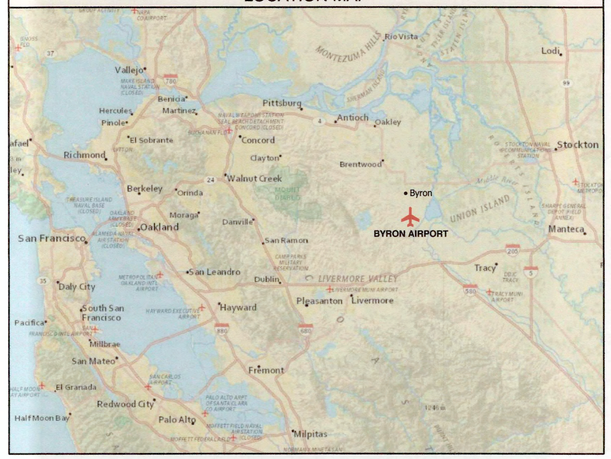
Byron Airport
Airport Layout Plan

Contra Costa County Airports

June 2016

CALIFORNIA STATE MAP

LOCATION MAP



VICINITY MAP

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SUBMITTED BY:

Contra Costa County

By KEITH R. FREITAS

Title DIRECTOR OF AIRPORