused with the CFR Part 77 approach surface) and in FAA Order 8260.3B, *Terminal Instrument Procedures* (TERPS), to determine if an obstruction is a hazard.

If an obstruction is a hazard, the FAA can take many steps to protect air navigation. The mitigation options range from removing the hazard to installing obstruction lighting to adjusting or deactivating the instrument approach minimums.

DEPARTURE SURFACE DRAWING

For runways supporting instrument operations, a separate drawing depicting the departure surface is required. The departure surface, when clear, allows pilots to follow standard departure procedures. Section 1 of the departure surface rises at a slope of 40:1. Section 2 starts at an equal elevation to the adjoining Section 1. Section 2 continues until reaching 304 feet and then levels off until reaching the line where Section 1 and Section 2 reach 304 feet above the runway end elevation. The part of Section 2 that leveled off then continues at a 40:1 slope. **Figure D1** shows the dimensions of the departure surface as sourced from FAA AC 150/5300-13B, *Airport Design*.

Obstacles frequently penetrate the departure surface. Where object penetrations exist, the departure procedure can be adjusted by:

a) Implementing non-standard climb rates, and/or

b) Implementing non-standard (higher) departure minimums.

Therefore, it is important for the airport sponsor to identify and remove departure surface obstacles whenever possible. The airport sponsor should also prevent any new obstacles from developing. A departure surface drawing has been developed for all runways.

TERMINAL AREA DRAWING

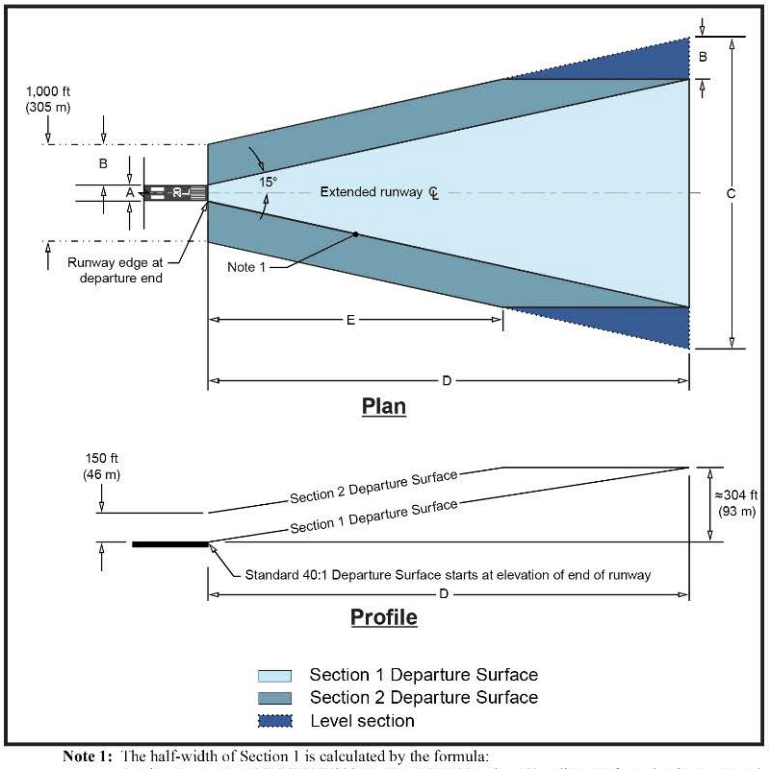
The terminal area drawing is a larger scale plan view drawing of existing and planned aprons, buildings, hangars, parking lots, and other landside facilities. It is prepared in accordance with FAA Advisory Circular 150/5300-13B, *Airport Design*.

Table 3-5. Instrument Departure Surface

Surface	Runway Type	A ft (m)	B ft (m)	C ft (m)	D [4] ft (m)	E ft (m)	Section 2 Angle θ [2]	Section 2 Transverse Slope m [2]
Surface 7	Runways providing instrument departure operations	60 (18.3)	470 (143)	7,512 (2,290)	12,152 (3,704)	6,152 (1,875)	17:7	3.13:1
		75 (22.9)	462.5 (141)				18.0	3.08:1
		100 (30.5)	450 (137)				18.4	3.00:1
		150 (46)	425 (130)				19.4	2.83:1
		200 (61)	400 (122)				20.6	2.67:1

Note 1: Section 1 of the departure surface starts at the DER elevation for the width of the runway and rises along the extended runway centerline at 40:1. Section 2 starts at an equal elevation to the adjoining Section 1. Section 2 continues until reaching 304 ft (93 m) and then levels off until reaching the line where Section 1 and Section 2 reach 304 ft (93 m) above DER elevation, then that part of Section 2 that leveled off continues at a 40:1 slope.
Note 2: See Figure 3-11 for a graphical depiction of these values.
Note 3: The start of the surface is relative to the departure end of the runway. For runways with published declared distances, the TODA indicates the beginning of the departure surface. See Figure 3-10.
Note 4: 12,152 feet (3,704 m) represents a 2 nm nominal value for planning purposes.
Note 5: For other runway width values, interpolation is required to determine the value of "B", the Section 2 angle, and the Section transverse slope.

Figure 3-9. Instrument Departure Surface



Note 1: The half-width of Section 1 is calculated by the formula:
Section $1_{\text{Half Width}}$ = (1/2 RWY Width) + (Tan 15° × X), where X = distance from the departure end of the runway.
Note 2: See Table 3-5 for dimensional values.

Figure D1 – Departure Surface Detail from FAA AC 150/5300-13B, Airport Design

AIRPORT LAND USE DRAWING

The objective of the Airport Land Use Drawing is to coordinate uses of the airport property in a manner compatible with the functional design of the airport facility. Airport land use planning is important for the orderly development and efficient use of available space. There are two primary considerations for airport land use planning. The first is to secure those areas essential to the safe and efficient operation of the airport. The second is to determine compatible land uses for the balance of the property which would be most advantageous to the airport and community.

In the development of an airport land use plan for APV, the airport property was segmented into several large general tracts. Each tract was analyzed for specific site characteristics, such as tract size and shape, land characteristics, and existing land uses. The availability of utilities and the accessibility to various transportation modes were also considered. Limitations and constraints to development, such as height and noise restrictions, runway visibility zones, and contiguous land uses were analyzed next. Finally, the compatibility of various land uses in each tract was analyzed.

The depiction of on-airport land uses on this drawing has been developed while taking into consideration FAA land use compliance regulations. However, the depiction is only a recommendation and any plan to utilize any airport property for other than aviation purposes will require FAA review and approval on a case-by-case basis.

The Airfield Operations category includes the immediate runway and taxiway environment, which contains the navaid critical areas, runway visibility zone, runway and taxiway safety areas, and the runway protection zones. The Aeronautical Use areas are reserved for facilities critical to the safe operations of aircraft once they exit the Airfield Operations areas and include aprons, taxilanes, terminals, and hangars. The Non-Aeronautical Revenue Support category is all other airport property in excess of what is projected to be needed in the next 20 years. With FAA approval, this excess land can be used for airport compatible non-aeronautical uses for the purpose of generating airport revenue from excess land.

AIRPORT PROPERTY MAP

The Exhibit A - Airport Property Map provides information on property under airport control and is, therefore, subject to FAA grant assurances. The various recorded deeds that make up the airport property are listed in tabular format. The primary purpose of the drawing is to provide information for analyzing the current and future aeronautical use of land acquired with federal funds.

FAA ALP DISCLAIMER

The preparation of the ALP set has been undertaken following FAA guidelines and is intended to support future grant funding requests. The contents do not necessarily reflect the official views or policy of the United States or FAA. Acceptance of the ALP update does not in any way constitute a commitment on the part of the United States or FAA to participate in any development depicted on the ALP drawing, nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

AIRPORT LAYOUT PLANS

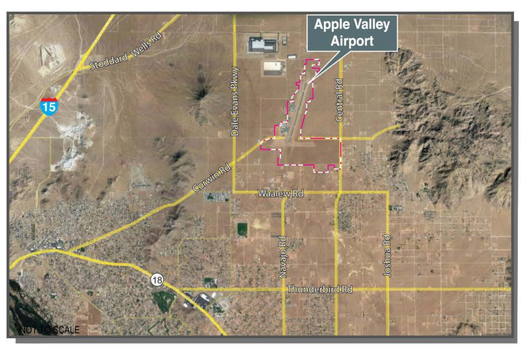
for the

APPLE VALLEY AIRPORT

Prepared for
San Bernadino County, California - Department of Airports



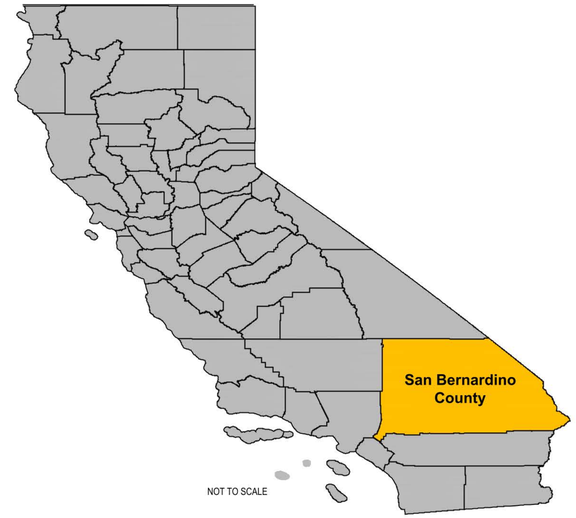
LOCATION MAP



VICINITY MAP

DRAWING INDEX

1. TITLE SHEET
2. AIRPORT DATA SHEET
3. AIRPORT LAYOUT PLAN DRAWING
4. AIRPORT AIRSPACE DRAWING I
5. AIRPORT AIRSPACE DRAWING II
6. AIRPORT AIRSPACE PROFILE RUNWAY 18-36
7. AIRPORT AIRSPACE PROFILE RUNWAY 8-26
8. INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 18
9. INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 36
10. INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 8-26
11. RUNWAY 18-36 DEPARTURE SURFACE DRAWING
12. TERMINAL AREA DRAWING
13. LAND USE DRAWING
14. EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAPS



NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A 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."

APPLE VALLEY

TITLE SHEET

APPLE VALLEY, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: D. Przybycien
APPROVED BY: P. Taylor

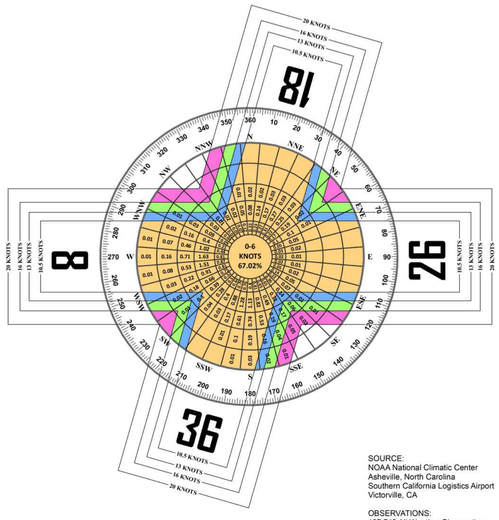
March 2026 | SHEET 1 OF 14

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Coffman Associates C:\Users\dana\Coffman Associates Inc\Coffman - ap_CAD (1)\MP\APV_22\ALP\01 APV COVER SHEET.dwg Printed Date: 3-16-26 02:06:11 PM dana

ALL WEATHER WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 18-36	91.03%	94.35%	97.48%	99.28%
Runway 8-26	90.38%	93.38%	96.65%	98.79%
All Runways	98.99%	99.64%	99.90%	99.99%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Southern California Logistics Airport
Victorville, CA

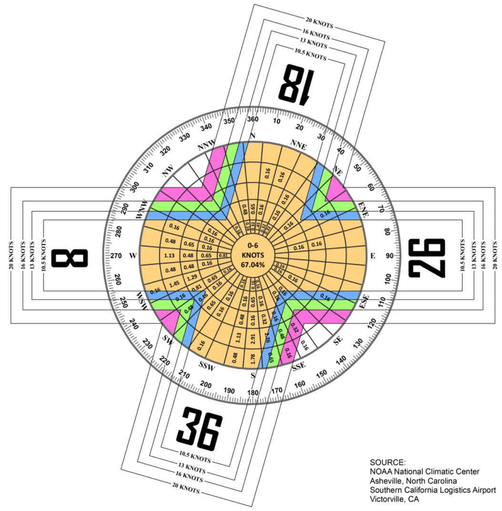
OBSERVATIONS:
197,713 All Weather Observations
Jan. 1, 2011 - Dec, 31 2020

AIRPORT DATA

City: Apple Valley			Owner: San Bernadino County
Airport Name & ID: Apple Valley (APV)		EXISTING	ULTIMATE
Airport Reference Code (ARC)		B-II	C-II
Mean Maximum Temperature of Hottest Month		97.5° July	Same
Airport Elevation (NAVD 88)		3061.52'	3077.0'
Airport Navigational Aids		Airport Beacon, LPV (18), LNAV (18), Segmented Circle/Lighted Windcone	Same
Airport Reference Point (ARP) Coordinates	Latitude	34°34'31.19" N	34°34'33.61" N
	Longitude	117°11'10.28" W	117°11'09.69" W
Miscellaneous Facilities		Automated UNICOM, Supplemental Windcones, MITL, Distance to Go Markers	AWOS, Automated UNICOM, Windcones, MITL (Twy B), Distance to Go Markers
Critical Aircraft		B-II-2A	C-II-2A
Example Critical Aircraft		King Air 300	Cessna Citation Longitude (700) (C-II)/King Air 200 (TDG 2A)
Wingspan of Design Aircraft (Feet)		57.92	73.2/54.50
Approach Speed of Design Aircraft (Knots)		107	121/98
Undercarriage Width of Design Aircraft (Feet)		17.17	9.7/17.17
Magnetic Declination (Degrees)		11° 17' E ± 0° 21', Changing by 0° 5' W Per Year	
Declination Date		11/2025	
Declination Source		NOAA NCEI	
NPIAS Service Level		GA	Same
State System Plan Role		Regional - Business Corporate	Same

IFR WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 18-36	79.10%	84.28%	89.59%	94.67%
Runway 8-26	73.68%	76.56%	80.10%	82.45%
All Runways	92.35%	96.73%	98.86%	99.73%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Southern California Logistics Airport
Victorville, CA

OBSERVATIONS:
428 IFR Observations
Jan. 1, 2011 - Dec, 31 2020

RUNWAY DATA TABLE

		RUNWAY 18-36				RUNWAY 8-26			
		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
Runway Identification		18	36	18	36	8	26	8	26
Runway Design Code (RDC)		B-II-4500		C-II-4500		B-I-VIS		Same	
Approach Reference Code (APRC)		D/IV/4500; D/V/4500		D/V/2400		B/II/VIS		Same	
Departure Reference Code (DPRC)		D-IV; D-V		D-IV; D-V		B/II		Same	
Runway Surface Material		Asphalt		Same		Asphalt		Same	
Runway Pavement Strength by Wheel Loading (in thousands of lbs.)		70 (S), 90 (D), 150 (2D)		Same		40 (S), 60 (D), 100 (2D)		Same	
Runway Pavement Strength by PCN		Unknown		Same		Unknown		Same	
Runway Surface Treatment		None		Same		None		Same	
Runway Effective Gradient		1.47%		1.42%		0.44%		0.54%	
Runway Percent Wind Coverage	10.5 knots	90.03		Same		90.38		Same	
	13 knots	94.35		Same		93.68		Same	
	16 knots	97.48		Same		96.65		Same	
	20 knots	99.28		Same		98.79		Same	
Runway Dimensions (L x W)		6498'x150'		8800'x150'		4100'x60'		4600'x60'	
Runway End Coordinates	Latitude	34°35'15.175"	34°34'13.428"	34°35'27.549"	34°34'03.903"	34°34'10.415"	34°34'10.420"	Same	34°34'10.420"
	Longitude	117°10'57.168"	117°11'18.685"	117°10'52.855"	117°11'22.003"	117°11'38.508"	117°10'49.491"	Same	117°10'43.498
Runway End Elevation		3061.52'	2965.98'	3077.0'	2952.0'	2957.65'	2975.52'	Same	2982.0'
Runway Displaced Threshold Coordinates	Latitude	N/A	34°34'19.102"	Same	N/A	N/A	N/A	Same	Same
	Longitude	N/A	117°11'16.709"	Same	N/A	N/A	N/A	Same	Same
Runway Displaced Threshold Distance		N/A	597.0'	Same	N/A	N/A	N/A	Same	Same
Runway Displaced Threshold Elevation		N/A	2973.76'	Same	N/A	N/A	N/A	Same	Same
Runway Safety Area Dimensions (width x length beyond end) - Design Std.		150'x300'	150'x300'	500'x1000'	500'x1000'	120'x240'	120'x240'	Same	Same
Runway Safety Area Dimensions (width x length beyond end) - Actual		150'x300'	150'x300'	500'x1000'	500'x1000'	120'x240'	120'x240'	Same	Same
Runway Lighting Type		MIRL		Same		None		MIRL	
Runway Protection Zone Dimensions		1700'x1000'x1510'	1000'x500'x700'	Same	1700'x500'x1010'	1000'x500'x700'	1000'x500'x700'	Same	Same
Runway Marking Type		Nonprecision	Basic	Same	Same	Basic	Basic	Same	Same
14 CFR Part 77 Approach Slope		34:1	20:1	Same	Same	20:1	20:1	Same	Same
14 CFR Part 77 Approach Type		Nonprecision	Visual	Same	Same	Visual	Visual	Same	Same
Approach Visibility Minimums		7/8 Mile	Visual	Same	Same	Visual	Visual	Same	Same
Type of Aeronautical Survey Required for Approach		VG	NVG	Same	Same	NVG	NVG	Same	Same
Departure Surface (Yes or N/A)		Yes	N/A	Same	Same	N/A	N/A	Same	Same
Runway Object Free Area Dimensions (width x length beyond end)		500'x300'	500'x300'	1000'x800'	1000'x800'	400'x240'	400'x240'	Same	Same
Runway Obstacle Free Zone Dimension (width x length beyond end)		400'x200'	400'x200'	Same	Same	400'x200'	400'x200'	Same	Same
Runway Centerline To Holding Position Distance (ft.)		250'		Same		130'		200'	
Runway Centerline To Parallel Taxiway/Taxilane Distance (ft.)		400'		Same		240'		Same	
Runway Shoulder Width (ft.)		N/A		N/A		N/A		N/A	
Blast Pad Dimensions (width x length)		N/A	N/A	Same	Same	80' x 100'	80' x 100'	Same	Same
Obstacle Clearance Surface (AC 150/5300-13b, Tables 3-2, 3-3, 3-4)		5,6,7	5,7	Same	Same	3	3	Same	Same
Runway Visual and Instrument Navaids		LPV GPS, PAPI-2L, MIRL, Lighted Windcones		LPV GPS, PAPI-4L, MIRL, Lighted Windcones, REILs		N/A		MIRL	
Touchdown Zone Elevation (TDZE)		3061.5'	3017.9'	3077.0'	2952.0'	2966.8'	2975.52'	Same	2982.0'
Horizontal Datum		NAD83							
Vertical Datum		NAVD88							

ELECTRONIC AIRPORT NAVAID OWNERSHIP

NAVAID	OWNER
Super AWOS	Apple Valley Airport
Beacon	Apple Valley Airport
Segmented Circle/Lighted Windcone	Apple Valley Airport
Windcones	Apple Valley Airport
PAPI-2L	Apple Valley Airport
MIRL	Apple Valley Airport
MITL	Apple Valley Airport

MODIFICATIONS TO STANDARDS APPROVAL TABLE

APPROVAL DATE	AIRSPACE CASE NUMBER	STANDARD MODIFIED	DESCRIPTION
To Be Determined			

NONSTANDARD CONDITIONS

DESCRIPTION OF NONSTANDARD CONDITION	STANDARD	DISPOSITION
The Runway Longitudinal Grade From The Ultimate Runway 18 End Exceeds The Standard ±0.80% In The Last 1/4 Of Runway For Approach Category 'C' Aircraft.	Longitudinal Grades Exceeding ±0.80% Are Not Acceptable Within The Lesser Of The Following Criteria: A.) In The First And Last Quarter Of The Physical Runway Length, Or, B.) The First And Last 2500 Feet Of The Physical Runway Length.	Consider A Modification Of Standard For Longitudinal Grade Criteria When The Runway Extension Project Is Justified And Prior To Project Implementation.
The Runway Longitudinal Grade From The Ultimate Runway 36 End Exceeds The Standard ±0.80% In The Last 1/4 Of Runway For Approach Category 'C' Aircraft.	Longitudinal Grades Exceeding ±0.80% Are Not Acceptable Within The Lesser Of The Following Criteria: A.) In The First And Last Quarter Of The Physical Runway Length, Or, B.) The First And Last 2500 Feet Of The Physical Runway Length.	Consider A Modification Of Standard For Longitudinal Grade Criteria When The Runway Extension Project Is Justified And Prior To Project Implementation.

Taxiway/Taxilane Designation	Taxiway Design Group (TDG)	Width	Taxiway Safety Area Dimension	Taxiway Object Free Area	Taxiway Shoulder Width	Taxiway Lighting	Taxiway Centerline to Parallel Taxiway Centerline (Standard)	Taxiway Centerline to a Fixed or Movable Object (Standard)
A	2A/2A	35'	79'	124'	15'	MITL	101.5'	62'
A	2A/2A	60'/35'	79'	124'	15'	MITL	101.5'	62'
A1	2A/2A	35'	79'	124'	15'	MITL	101.5'	62'
A1/A2	2A/2A	50'/35'	79'	124'	15'	MITL	101.5'	62'
A2 (To Be Removed)	2A/2A	50'	79'	124'	15'	MITL	101.5'	62'
A3 (To be Removed)	2A/2A	35'	79'	124'	15'	MITL	101.5'	62'
A3	2A/2A	35'	79'	124'	15'	MITL	101.5'	62'
A4 (To Be Removed)	2A/2A	35'	79'	124'	15'	MITL	101.5'	62'
A4	2A/2A	35'	79'	124'	15'	MITL	101.5'	62'
A5 (To Be Removed)	2A/2A	60'	79'	124'	15'	MITL	101.5'	62'
A5	2A/2A	35'	79'	124'	15'	MITL	101.5'	62'
A6	2A/2A	35'	79'	124'	15'	MITL	101.5'	62'
A6/A7	2A/2A	60'/35'	79'	124'	15'	MITL	101.5'	62'
A8	2A/2A	35'	79'	124'	15'	MITL	101.5'	62'
B (Parallel)	1B/1B	35'	49'	89'	10'	None/MITL	70'	44.5'
B1	1B/1B	35'	49'	89'	10'	None/MITL	70'	44.5'
B2 (To Be Removed)	1B/1B	35'	49'	89'	10'	None	70'	44.5'
B3/B2	1B/1B	35'	49'	89'	10'	MITL	70'	44.5'
B4/B3	1B/1B	35'/35'	49'	89'	10'	None/MITL	70'	44.5'
B4	1B/1B	35'	49'	89'	10'	MITL	70'	44.5'

[1] Ultimate condition is listed in table only when a future design change is indicated.

RUNWAY DECLARED DISTANCE	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	18	36	18	36	8	26	8	26
Takeoff Run Available (TORA)	6498'	6498'	8800'	8800'	4100'	4100'	4600'	4600'
Takeoff Distance Available (TODA)	6498'	6498'	8800'	8800'	4100'	4100'	4600'	4600'
Accelerate-Stop Distance Available (ASDA)	6498'	6498'	8800'	8800'	4100'	4100'	4600'	4600'
Landing Distance Available (LDA)	6498'	5901'	8800'	8800'	4100'	4100'	4600'	4600'

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A 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."

APPLE VALLEY

AIRPORT DATA SHEET

APPLE VALLEY, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: D. Przybycien
APPROVED BY: P. Taylor

March 2026 | SHEET 2 OF 14

Coffman Associates
Airport Consultants
www.coffmanassociates.com

Coffman Associates C:\Users\diana\Coffman Associates Inc\Coffman - sp_CAD (1)\APV\APV_22\ALP\02 APV DATA.dwg Printed Date: 3-16-26 02:06:21 PM diana

SURVEY MONUMENTS

DESIGNATION	PERMANENT IDENTIFIER	LATITUDE	LONGITUDE
APV A	DF3613	34° 34' 25.078"	117° 11' 18.647"
APV B	DF3615	34° 34' 16.572"	117° 11' 05.998"
APV C	DF3614	34° 35' 13.782"	117° 11' 00.489"



LEGEND

EXISTING	ULTIMATE	DESCRIPTION
N/A		AIRPORT PROPERTY LINE
		AVIATION RESERVE
		SECTION CORNERS
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
BRL 35		BUILDING RESTRICTION LINE (35')
		STRUCTURES ON AIRPORT
N/A		ABANDON/REMOVE STRUCTURE
N/A		ABANDON/REMOVE PAVEMENT
		CRITICAL AREA
		RUNWAY PAVEMENT
		RUNWAY TAXIWAY APRON MARKING
		HOLD MARKING
		DISTANCE TO GO MARKERS
	N/A	FENCE LINE
		ROADS AND PARKING PAVEMENT
DESIGNATION		SURVEY MONUMENT WITH IDENTIFIER
OFA	OFAUL	OBJECT FREE AREA
RSA	RSAUL	RUNWAY SAFETY AREA
OFZ	OFZUL	OBSTACLE FREE ZONE
RPZ	RPZUL	RUNWAY PROTECTION ZONE
N/A	RVZUL	RUNWAY VISIBILITY ZONE
TOFA	TOFA UL	TAXIWAY OBJECT FREE AREA
TSA	TSA UL	TAXIWAY SAFETY AREA
	N/A	THRESHOLD LIGHTS
		REILS
N/A		TIE-DOWNS
		PAPI
		WINDSOCK
		VEGETATION
		TOPOGRAPHIC CONTOURS

GENERAL NOTES:

1. UNLESS NOTED OTHERWISE ALL EXISTING AIRFIELD COORDINATES, ELEVATIONS, AND BEARINGS FROM SURVEY DATED 5/12/2022 BY MARTINEZ GEOSPATIAL, EAGAN, MN.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
3. OTHER DATA SOURCES CONSULTED INCLUDE THE FAA http://webdatasheet.faa.gov, FAA AIRPORT MASTER RECORD FORM 5010, THE FAA AIRPORT FACILITY DIRECTORY.
4. NO AIR TRAFFIC CONTROL TOWER (ATCT) LINE OF SIGHT/SHADOW STUDY PER FAA ORDER 6480.4 WAS CONDUCTED FOR THIS ALP.
5. THE PERIMETER OF THE AIRPORT IS ENCLOSED WITH 6-FOOT SECURITY FENCING.
6. SEE DEPARTURE SURFACE DRAWINGS, SHEETS 13 AND 14 FOR AC 150/5300-13B, CHANGE 1, SURFACE 7 PENETRATIONS AND SIGNIFICANT OBJECTS.
7. SEE TERMINAL AREA SEE SHEET 12 FOR BUILDING LISTS AND LANDSIDE DIMENSIONAL DETAILS.
8. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN OBJECT PENETRATIONS AND SIGNIFICANT OBJECTS.
9. PER FAA ORDER 5100.38D - AIRPORT IMPROVEMENT PROGRAM HANDBOOK, SECTIONS 3-24, FEDERAL FINANCIAL PARTICIPATION IN ELIGIBLE PROJECTS IS LIMITED TO THE ESTABLISHED FAA DESIGN STANDARD. THE AIRPORT MAY ELECT TO FUND PROJECT ELEMENTS THAT EXCEED THE STANDARD. RUNWAY 18-36 AND MOST TAXIWAYS EXCEED THE CURRENT AND FUTURE FAA WIDTH STANDARD.

SIGNATURES

FEDERAL AVIATION ADMINISTRATION
Southwest Region
Approved - Subject to Conditions in the Letter of Conditional Approval included in this ALP

CATHRYN G CASON

Digitally signed by CATHRYN G CASON
Date: 2026.06.16 08:50:16 -07'00'

Airports District Office

FOR APPROVAL BY:
County of San Bernardino, California
Department of Airports

BY: Dawn Rowe DATE JUN 09 2026
BOARD OF SUPERVISORS, CHAIR

BY: DATE 6/11/26
DIRECTOR OF AIRPORTS

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A 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."

APPLE VALLEY

AIRPORT LAYOUT DRAWING

APPLE VALLEY, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: D. Przybycien
APPROVED BY: P. Taylor

Coffman Associates
Airport Consultants
www.coffmanassociates.com

March 2026 SHEET 3 OF 14

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SURVEY MONUMENTS

DESIGNATION	PERMANENT IDENTIFIER	LATITUDE	LONGITUDE
APV A	DF3613	34° 34' 25.078"	117° 11' 18.647"
APV B	DF3615	34° 34' 16.572"	117° 11' 05.998"
APV C	DF3614	34° 35' 13.782"	117° 11' 00.489"



LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
N/A		AVIATION RESERVE
		SECTION CORNERS
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
BRL 35'		BUILDING RESTRICTION LINE (35')
		STRUCTURES ON AIRPORT
N/A		ABANDON/REMOVE STRUCTURE
N/A		ABANDON/REMOVE PAVEMENT
		CRITICAL AREA
		RUNWAY PAVEMENT
		RUNWAY TAXIWAY APRON MARKING
		HOLD MARKING
		DISTANCE TO GO MARKERS
	N/A	FENCE LINE
		ROADS AND PARKING PAVEMENT
DESIGNATION		SURVEY MONUMENT WITH IDENTIFIER
OFA	OFA(U)	OBJECT FREE AREA
RSA	RSA(U)	RUNWAY SAFETY AREA
OFZ	OFZ(U)	OBSTACLE FREE ZONE
RPZ	RPZ(U)	RUNWAY PROTECTION ZONE
N/A	RVZ(U)	RUNWAY VISIBILITY ZONE
TOFA	TOFA (U)	TAXIWAY OBJECT FREE AREA
TSA	TSA (U)	TAXIWAY SAFETY AREA
	N/A	THRESHOLD LIGHTS
		REILS
	N/A	TIE-DOWNS
		PAPI
		WINDSOCK
		VEGETATION
3360		TOPOGRAPHIC CONTOURS

GENERAL NOTES:

1. UNLESS NOTED OTHERWISE ALL EXISTING AIRFIELD COORDINATES, ELEVATIONS, AND BEARINGS FROM SURVEY DATED 5/12/2022 BY MARTINEZ GEOSPATIAL, EAGAN, MN.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
3. OTHER DATA SOURCES CONSULTED INCLUDE THE FAA http://webdatasheet.faa.gov, FAA AIRPORT MASTER RECORD FORM 5010, THE FAA AIRPORT FACILITY DIRECTORY.
4. NO AIR TRAFFIC CONTROL TOWER (ATCT) LINE OF SIGHT/SHADOW STUDY PER FAA ORDER 6480.4 WAS CONDUCTED FOR THIS ALP.
5. THE PERIMETER OF THE AIRPORT IS ENCLOSED WITH 6-FOOT SECURITY FENCING.
6. SEE DEPARTURE SURFACE DRAWINGS, SHEETS 13 AND 14 FOR AC 150/5300-13B, CHANGE 1, SURFACE 7 PENETRATIONS AND SIGNIFICANT OBJECTS.
7. SEE TERMINAL AREA SEE SHEET 12 FOR BUILDING LISTS AND LANDSIDE DIMENSIONAL DETAILS.
8. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN OBJECT PENETRATIONS AND SIGNIFICANT OBJECTS.
9. PER FAA ORDER 5100.38D - AIRPORT IMPROVEMENT PROGRAM HANDBOOK, SECTIONS 3-24, FEDERAL FINANCIAL PARTICIPATION IN ELIGIBLE PROJECTS IS LIMITED TO THE ESTABLISHED FAA DESIGN STANDARD. THE AIRPORT MAY ELECT TO FUND PROJECT ELEMENTS THAT EXCEED THE STANDARD. RUNWAY 18-36 AND MOST TAXIWAYS EXCEED THE CURRENT AND FUTURE FAA WIDTH STANDARD.

SIGNATURES

FEDERAL AVIATION ADMINISTRATION
Southwest Region
Approved - Subject to Conditions in the Letter of Conditional Approval included in this ALP

Airports District Office

FOR APPROVAL BY:
County of San Bernardino, California
Department of Airports

BY: _____ DATE _____
BOARD OF SUPERVISORS, CHAIR

BY: _____ DATE _____
DIRECTOR OF AIRPORTS

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A 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."

APPLE VALLEY

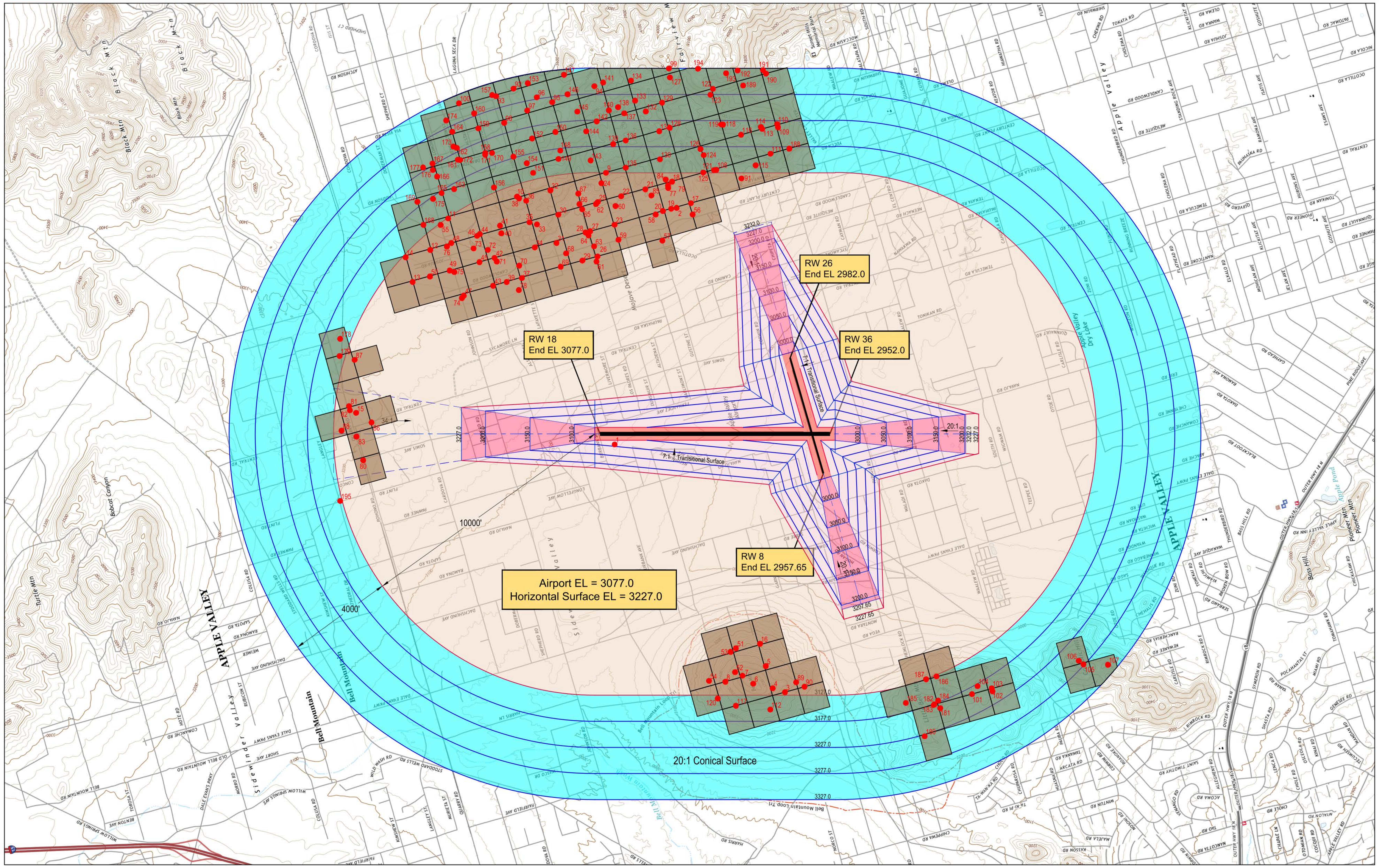
AIRPORT LAYOUT DRAWING

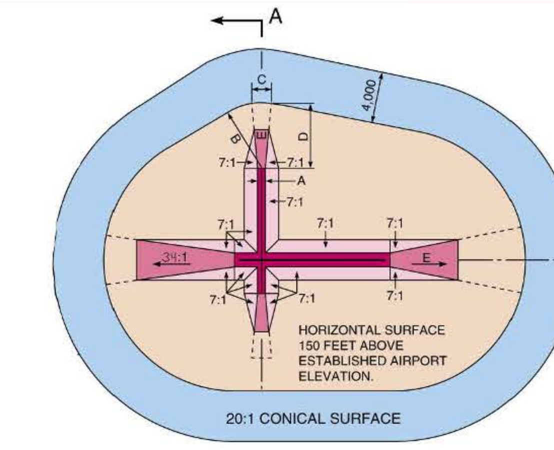
APPLE VALLEY, CALIFORNIA

PLANNED BY:	P. Taylor
DETAILED BY:	D. Przybycien
APPROVED BY:	P. Taylor
April 2026	SHEET 3 OF 14

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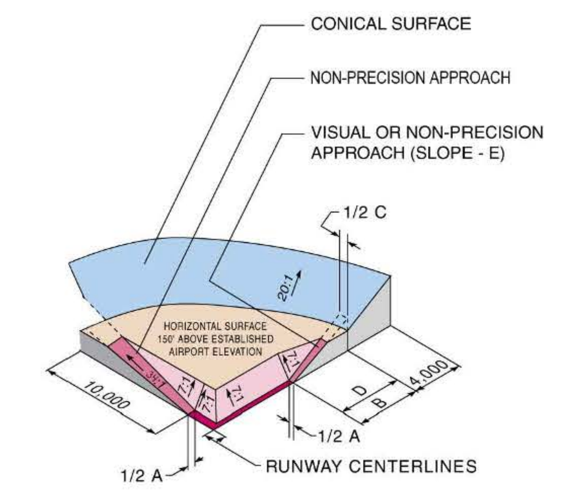
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DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A - UTILITY RUNWAYS
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

SOURCE: 14 CFR Part 77, Section 77.25, Civil Airport Imaginary Surfaces.



Magnetic Declination
11° 17' East ± 0° 21'
Annual Rate of Change
0° 05' West
(Source: NOAA, NCEI, December 2025)

0 2000 4000
SCALE IN FEET

LEGEND

- OBSTRUCTION IDENTIFIER
- OBSTRUCTION AREA GROUPING
- TERRAIN OBSTRUCTIONS

GENERAL NOTES:

1. THE PART 77 AIRSPACE SURFACES SHOWN ARE BASED ON ULTIMATE CONDITIONS PER FAA SOP NO. 2.0, A.5. AIRPORT AIRSPACE DRAWING, ITEM B.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
3. OBSTRUCTIONS IDENTIFIED BY COFFMAN ASSOCIATES FROM PLANIMETRIC DATA SURVEY DATED 5/12/2022 BY MARTINEZ GEOSPATIAL, EAGAN, MN.
4. OBSTRUCTIONS WITHIN GRIDS REPRESENT THE TALLEST MANMADE AND/OR NATURAL AND/OR TERRAIN FEATURE.
5. SEE SHEET 5, AIRPORT AIRSPACE DRAWING II, FOR OBSTRUCTION DATA INFORMATION.
6. SEE THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN APPROACH DETAILS.
7. THE FOLLOWING USGS 7.5 QUAD MAPS OF THE STATE OF CALIFORNIA WERE APPLIED AS BACKGROUND: APPLE VALLEY NORTH, APPLE VALLEY SOUTH, FAIRVIEW VALLEY, STODDARD WELL, TURTLE VALLEY AND VICTORVILLE.
8. THE TOWN OF APPLE VALLEY HAS ADOPTED TWO AIRPORT OVERLAY DISTRICTS, AIRPORT OVERLAY DISTRICT 1 EXTENDS ALONG THE RUNWAY CENTERLINE FROM THE ENDS OF EACH RUNWAY AND LIMITS STRUCTURE AND VEGETATION HEIGHTS TO 35 FEET. AIRPORT OVERLAY DISTRICT 2 IS BASED UPON TRAFFIC PATTERN/OVERFLIGHT ZONE ADOPTED IN THE PREVIOUS AIRPORT MASTER PLAN AND LIMITS STRUCTURES AND VEGETATION HEIGHTS TO 50 FEET.

NO.	REVISIONS	DATE	BY	APP'D.

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APPLE VALLEY

AIRPORT AIRSPACE DRAWING I

APPLE VALLEY, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: D. Przybycien
APPROVED BY: P. Taylor

March 2026 SHEET 4 OF 14

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Airport Consultants
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Obstruction Table

ID	Feature	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
1	Fence	Martinez Survey - 5/12/22	H20/V3	N/A	3,090.64	5.48	3,096.12	Transitional	6.98	Relocate Fence
2	Fence	Martinez Survey - 5/12/22	H20/V3	N/A	3,253.15	6.00	3,259.15	Horizontal	32.15	To Remain
3	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,419.32	0.00	3,419.32	Horizontal	192.32	To Remain
4	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,647.91	0.00	3,647.91	Horizontal	420.91	To Remain
5	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,446.77	0.00	3,446.77	Horizontal	219.77	To Remain
6	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,900.84	0.00	3,900.84	Horizontal	673.84	To Remain
7	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,792.94	0.00	3,792.94	Horizontal	565.94	To Remain
8	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,529.95	0.00	3,529.95	Horizontal	302.95	To Remain
9	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,621.77	0.00	3,621.77	Horizontal	394.77	To Remain
10	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,787.81	0.00	3,787.81	Horizontal	560.81	To Remain
11	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,327.89	0.00	3,327.89	Horizontal	100.89	To Remain
12	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,279.10	0.00	3,279.10	Horizontal	52.10	To Remain
13	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,240.09	0.00	3,240.09	Horizontal	13.09	To Remain
14	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,257.37	0.00	3,257.37	Horizontal	30.37	To Remain
15	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,236.57	0.00	3,236.57	Horizontal	9.57	To Remain
16	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,266.27	0.00	3,266.27	Horizontal	39.27	To Remain
17	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,243.01	0.00	3,243.01	Horizontal	16.01	To Remain
18	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,334.59	0.00	3,334.59	Horizontal	107.59	To Remain
19	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,256.46	0.00	3,256.46	Horizontal	29.46	To Remain
20	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,261.96	0.00	3,261.96	Horizontal	34.96	To Remain
21	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,315.69	0.00	3,315.69	Horizontal	88.69	To Remain
22	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,414.05	0.00	3,414.05	Horizontal	187.05	To Remain
23	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,263.67	0.00	3,263.67	Horizontal	36.67	To Remain
24	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,518.05	0.00	3,518.05	Horizontal	291.05	To Remain
25	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,324.79	0.00	3,324.79	Horizontal	97.79	To Remain
26	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,229.42	0.00	3,229.42	Horizontal	2.42	To Remain
27	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,272.29	0.00	3,272.29	Horizontal	45.29	To Remain
28	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,270.15	0.00	3,270.15	Horizontal	43.15	To Remain
29	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,233.15	0.00	3,233.15	Horizontal	6.15	To Remain
30	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,337.57	0.00	3,337.57	Horizontal	110.57	To Remain
31	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,259.86	0.00	3,259.86	Horizontal	32.86	To Remain
32	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,646.64	0.00	3,646.64	Horizontal	419.64	To Remain
33	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,525.87	0.00	3,525.87	Horizontal	298.87	To Remain
34	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,279.80	0.00	3,279.80	Horizontal	52.80	To Remain
35	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,582.94	0.00	3,582.94	Horizontal	355.94	To Remain
36	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,723.98	0.00	3,723.98	Horizontal	496.98	To Remain
37	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,229.31	0.00	3,229.31	Horizontal	2.31	To Remain
38	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,805.12	0.00	3,805.12	Horizontal	578.12	To Remain
39	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,238.25	0.00	3,238.25	Horizontal	11.25	To Remain
40	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,535.83	0.00	3,535.83	Horizontal	308.83	To Remain
41	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,525.29	0.00	3,525.29	Horizontal	298.29	To Remain
42	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,275.49	0.00	3,275.49	Horizontal	48.49	To Remain
43	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,239.37	0.00	3,239.37	Horizontal	12.37	To Remain
44	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,403.09	0.00	3,403.09	Horizontal	176.09	To Remain
45	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,275.07	0.00	3,275.07	Horizontal	48.07	To Remain
46	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,369.97	0.00	3,369.97	Horizontal	142.97	To Remain
47	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,232.01	0.00	3,232.01	Horizontal	5.01	To Remain
48	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,297.87	0.00	3,297.87	Horizontal	70.87	To Remain
49	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,262.35	0.00	3,262.35	Horizontal	35.35	To Remain
50	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,249.20	0.00	3,249.20	Horizontal	22.20	To Remain
51	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,329.44	0.00	3,329.44	Horizontal	102.44	To Remain
52	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,603.85	0.00	3,603.85	Horizontal	376.85	To Remain
53	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,326.33	0.00	3,326.33	Horizontal	99.33	To Remain
54	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,297.05	0.00	3,297.05	Horizontal	70.05	To Remain
55	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,313.06	15.00	3,328.06	Horizontal	101.06	To Remain
56	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,225.70	15.00	3,240.70	Horizontal	13.70	To Remain
57	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,212.28	15.00	3,227.28	Horizontal	0.28	To Remain
58	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,257.55	15.00	3,272.55	Horizontal	45.55	To Remain
59	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,240.49	15.00	3,255.49	Horizontal	28.49	To Remain
60	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,294.51	15.00	3,309.51	Horizontal	82.51	To Remain
61	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,222.13	15.00	3,237.13	Horizontal	10.13	To Remain
62	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,304.60	15.00	3,319.60	Horizontal	92.60	To Remain
63	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,246.35	15.00	3,261.35	Horizontal	34.35	To Remain
64	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,264.57	15.00	3,279.57	Horizontal	52.57	To Remain
65	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,309.02	15.00	3,324.02	Horizontal	97.02	To Remain
66	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,316.52	15.00	3,331.52	Horizontal	104.52	To Remain
67	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,333.20	15.00	3,348.20	Horizontal	121.20	To Remain
68	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,245.38	15.00	3,260.38	Horizontal	33.38	To Remain
69	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,225.49	15.00	3,240.49	Horizontal	13.49	To Remain
70	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,241.11	15.00	3,256.11	Horizontal	29.11	To Remain
71	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,267.98	15.00	3,282.98	Horizontal	55.98	To Remain
72	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,283.80	15.00	3,298.80	Horizontal	71.80	To Remain
73	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,297.19	15.00	3,312.19	Horizontal	85.19	To Remain
74	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,226.62	15.00	3,241.62	Horizontal	14.62	To Remain
75	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,260.35	15.00	3,275.35	Horizontal	48.35	To Remain
76	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,289.96	15.00	3,304.96	Horizontal	77.96	To Remain
77	Tree	Martinez Survey - 5/12/22	H20/V3	N/A	3,297.22	30.40	3,327.62	Horizontal	100.62	To Remain
78	Utility Atop Structure	Martinez Survey - 5/12/22	H20/V3	N/A	3,222.65	13.94	3,236.59	Horizontal	9.59	To Remain
79	Utility Atop Structure	Martinez Survey - 5/12/22	H20/V3	N/A	3,305.11	21.55	3,326.66	Horizontal	99.66	To Remain
80	Utility Pole	Martinez Survey - 5/12/22	H20/V3	N/A	3,190.56	36.76	3,227.32	Horizontal	0.32	To Remain
81	Utility Pole	Martinez Survey - 5/12/22	H20/V3	N/A	3,218.91	42.91	3,261.82	Horizontal	34.82	To Remain
82	Utility Pole	Martinez Survey - 5/12/22	H20/V3	N/A	3,217.43	43.08	3,260.51	Horizontal	33.51	To Remain
83	Utility Pole	Martinez Survey - 5/12/22	H20/V3	N/A	3,203.36	43.62	3,246.98	Horizontal	19.98	To Remain
84	Utility Pole	Martinez Survey - 5/12/22	H20/V3	N/A	3,315.53	18.31	3,333.84	Horizontal	106.84	To Remain
85	Utility Pole	Martinez Survey - 5/12/22	H20/V3	N/A	3,289.49	20.09	3,309.58	Horizontal	82.58	To Remain
86	Utility Pole	Martinez Survey - 5/12/22	H20/V3	N/A	3,205.57	36.28	3,241.85	Horizontal	14.85	To Remain
87	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,213.36	15.00	3,228.36	Horizontal	1.36	To Remain
88	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,212.45	15.00	3,227.45	Horizontal	0.45	To Remain
89	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,437.95	0.00	3,437.95	Horizontal	210.95	To Remain
90	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,293.81	0.00	3,293.81	Horizontal	66.81	To Remain
91	Utility Atop Structure	Martinez Survey - 5/12/22	H20/V3	N/A	3,210.83	22.03	3,232.86	Horizontal	5.86	To Remain
92	Terrain	adip.faa.gov	1/B	N/A	3,525.00	0.00	3,525.00	Conical	118.95	To Remain
93	Terrain	adip.faa.gov	1/B	N/A	3,485.00	0.00	3,485.00	Conical	84.35	To Remain
94	Terrain	adip.faa.gov	1/B	N/A	3,891.00	0.00	3,891.00	Conical	498.24	To Remain
95	Terrain	adip.faa.gov	1/B	N/A	3,680.00	0.00	3,680.00	Conical	312.62	To Remain
96	Building	adip.faa.gov	1/B	N/A	3,540.00	12.00	3,552.00	Conical	171.16	To Remain
97	Terrain	adip.faa.gov	1/B	N/A	3,552.00	0.00	3,552.00	Conical	192.46	To Remain
98	Terrain	adip.faa.gov	1/B	N/A	3,486.00	0.00	3,486.00	Conical	138.65	To Remain

Obstruction Table

ID	Feature	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
99	Terrain	adip.faa.gov	1/A	N/A	4,148.00	0.00	4,148.00	Conical	721.37	To Remain
100	Terrain	adip.faa.gov	1/B	N/A	3,424.00	0.00	3,424.00	Conical	12.73	To Remain
101	Terrain	adip.faa.gov	1/A	N/A	3,439.00	0.00	3,439.00	Conical	149.29	To Remain
102	Terrain	adip.faa.gov	1/A	N/A	3,390.00	0.00	3,390.00	Conical	85.83	To Remain
103	Terrain	adip.faa.gov	1/A	N/A	3,437.00	0.00	3,437.00	Conical	138.33	To Remain
104	Terrain	adip.faa.gov	1/A	N/A	3,549.00	0.00	3,549.00	Conical	267.61	To Remain
105	Terrain	adip.faa.gov	1/B	N/A	3,580.00	0.00	3,580.00	Conical	204.71	To Remain
106	Terrain	adip.faa.gov	1/B	N/A	3,649.00	0.00	3,649.00	Conical	284.97	To Remain
107	Terrain	adip.faa.gov	1/B	N/A	3,461.00	0.00	3,461.00	Conical	49.95	To Remain
108	Fence	Martinez Survey - 5/12/22	H20/V3	N/A	3,269.39	3.60	3,272.99	Conical	40.46	To Remain
109	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,714.09	0.00	3,714.09	Conical	400.20	To Remain
110	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,696.55	0.00	3,696.55	Conical	376.52	To Remain
111	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,535.15	0.00	3,535.15	Conical	271.75	To Remain
112	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,385.34	0.00	3,385.34	Conical	130.66	To Remain
113	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,822.38	0.00	3,822.38	Conical	511.51	To Remain
114	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,849.83	0.00	3,849.83	Conical	535.40	To Remain
115	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,282.97	0.00	3,282.97	Conical	41.75	To Remain
116	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,736.46	0.00	3,736.46	Conical	436.87	To Remain
117	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,398.07	0.00	3,398.07	Conical	150.59	To Remain
118	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,914.04	0.00	3,914.04	Conical	594.82	To Remain
119	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,920.46	0.00	3,920.46	Conical	601.15	To Remain
120	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,396.30	0.00	3,396.30	Conical	162.94	To Remain
121	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,293.41	0.00	3,293.41	Conical	61.28	To Remain
122	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,819.60	0.00	3,819.60	Conical	432.07	To Remain
123	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,850.50	0.00	3,850.50	Conical	474.31	To Remain
124	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,582.16	0.00	3,582.16	Conical	321.36	To Remain
125	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,388.48	0.00	3,388.48	Conical	161.01	To Remain
126	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,624.87	0.00	3,624.87	Conical	352.46	To Remain
127	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	4,131.03	0.00	4,131.03	Conical	721.52	To Remain
128	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,693.61	0.00	3,693.61	Conical	380.60	To Remain
129	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,804.14	0.00	3,804.14	Conical	442.96	To Remain
130	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,555.47	0.00	3,555.47	Conical	302.78	To Remain
131	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,816.82	0.00	3,816.82	Conical	510.46	To Remain
132	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,867.59	0.00	3,867.59	Conical	523.34	To Remain
133	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	4,024.68	0.00	4,024.68	Conical	659.75	To Remain
134	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,958.13	0.00	3,958.13	Conical	554.77	To Remain
135	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,570.48	0.00	3,570.48	Conical	333.74	To Remain
136	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,769.90	0.00	3,769.90	Conical	481.07	To Remain
137	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,930.61	0.00	3,930.61	Conical	589.71	To Remain
138	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	4,111.67	0.00	4,111.67	Conical	759.23	To Remain
139	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,927.63	0.00	3,927.63	Conical	645.78	To Remain
140	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	4,072.38	0.00	4,072.38	Conical	725.97	To Remain
141	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,904.74	0.00	3,904.74	Conical	505.08	To Remain
142	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	4,024.97	0.00	4,024.97	Conical	699.75	To Remain
143	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,826.80	0.00	3,826.80	Conical	576.24	To Remain
144	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,920.96	0.00	3,920.96	Conical	614.47	To Remain
145	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,751.42	0.00	3,751.42	Conical	406.48	To Remain
146	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,731.47	0.00	3,731.47	Conical	352.19	To Remain
147	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,689.70	0.00	3,689.70	Conical	272.61	To Remain
148	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,951.67	0.00	3,951.67	Conical	678.14	To Remain
149	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,888.54	0.00	3,888.54	Conical	630.47	To Remain
150	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,689.82	0.00	3,689.82	Conical	379.84	To Remain
151	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,775.33	0.00	3,775.33	Conical	534.75	To Remain
152	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,567.89	0.00	3,567.89	Conical	262.69	To Remain
153	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,568.38	0.00	3,568.38	Conical	157.87	To Remain
154	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,740.61	0.00	3,740.61	Conical	479.31	To Remain
155	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,562.81	0.00	3,562.81	Conical	282.77	To Remain
156	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,564.12	0.00	3,564.12	Conical	327.43	To Remain
157	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,477.73	0.00	3,477.73	Conical	73.03	To Remain
158	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,429.59	0.00	3,429.59	Conical	125.22	To Remain
159	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,441.37	0.00	3,441.37	Conical	88.19	To Remain
160	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,444.21	0.00	3,444.21	Conical	61.57	To Remain
161	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,390.80	0.00	3,390.80	Conical	79.50	To Remain
162	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,397.02	0.00	3,397.02	Conical	61.74	To Remain
163	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,362.33	0.00	3,362.33	Conical	94.73	To Remain
164	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,402.80	0.00	3,402.80	Conical	36.08	To Remain
165	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,346.10	0.00	3,346.10	Conical	72.60	To Remain
166	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,352.79	0.00	3,352.79	Conical	47.99	To Remain
167	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,357.41	0.00	3,357.41	Conical	26.74	To Remain
168	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,301.72	0.00	3,301.72	Conical	57.14	To Remain
169	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,314.40	0.00	3,314.40	Conical	28.10	To Remain
170	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,437.18	15.00	3,452.18	Conical	152.47	To Remain
171	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,426.06	15.00	3,441.06	Conical	139.72	To Remain
172	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,388.79	15.00	3,403.79	Conical	89.97	To Remain
173	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,392.94	15.00	3,407.94	Conical	67.96	To Remain
174	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,401.06	15.00	3,416.06	Conical	25.06	To Remain
175	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,331.81	15.00	3,346.81	Conical	73.59	To Remain
176	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,352.60	15.00	3,367.60	Conical	47.74	To Remain
177	Road	Martinez Survey - 5/12/22	H20/V3	N/A	3,342.41	15.00	3,357.41	Conical	23.70	To Remain
178	Utility Pole	Martinez Survey - 5/12/22	H20/V3	N/A	3,236.38	45.32	3,281.70	Conical	34.38	To Remain
179	Utility Pole	Martinez Survey - 5/12/22	H20/V3	N/A	3,224.83	47.64	3,272.47	Conical	34.79	To Remain
180	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,377.64	0.00	3,377.64	Conical	46.96	To Remain
181	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,537.98	0.00	3,537.98	Conical	248.89	To Remain
182	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,689.13	0.00	3,689.13	Conical	410.59	To Remain
183	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,678.56	0.00	3,678.56	Conical	399.49	To Remain
184	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,605.41	0.00	3,605.41	Conical	331.07	To Remain
185	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,303.68	0.00	3,303.68	Conical	44.17	To Remain
186	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,357.41	0.00	3,357.41	Conical	127.31	To Remain
187	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,258.10	0.00	3,258.10	Conical	30.19	To Remain
188	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,310.95	0.00	3,310.95	Conical	37.90	To Remain
189	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,578.88	0.00	3,578.88	Conical	184.90	To Remain
190	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,459.50	0.00	3,459.50	Conical	42.76	To Remain
191	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,537.39	0.00	3,537.39	Conical	114.13	To Remain
192	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,843.27	0.00	3,843.27	Conical	420.63	To Remain
193	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	4,016.92	0.00	4,016.92	Conical	599.56	To Remain
194	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	4,051.83	0.00	4,051.83	Conical	625.69	To Remain
195	Utility Pole	Martinez Survey - 5/12/22	H20/V3	N/A	3,194.94	38.01	3,232.95	Conical	1.98	To Remain

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A 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."

APPLE VALLEY

AIRPORT AIRSPACE DRAWING II

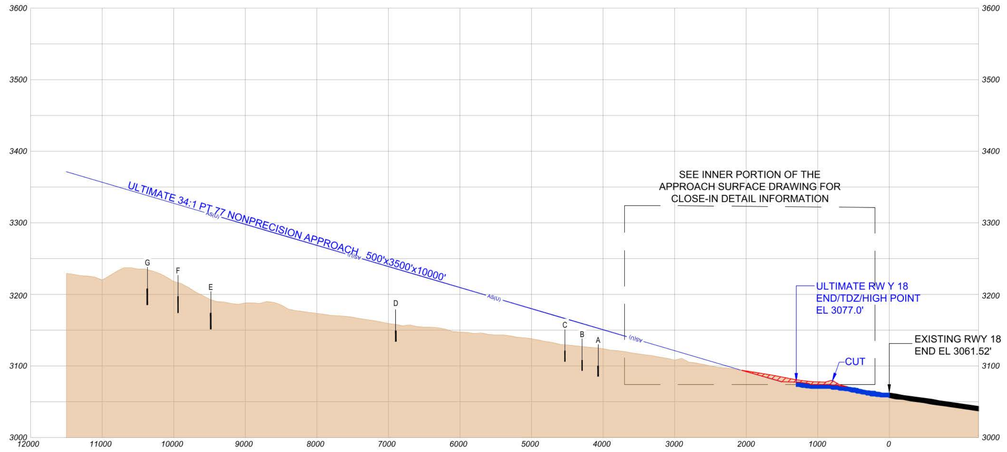
APPLE VALLEY, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: D. Przybycien
APPROVED BY: P. Taylor

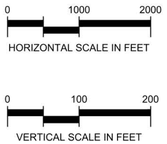
March 2026 | SHEET 5 OF 14

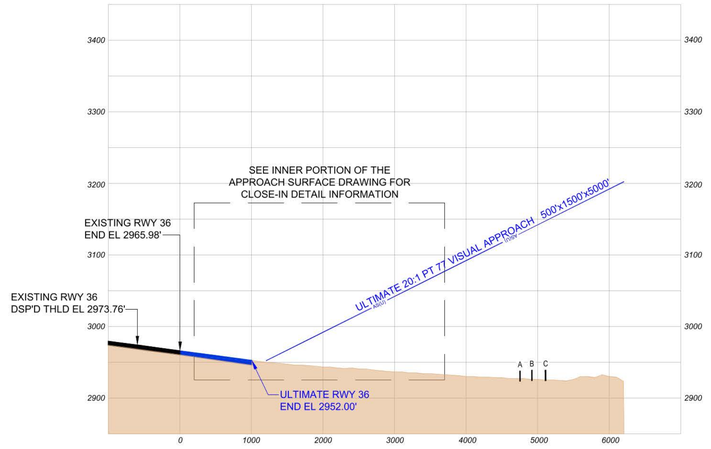
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RUNWAY 18 PROFILE





RUNWAY 36 PROFILE

Runway 18 Outer-Approach Obstructions

ID	Feature	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
No Obstructions										

Runway 18 Outer Approach Significant Objects

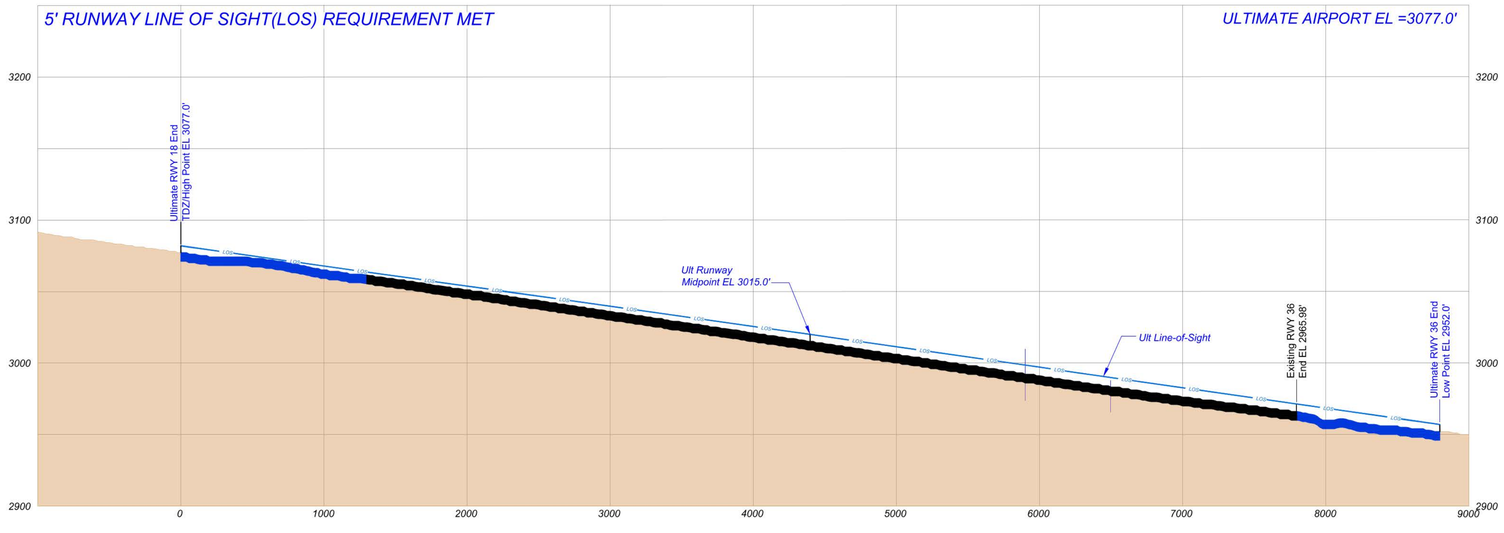
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface	Clearance Value (ft)
A	Johnson Rd.	USGS DEM	3,118.00	15.00	3,133.00	Ult. 18 Part 77 Approach	43.01
B	Johnson Rd.	USGS DEM	3,126.00	15.00	3,141.00	Ult. 18 Part 77 Approach	41.59
C	Johnson Rd.	USGS DEM	3,139.00	15.00	3,154.00	Ult. 18 Part 77 Approach	35.68
D	Central Rd.	USGS DEM	3,167.00	15.00	3,182.00	Ult. 18 Part 77 Approach	77.20
E	Railroad	USGS DEM	3,184.00	23.00	3,207.00	Ult. 18 Part 77 Approach	128.24
F	Railroad	USGS DEM	3,207.00	23.00	3,230.00	Ult. 18 Part 77 Approach	118.66
G	Railroad	USGS DEM	3,218.00	23.00	3,241.00	Ult. 18 Part 77 Approach	120.31

Runway 36 Outer-Approach Obstructions

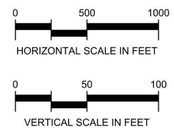
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No Obstructions										

Runway 36 Outer Approach Significant Objects

ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface	Clearance Value (ft)
A	Waalew Rd.	USGS DEM	2,923.00	15.00	2,938.00	Ult. 368 Part 77 Approach	201.42
B	Waalew Rd.	USGS DEM	2,939.00	15.00	2,954.00	Ult. 36 Part 77 Approach	208.69
C	Waalew Rd.	USGS DEM	2,939.00	15.00	2,954.00	Ult. 36 Part 77 Approach	218.29



RUNWAY 18-36 PROFILE



GENERAL NOTES:

1. THE PART 77 AIRSPACE SURFACES SHOWN ARE BASED ON ULTIMATE CONDITIONS PER FAA SOP NO. 2, A.5. AIRPORT AIRSPACE DRAWING, ITEM B.
2. UNLESS NOTED OTHERWISE, ALL EXISTING ELEVATIONS ARE FROM SURVEY DATED 05/12/2022 BY MARTINEZ GEOSPATIAL, EAGAN, MN.
3. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
4. THE TOWN OF APPLE VALLEY HAS ADOPTED TWO AIRPORT OVERLAY DISTRICTS, AIRPORT OVERLAY DISTRICT 1 EXTENDS ALONG THE RUNWAY CENTERLINE FROM THE ENDS OF EACH RUNWAY AND LIMITS STRUCTURE AND VEGETATION HEIGHTS TO 35 FEET. AIRPORT OVERLAY DISTRICT 2 IS BASED UPON TRAFFIC PATTERN/OVERFLIGHT ZONE ADOPTED IN THE PREVIOUS AIRPORT MASTER PLAN AND LIMITS STRUCTURES AND VEGETATION HEIGHTS TO 50 FEET.
5. ULTIMATE LONGITUDINAL GRADS WILL ADHERE TO RSA GRADING STANDARDS SET FORTH IN AC 150/5300-13B PARAGRAPHS 3.16.5.1 THROUGH 3.16.6.

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A 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."

APPLE VALLEY

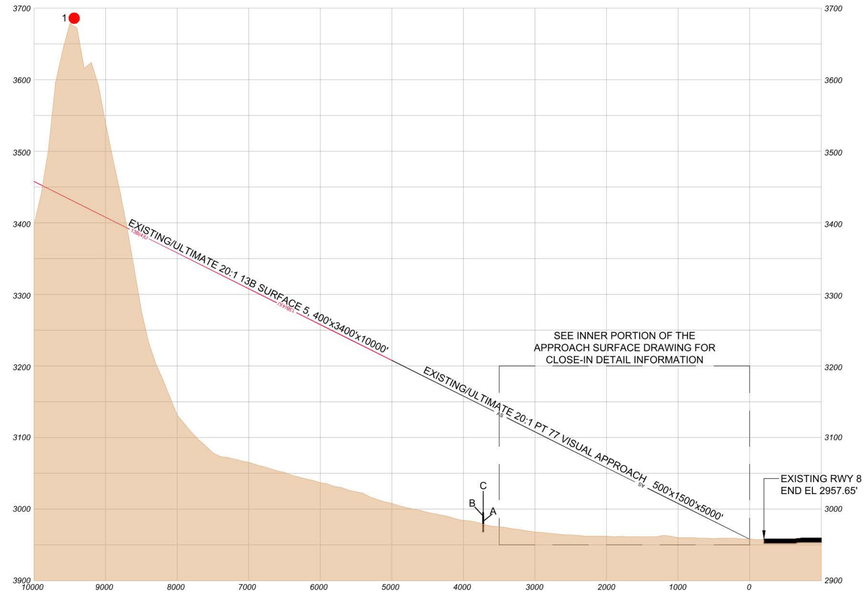
AIRPORT AIRSPACE APPROACH PROFILE RUNWAY 18-36

APPLE VALLEY, CALIFORNIA

PLANNED BY:	P. Taylor
DETAILED BY:	D. Przybycien
APPROVED BY:	P. Taylor
March 2026	SHEET 6 OF 14

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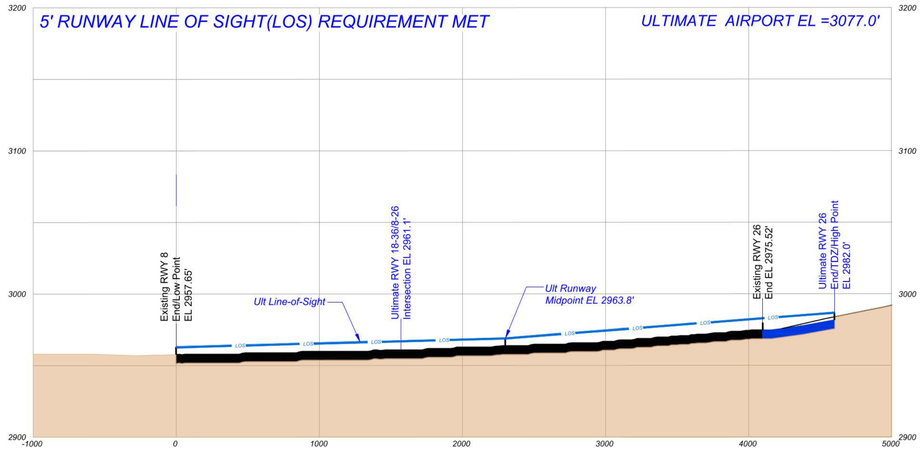
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RUNWAY 8 PROFILE

Runway 8 Outer-Approach Obstructions										
ID	Feature	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
1	Terrain	Martinez Survey	H20/V3	N/A	3,685.71	0.00	3,685.71	Ex. 13B #4	256.10	To Remain

Runway 8 Outer-Approach Significant Objects							
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface	Clearance Value (ft)
A	Dale Evans Pkwy.	USGS DEM	2,965.00	15.00	2,980.00	Ult. 8 Part 77 Approach	163.77
B	Bell Mountain Rd.	USGS DEM	2,977.00	15.00	2,992.00	Ult. 8 Part 77 Approach	151.80
C	Bell Mountain Rd.	USGS DEM	2,972.00	15.00	2,987.00	Ult. 8 Part 77 Approach	156.82



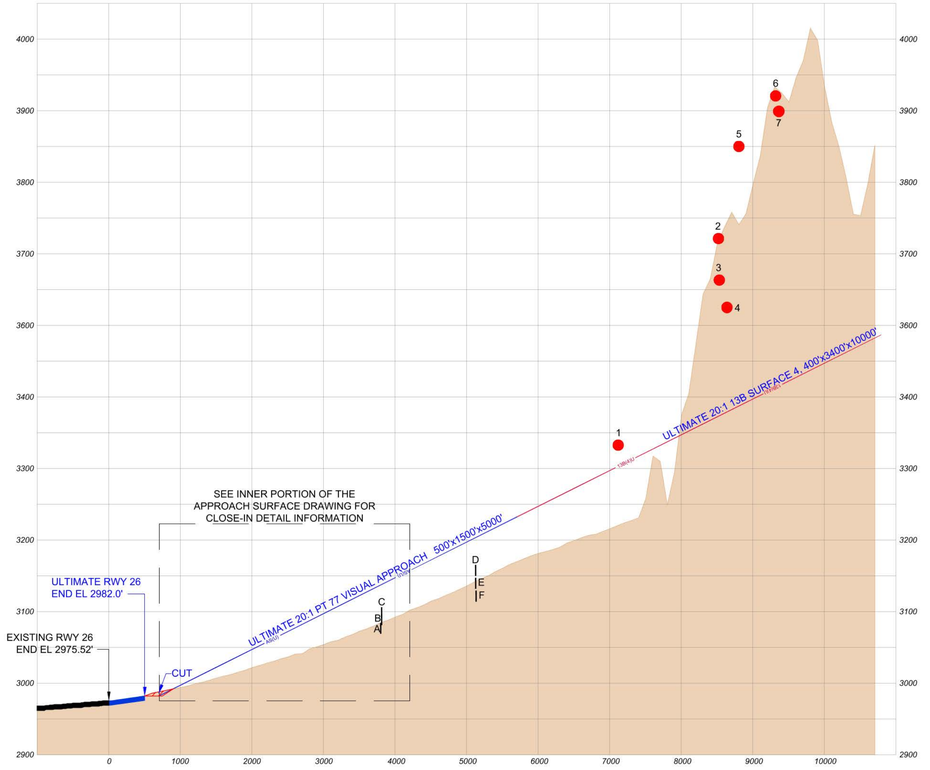
RUNWAY 8-26 PROFILE

0 1000 2000
HORIZONTAL SCALE IN FEET

0 100 200
VERTICAL SCALE IN FEET

GENERAL NOTES:

1. THE PART 77 AIRSPACE SURFACES SHOWN ARE BASED ON ULTIMATE CONDITIONS PER FAA SOP NO. 2, A.5. AIRPORT AIRSPACE DRAWING, ITEM B.
2. OTHER SURFACES AS DEFINED BY TERPS ARE INCLUDED AS REFERENCE TO OBSTRUCTION LOCATIONS BEYOND RUNWAY 8-26 LIMITS OF THE 14 CFR PART 77 VISUAL APPROACH SURFACES. SEE FAA ADVISORY CIRCULAR, 150/5300-13B, CHANGE 1, PAGE 3-14, TABLE 3-4 FOR DESCRIPTIONS.
3. UNLESS NOTED OTHERWISE, ALL EXISTING AIRFIELD ELEVATIONS ARE FROM SURVEY DATED 05/12/2022 BY MARTINEZ GEOSPATIAL, EAGAN, MN.
4. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
5. ULTIMATE LONGITUDINAL GRADES WILL ADHERE TO RSA GRADING STANDARDS SET FORTH IN AC 150/5300-13B PARAGRAPHS 3.16.5.1 THROUGH 3.16.6.
6. TRIGGERING EVENT: ALP UPDATE.



RUNWAY 26 PROFILE

Runway 26 Outer-Approach Obstructions									
ID	Feature	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
1	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,332.43	0.00	3,332.43	Ult. 26 13B #4	4.68	To Remain
2	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,721.21	0.00	3,721.21	Ex. 26 13B #4	304.72	To Remain
3	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,663.00	0.00	3,663.00	Ex. 26 13B #4	246.03	To Remain
								Ult. 26 13B #4	264.61	
4	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,624.87	0.00	3,624.87	Ex. 26 13B #4	202.54	To Remain
								Ult. 26 13B #4	221.12	
5	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,849.83	0.00	3,849.83	Ex. 26 13B #4	419.17	To Remain
								Ult. 26 13B #4	437.74	
6	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,920.46	0.00	3,920.46	Ex. 26 13B #4	464.13	To Remain
								Ult. 26 13B #4	482.70	
7	Terrain	Martinez Survey - 5/12/22	H20/V3	N/A	3,898.82	0.00	3,898.82	Ex. 26 13B #4	440.30	To Remain
								Ult. 26 13B #4	458.88	

Runway 26 Outer-Approach Significant Objects							
ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface	Clearance Value (ft)
A	Sycamore Ln.	USGS DEM	3,069.00	15.00	3,084.00	Ult. 26 Part 77 Approach	62.94
B	Sycamore Ln.	USGS DEM	3,081.00	15.00	3,096.00	Ult. 26 Part 77 Approach	51.47
C	Sycamore Ln.	USGS DEM	3,091.00	15.00	3,106.00	Ult. 26 Part 77 Approach	41.52
D	Mesquite Rd.	USGS DEM	3,150.00	15.00	3,165.00	Ult. 26 Part 77 Approach	48.17
E	Mesquite Rd.	USGS DEM	3,132.00	15.00	3,147.00	Ult. 26 Part 77 Approach	66.21
F	Mesquite Rd.	USGS DEM	3,114.00	15.00	3,129.00	Ult. 26 Part 77 Approach	84.53

0 500 1000
HORIZONTAL SCALE IN FEET

0 50 100
VERTICAL SCALE IN FEET

NO.	REVISIONS	DATE	BY	APP'D.

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APPLE VALLEY

AIRPORT AIRSPACE APPROACH PROFILE RUNWAY 8-26

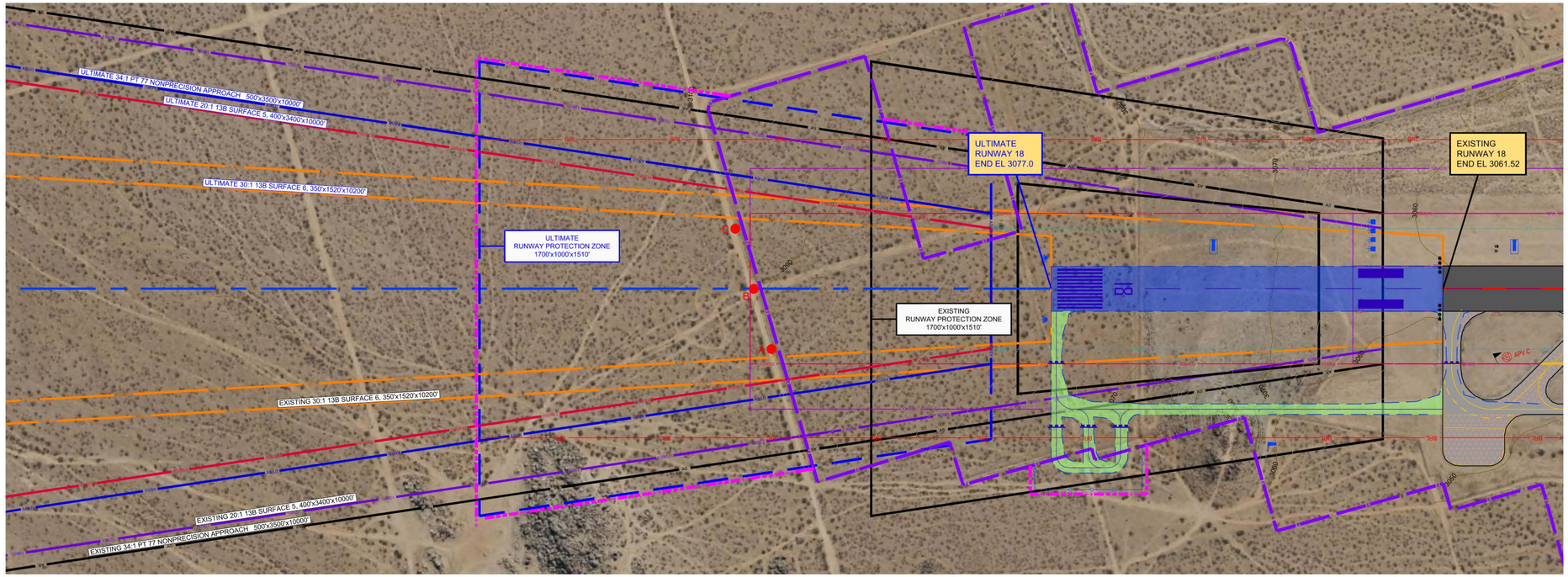
APPLE VALLEY, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: D. Przybycien
APPROVED BY: P. Taylor

March 2026 | SHEET 7 OF 14

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RUNWAY 18 PROFILE

GENERAL NOTES:

1. UNLESS NOTED OTHERWISE, ALL EXISTING AIRFIELD ELEVATIONS ARE FROM SURVEY DATED 05/12/2022 BY MARTINEZ GEOSPATIAL, EAGAN, MN.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
3. ULTIMATE LONGITUDINAL GRADES WILL ADHERE TO RSA GRADING STANDARDS SET FORTH IN AC 150/5300-13B PARAGRAPHS 3.16.5.1 THROUGH 3.16.6.
4. TRIGGERING EVENT: ALP UPDATE

LEGEND

- OBSTRUCTION PLAN VIEW
- OBSTRUCTION PROFILE VIEW
- CUT



Magnetic Declination
11° 17' East ± 0° 21'
Annual Rate of Change
0° 05' West
(Source: NOAA, NCEI, November 2025)

0 200 400
HORIZONTAL SCALE IN FEET

0 20 40
VERTICAL SCALE IN FEET

Runway 18 Inner-Approach Significant Objects

ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface	Clearance Value (ft)
No Significant Objects							

Runway 18 Inner-Approach Obstructions

ID	Feature	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
1	Lafayette St.	Martinez Survey - 5/12/22	H20/V3	N/A	3,087.12	15.00	3,102.12	Ult. 18 Part 77 Approach	3.66	Road To Be Closed
2	Lafayette St.	Martinez Survey - 5/12/22	H20/V3	N/A	3,090.42	15.00	3,105.42	Ult. 18 Part 77 Approach	5.22	Road To Be Closed
3	Lafayette St.	Martinez Survey - 5/12/22	H20/V3	N/A	3,093.74	15.00	3,108.74	Ult. 18 Part 77 Approach	6.74	Road To Be Closed

NO.	REVISIONS	DATE	BY	APP'D.

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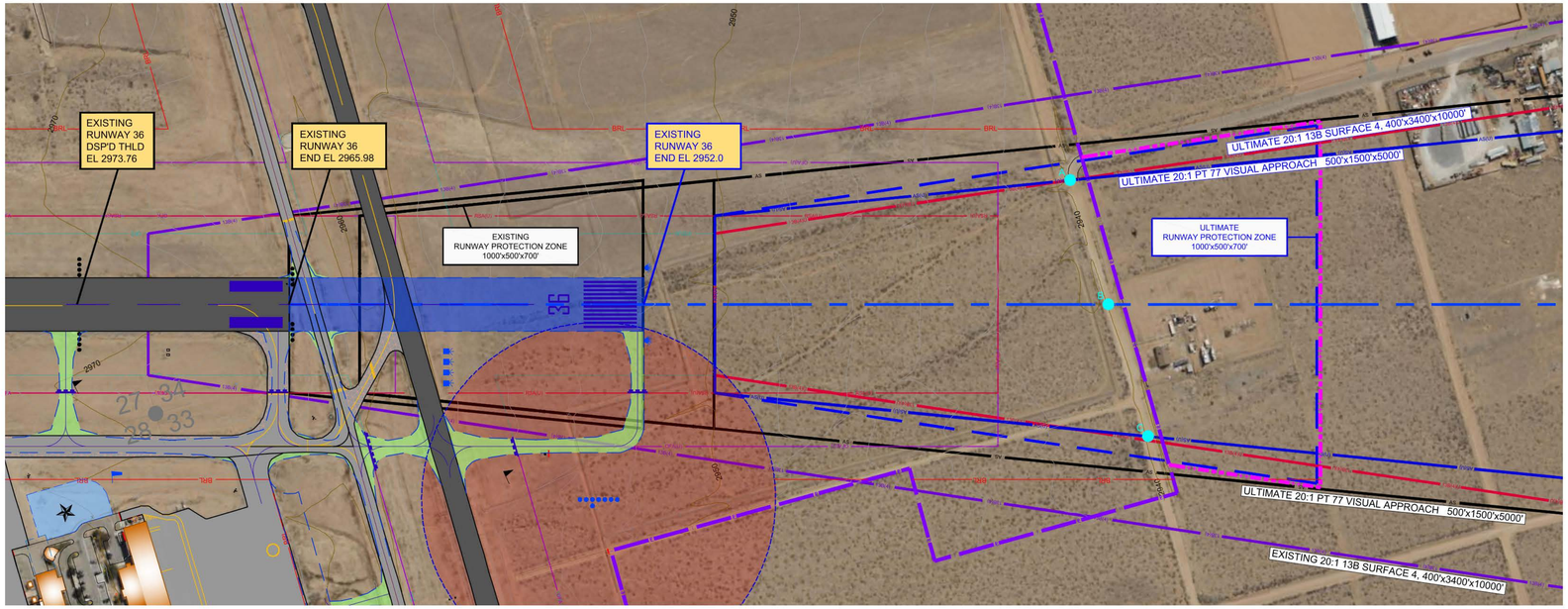
APPLE VALLEY
INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 18
APPLE VALLEY, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: D. Przybycien
APPROVED BY: P. Taylor

March 2026 | SHEET 8 OF 14

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GENERAL NOTES:

1. UNLESS NOTED OTHERWISE, ALL EXISTING AIRFIELD ELEVATIONS ARE FROM SURVEY DATED 05/12/2022 BY MARTINEZ GEOSPATIAL, EAGAN, MN.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
3. ULTIMATE LONGITUDINAL GRADES WILL ADHERE TO RSA GRADING STANDARDS SET FORTH IN AC 150/5300-13B PARAGRAPHS 3.16.5.1 THROUGH 3.16.6.
4. TRIGGERING EVENT: ALP UPDATE

LEGEND

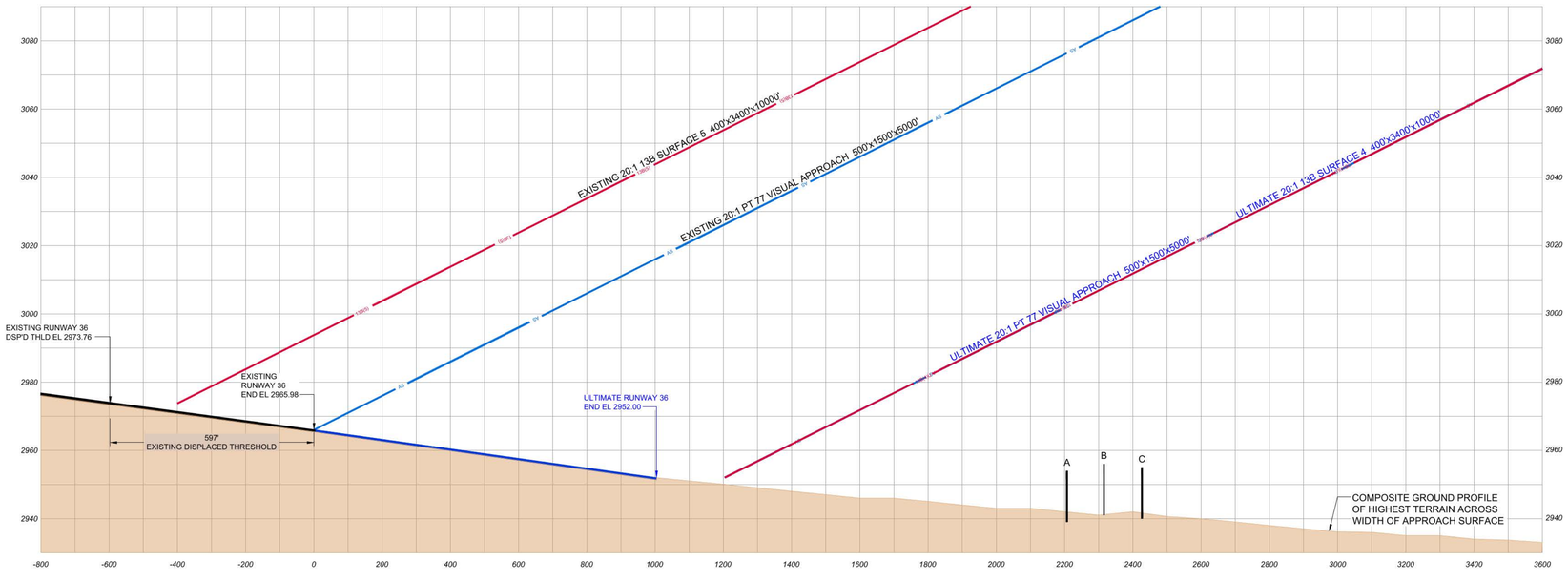
- SIGNIFICANT OBJECT PLAN VIEW
- SIGNIFICANT OBJECT PROFILE VIEW

Runway 36 Inner-Approach Obstructions

ID	Feature	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
No Obstructions										

Runway 36 Inner-Approach Significant Objects

ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface	Clearance Value (ft)
A	Papago Rd.	USGS DEM	2,939.00	15.00	2,954.00	Ult. 36 Part 77 Approach	48.17
B	Papago Rd.	USGS DEM	2,941.00	15.00	2,956.00	Ult. 36 Part 77 Approach	51.60
C	Papago Rd.	USGS DEM	2,940.00	15.00	2,955.00	Ult. 36 Part 77 Approach	58.16



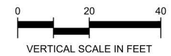
RUNWAY 36 PROFILE



Magnetic Declination
11° 17' East ± 0° 21'
Annual Rate of Change
0° 05' West
(Source: NOAA, NCEI, November 2025)



HORIZONTAL SCALE IN FEET



VERTICAL SCALE IN FEET

NO.	REVISIONS	DATE	BY	APP'D.

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APPLE VALLEY
INNER PORTION OF THE APPROACH SURFACE DRAWING
RUNWAY 36
APPLE VALLEY, CALIFORNIA

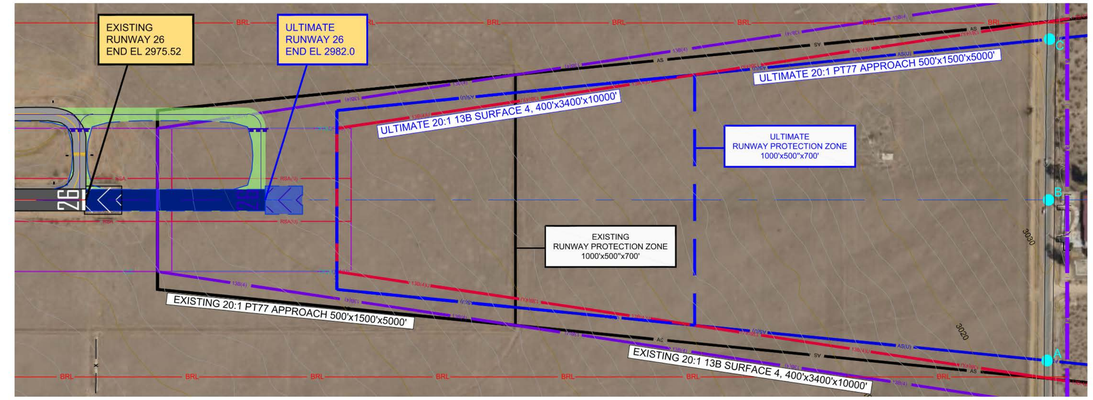
PLANNED BY: P. Taylor
DETAILED BY: D. Przybycien
APPROVED BY: P. Taylor

March 2026 | SHEET 9 OF 14

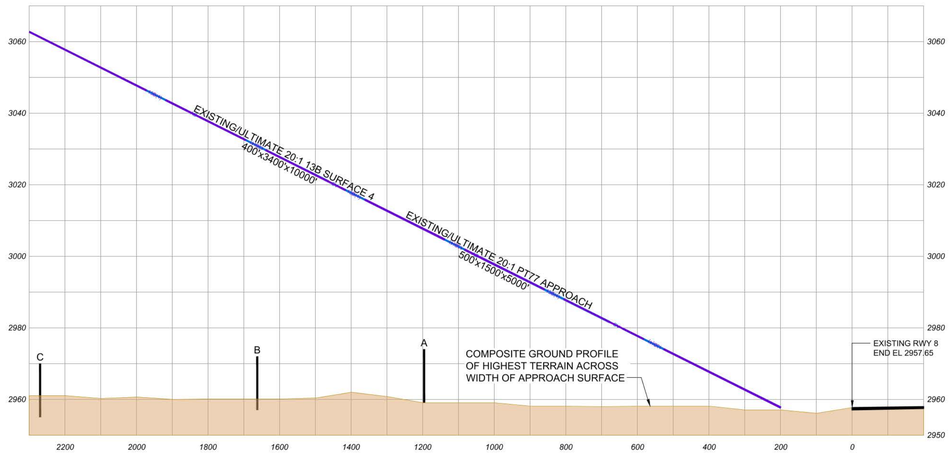
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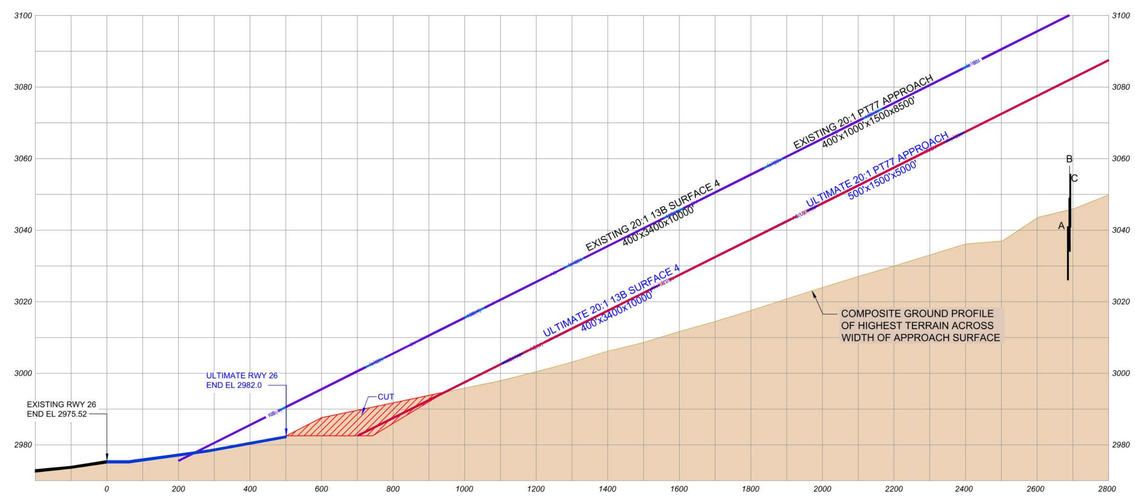




Magnetic Declination
11° 17' East ± 0° 21'
Annual Rate of Change
00° 05 West
(Source: NOAA, NCEI, November 2025)



RUNWAY 8 PROFILE



RUNWAY 26 PROFILE

0 200 400
HORIZONTAL SCALE IN FEET

0 20 40
VERTICAL SCALE IN FEET

LEGEND

SIGNIFICANT OBJECT PLAN VIEW

SIGNIFICANT OBJECT PROFILE VIEW

Runway 8 Inner-Approach Obstructions

ID	Feature	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
No Obstructions										

Runway 8 Inner-Approach Significant Objects

ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface	Clearance Value (ft)
A	Corwin Rd.	USGS DEM	2,959.00	15.00	2,974.00	Ex./Ult. 8 Part 77 Approach	33.50
B	Corwin Rd.	USGS DEM	2,957.00	15.00	2,972.00	Ex./Ult. 8 Part 77 Approach	58.80
C	Corwin Rd.	USGS DEM	2,955.00	15.00	2,970.00	Ex./Ult. 8 Part 77 Approach	91.17

Runway 26 Inner-Approach Obstructions

ID	Feature	Source	Accuracy	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
No Obstructions										

Runway 26 Inner-Approach Significant Objects

ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface	Clearance Value (ft)
A	Central Rd.	USGS DEM	3,026.00	15.00	3,041.00	Ult. 26 Part 77 Approach	40.24
B	Central Rd.	USGS DEM	3,034.00	15.00	3,049.00	Ult. 26 Part 77 Approach	32.45
C	Central Rd.	USGS DEM	3,042.00	15.00	3,057.00	Ult. 26 Part 77 Approach	24.57

GENERAL NOTES:

1. UNLESS NOTED OTHERWISE, ALL EXISTING AIRFIELD ELEVATIONS ARE FROM SURVEY DATED 05/12/2022 BY MARTINEZ GEOSPATIAL, EAGAN, MN.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
3. ULTIMATE LONGITUDINAL GRADES WILL ADHERE TO RSA GRADING STANDARDS SET FORTH IN AC 150/5300-13B PARAGRAPHS 3.16.5.1 THROUGH 3.16.6.
4. TRIGGERING EVENT: ALP UPDATE

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A 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."

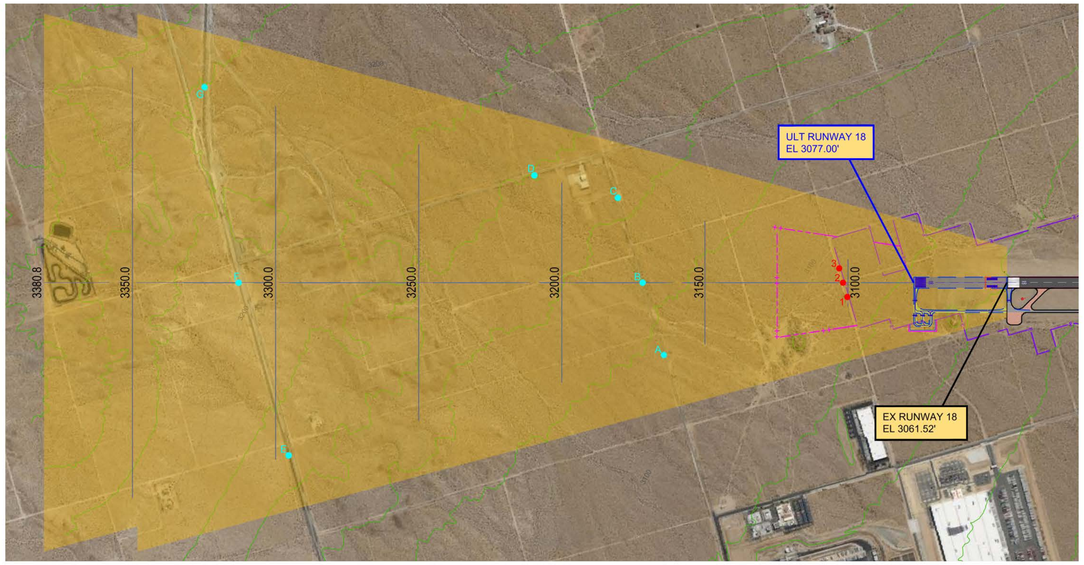
APPLE VALLEY
INNER PORTION OF THE APPROACH SURFACE DRAWING
RUNWAY 8-26
APPLE VALLEY, CALIFORNIA

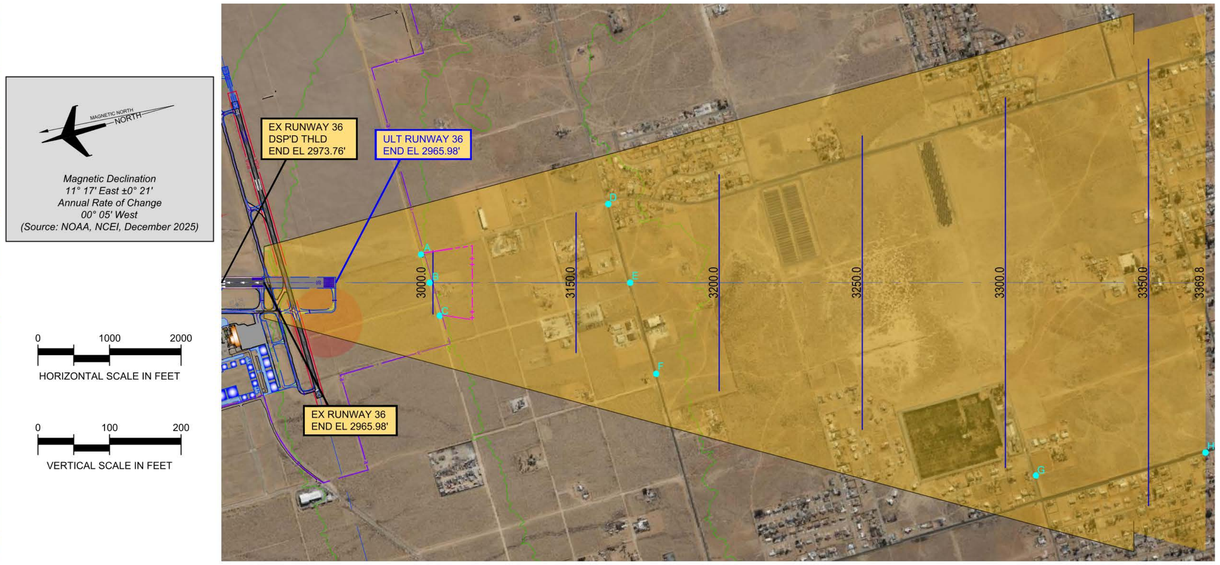
PLANNED BY: P. Taylor
DETAILED BY: D. Przybycien
APPROVED BY: P. Taylor

March 2026 | SHEET 10 OF 14

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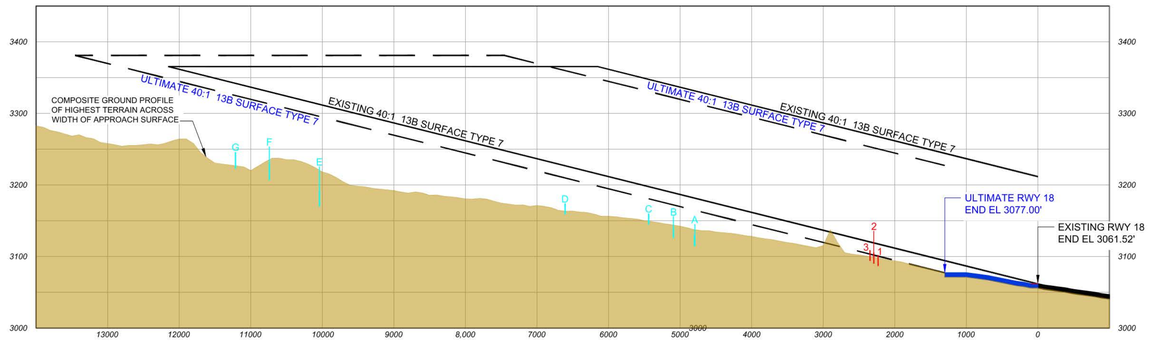


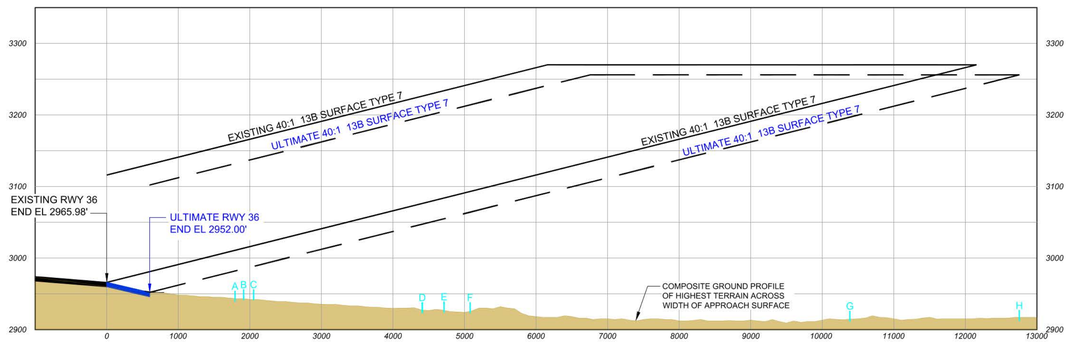


Magnetic Declination
11° 17' East ±0° 21'
Annual Rate of Change
00° 05' West
(Source: NOAA, NCEI, December 2025)

0 1000 2000
HORIZONTAL SCALE IN FEET

0 100 200
VERTICAL SCALE IN FEET





Runway 18 End Departure Obstructions

ID	Feature	Source	Accuracy	FAA Study #	Ground Elevation (ft.	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
1	Lafayette St.	Martinez Survey - 5/12/22	H20/V3	N/A	3,087.12	15.00	3,102.12	Ult. Departure Sec. 1	1.88	Road To Be Closed
2	Lafayette St.	Martinez Survey - 5/12/22	H20/V3	N/A	3,090.42	15.00	3,105.42	Ult. Departure Sec. 1	3.70	Road To Be Closed
3	Lafayette St.	Martinez Survey - 5/12/22	H20/V3	N/A	3,093.95	15.00	3,108.95	Ult. Departure Sec. 1	5.88	Road To Be Closed

Runway 18 End Significant Objects

ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface	Clearance Value (ft)
A	Johnson Rd.	USGS DEM	3,115.00	15.00	3,130.00	Ult. 18 End Dep. Sec. 1	34.32
B	Johnson Rd.	USGS DEM	3,126.00	15.00	3,141.00	Ult. 18 End Dep. Sec. 1	30.75
C	Johnson Rd.	USGS DEM	3,145.00	15.00	3,160.00	Ult. 18 End Dep. Sec. 1	20.41
D	Central Rd.	USGS DEM	3,159.00	15.00	3,174.00	Ult. 18 End Dep. Sec. 1	35.59
E	Railroad	USGS DEM	3,170.00	23.00	3,193.00	Ult. 18 End Dep. Sec. 1	102.41
F	Railroad	USGS DEM	3,207.00	23.00	3,230.00	Ult. 18 End Dep. Sec. 1	82.91
G	Railroad	USGS DEM	3,223.00	23.00	3,246.00	Ult. 18 End Dep. Sec. 1	78.80

Airport EL = 3077.0'

Runway 36 End Departure Obstructions

ID	Feature	Source	Accuracy	FAA Study #	Ground Elevation (ft.	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
No Obstructions										

Runway 36 End Significant Objects

ID	Feature	Source	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface	Clearance Value (ft)
A	Papago Rd.	USGS DEM	2,939.00	15.00	2,954.00	Ult. 36 End Dep. Sec. 1	27.78
B	Papago Rd.	USGS DEM	2,941.00	15.00	2,956.00	Ult. 36 End Dep. Sec. 1	28.80
C	Papago Rd.	USGS DEM	2,941.00	15.00	2,956.00	Ult. 36 End Dep. Sec. 1	32.28
D	Waalew Rd.	USGS DEM	2,923.00	15.00	2,938.00	Ult. 36 End Dep. Sec. 1	109.22
E	Waalew Rd.	USGS DEM	2,924.00	15.00	2,939.00	Ult. 36 End Dep. Sec. 1	115.84
F	Waalew Rd.	USGS DEM	2,923.00	15.00	2,938.00	Ult. 36 End Dep. Sec. 1	125.94
G	Otoe Rd.	USGS DEM	2,911.00	15.00	2,926.00	Ult. 36 End Dep. Sec. 1	270.58
H	Aztec Rd.	USGS DEM	2,912.00	15.00	2,927.00	Ult. 36 End Dep. Sec. 1	328.81

LEGEND

- EXISTING 13B DEPARTURE SURFACE
- ULTIMATE 13B DEPARTURE SURFACE
- EXISTING PROPERTY BOUNDARY
- FUTURE PROPERTY BOUNDARY
- OBSTRUCTION IDENTIFIER
- SIGNIFICANT OBJECT IDENTIFIER

GENERAL NOTES:

1. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
2. OBSTRUCTIONS IDENTIFIED BY COFFMAN ASSOCIATES FROM PLANIMETRIC DATA SURVEY DATED 5/12/2022 BY MARTINEZ GEOSPATIAL, EAGAN, MN.
3. SUPPLEMENTAL ELEVATION DATA BEYOND THE LIMITS OF THE SURVEY, FROM 7.5 MINUTE APPLE VALLEY NORTH USGS MAP Published 2021.
4. 50' CONTOURS SHOWN ACROSS DEPARTURE SLOPE CORRESPOND TO ULTIMATE CONDITION.
5. REFER TO FAA FAA ADVISORY CIRCULAR 150/5300-13B, CHANGE 1, TABLE 3-5, DATED 08/16/2024 FOR INSTRUMENT DEPARTURE SURFACE STANDARDS.

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A 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."

APPLE VALLEY

RUNWAY 18-36
DEPARTURE SURFACE DRAWING

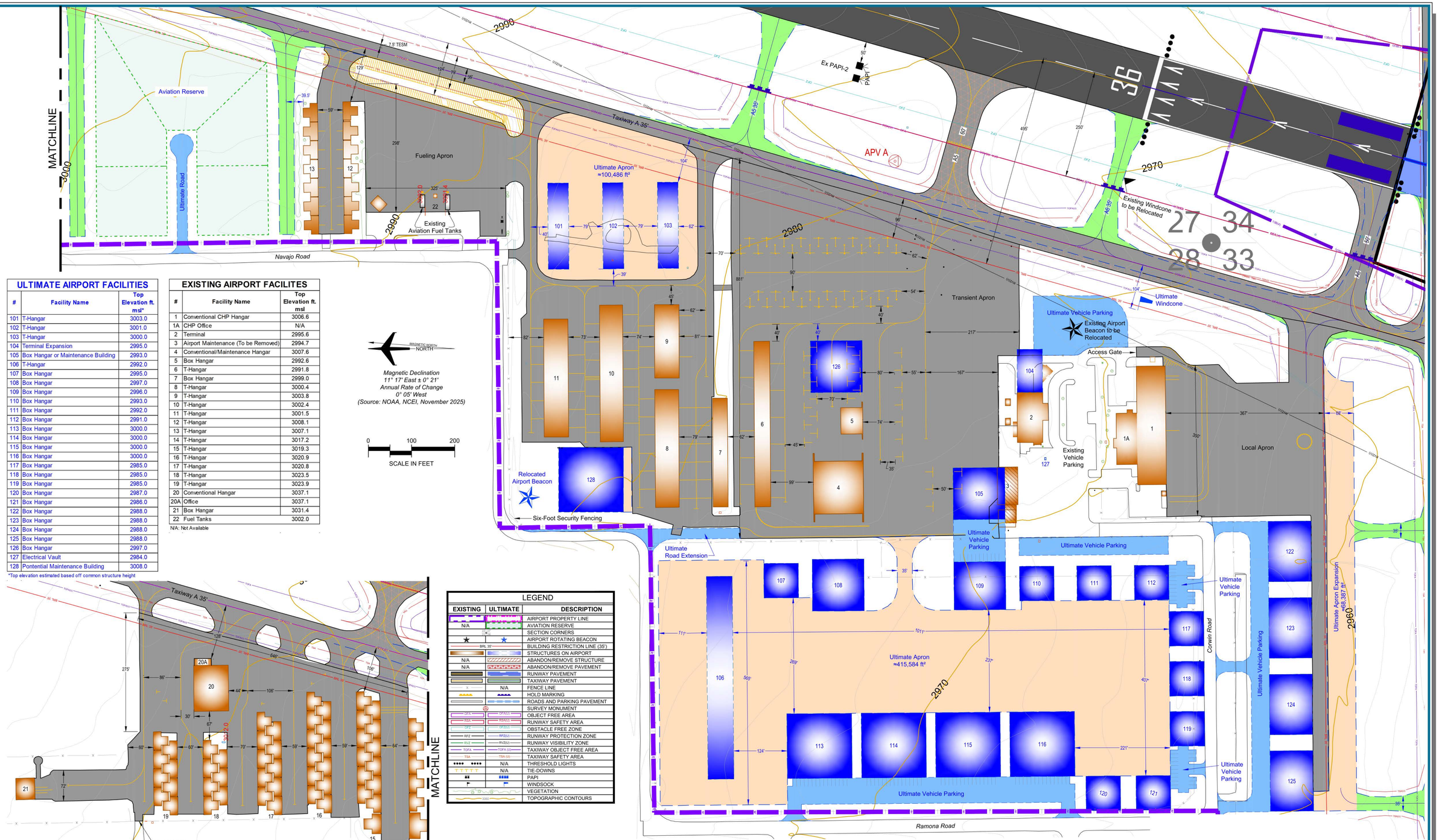
APPLE VALLEY, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: D. Przybycien
APPROVED BY: P. Taylor

April 2026 | SHEET 11 OF 14

Coffman Associates
Airport Consultants
www.coffmanassociates.com

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ULTIMATE AIRPORT FACILITIES

#	Facility Name	Top Elevation ft. msl*
101	T-Hangar	3003.0
102	T-Hangar	3001.0
103	T-Hangar	3000.0
104	Terminal Expansion	2995.0
105	Box Hangar or Maintenance Building	2993.0
106	T-Hangar	2992.0
107	Box Hangar	2995.0
108	Box Hangar	2997.0
109	Box Hangar	2996.0
110	Box Hangar	2993.0
111	Box Hangar	2992.0
112	Box Hangar	2991.0
113	Box Hangar	3000.0
114	Box Hangar	3000.0
115	Box Hangar	3000.0
116	Box Hangar	3000.0
117	Box Hangar	2985.0
118	Box Hangar	2985.0
119	Box Hangar	2985.0
120	Box Hangar	2987.0
121	Box Hangar	2986.0
122	Box Hangar	2988.0
123	Box Hangar	2988.0
124	Box Hangar	2988.0
125	Box Hangar	2988.0
126	Box Hangar	2997.0
127	Electrical Vault	2984.0
128	Pontential Maintenance Building	3008.0

*Top elevation estimated based off common structure height

EXISTING AIRPORT FACILITES

#	Facility Name	Top Elevation ft. msl
1	Conventional CHP Hangar	3006.6
1A	CHP Office	N/A
2	Terminal	2995.6
3	Airport Maintenance (To be Removed)	2994.7
4	Conventional/Maintenance Hangar	3007.6
5	Box Hangar	2992.6
6	T-Hangar	2991.8
7	Box Hangar	2999.0
8	T-Hangar	3000.4
9	T-Hangar	3003.8
10	T-Hangar	3002.4
11	T-Hangar	3001.5
12	T-Hangar	3008.1
13	T-Hangar	3007.1
14	T-Hangar	3017.2
15	T-Hangar	3019.3
16	T-Hangar	3020.9
17	T-Hangar	3020.8
18	T-Hangar	3023.5
19	T-Hangar	3023.9
20	Conventional Hangar	3037.1
20A	Office	3037.1
21	Box Hangar	3031.4
22	Fuel Tanks	3002.0

N/A: Not Available

Magnetic Declination
11° 17' East ± 0° 21'
Annual Rate of Change
0° 05' West
(Source: NOAA, NCEI, November 2025)

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
N/A		AVIATION RESERVE
		SECTION CORNERS
★	★	AIRPORT ROTATING BEACON
BRL 35'		BUILDING RESTRICTION LINE (35')
		STRUCTURES ON AIRPORT
N/A		ABANDON/REMOVE STRUCTURE
N/A		ABANDON/REMOVE PAVEMENT
		RUNWAY PAVEMENT
		TAXIWAY PAVEMENT
X	N/A	FENCE LINE
		HOLD MARKING
		ROADS AND PARKING PAVEMENT
		SURVEY MONUMENT
OFA	OFA(U)	OBJECT FREE AREA
RSA	RSA(U)	RUNWAY SAFETY AREA
OFZ	OFZ(U)	OBSTACLE FREE ZONE
RPZ	RPZ(U)	RUNWAY PROTECTION ZONE
RVZ	RVZ(U)	RUNWAY VISIBILITY ZONE
TOFA	TOFA (U)	TAXIWAY OBJECT FREE AREA
TSA	TSA (U)	TAXIWAY SAFETY AREA
••••	••••	THRESHOLD LIGHTS
N/A	N/A	TIE-DOWNS
		PAPI
		WINDSOCK
		VEGETATION
3060		TOPOGRAPHIC CONTOURS

GENERAL NOTES:

1. UNLESS NOTED OTHERWISE ALL EXISTING AIRFIELD COORDINATES, ELEVATIONS, AND BEARINGS FROM SURVEY DATED 5/12/2022 BY MARTINEZ GEOSPATIAL, EAGAN, MN.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
3. OTHER DATA SOURCES CONSULTED INCLUDE THE FAA http://webdatasheet.faa.gov, FAA AIRPORT MASTER RECORD FORM 5010, THE FAA AIRPORT FACILITY DIRECTORY.
4. NO AIR TRAFFIC CONTROL TOWER (ATCT) LINE OF SIGHT/SHADOW STUDY PER FAA ORDER 6480.4 WAS CONDUCTED FOR THIS ALP.
5. THE PERIMETER OF THE AIRPORT IS ENCLOSED WITH 6-FOOT SECURITY FENCING.

NO.	REVISIONS	DATE	BY	APP'D.

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APPLE VALLEY

TERMINAL AREA DRAWING

APPLE VALLEY, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: D. Przybycien
APPROVED BY: P. Taylor

March 2026 SHEET 12 OF 14

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GENERAL NOTES:

1. AIRFIELD MAPPING FROM SURVEY DATED 5/12/2022 BY MARTINEZ GEOSPATIAL EAGAN, MN.
2. THE TOWN OF APPLE VALLEY HAS ADOPTED TWO AIRPORT OVERLAY DISTRICTS, AIRPORT OVERLAY DISTRICT 1 EXTENDS ALONG THE RUNWAY CENTERLINE FROM THE ENDS OF EACH RUNWAY AND LIMITS STRUCTURE AND VEGETATION HEIGHTS TO 35 FEET. AIRPORT OVERLAY DISTRICT 2 IS BASED UPON TRAFFIC PATTERN/OVERFLIGHT ZONE ADOPTED IN THE PREVIOUS AIRPORT MASTER PLAN AND LIMITS STRUCTURES AND VEGETATION HEIGHTS TO 50 FEET.

LEGEND

- Aeronautical Use
- Airport Use
- Non-Aviation Revenue Support
- Existing Airport Property Line
- Ultimate Airport Property Line

MAGNETIC NORTH
NORTH

Magnetic Declination
11° 17' East ± 0° 21'
Annual Rate of Change
0° 05' West
(Source: NOAA, NCEI, November 2025)

0 500 1000
SCALE IN FEET

NO.	REVISIONS	DATE	BY	APP'D.

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APPLE VALLEY

LAND USE DRAWING

APPLE VALLEY, CALIFORNIA

PLANNED BY:	P. Taylor
DETAILED BY:	D. Przybycien
APPROVED BY:	P. Taylor
April 2026	SHEET 13 OF 14

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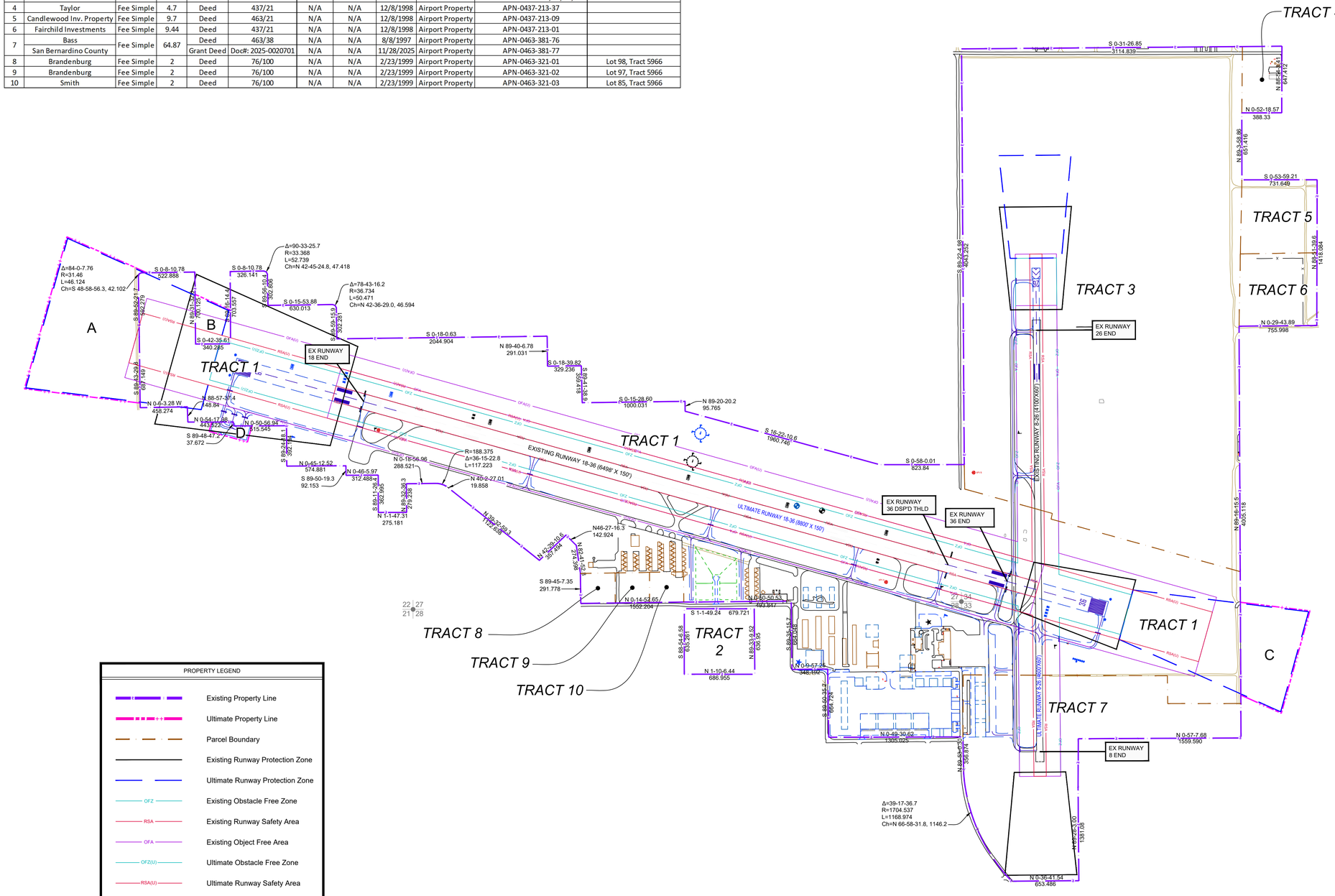
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L											
Tract ID	**Grantor**	**Interest**	**Acreage**	**Instrument**	**Book/Page**	**Easement**	**FAA Grant #**	**Date**	**Purpose Of Acquisition**	**APN**	**Notes**
1	Various	Fee Simple	416.79	Deed	463/33	N/A	N/A	5/27/1969	Airport Property	APN-0463-331-01 & 02	Fed Project #: 8-06-0009-1
2	Freeman	Fee Simple	10	Deed	1463/37	N/A	N/A	11/23/1995	Airport Property	APN-0463-372-23	
3	Various	Fee Simple	273.01	Deed	437/20	N/A	N/A	1997-1998	Airport Property	APN-0437-201-01, 02, 03, 04, 05, 06 - APN-0437-201-17, 18, 19, 20	
4	Taylor	Fee Simple	4.7	Deed	437/21	N/A	N/A	12/8/1998	Airport Property	APN-0437-213-37	
5	Candlewood Inv. Property	Fee Simple	9.7	Deed	463/21	N/A	N/A	12/8/1998	Airport Property	APN-0437-213-09	
6	Fairchild Investments	Fee Simple	9.44	Deed	437/21	N/A	N/A	12/8/1998	Airport Property	APN-0437-213-01	
7	Bass	Fee Simple	64.87	Deed	463/38	N/A	N/A	8/8/1997	Airport Property	APN-0463-381-76	
	San Bernardino County			Grant Deed	Doc#: 2025-0020701	N/A	N/A	11/28/2025	Airport Property	APN-0463-381-77	
8	Brandenburg	Fee Simple	2	Deed	76/100	N/A	N/A	2/23/1999	Airport Property	APN-0463-321-01	Lot 98, Tract 5966
9	Brandenburg	Fee Simple	2	Deed	76/100	N/A	N/A	2/23/1999	Airport Property	APN-0463-321-02	Lot 97, Tract 5966
10	Smith	Fee Simple	2	Deed	76/100	N/A	N/A	2/23/1999	Airport Property	APN-0463-321-03	Lot 85, Tract 5966

Ultimate Property Table			
Tract ID	Acreage	Purpose of Acquisition	Notes
A	≈ 30.1	RPZ Protection	Acquire in Fee
B	≈ 3.2	RPZ Protection	Acquire in Fee
C	≈ 12.0	RPZ Protection	Acquire in Fee
D	≈ 0.83	Holding Bay Addition	Acquire in Fee

GENERAL NOTE:

1. BASEMAP FROM SURVEY DATED 5/12/2022 BY MARTINEZ GEOSPATIAL, EAGAN, MN.



PROPERTY LEGEND

- Existing Property Line
- Ultimate Property Line
- Parcel Boundary
- Existing Runway Protection Zone
- Ultimate Runway Protection Zone
- OFZ — Existing Obstacle Free Zone
- RSA — Existing Runway Safety Area
- OFA — Existing Object Free Area
- OFZ(U) — Ultimate Obstacle Free Zone
- RSA(U) — Ultimate Runway Safety Area
- OFA(U) — Ultimate Object Free Area

MAGNETIC NORTH / NORTH

Magnetic Declination
11° 17' East ± 0° 21'
Annual Rate of Change
0° 05' West
(Source: NOAA, NCEI, November 2025)

0 500 1000
SCALE IN FEET

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APPLE VALLEY

EXHIBIT 'A'
AIRPORT PROPERTY INVENTORY MAPS

APPLE VALLEY, CALIFORNIA

PLANNED BY:	P. Taylor
DETAILED BY:	D. Przybycien
APPROVED BY:	P. Taylor
April 2026	SHEET 14 OF 14

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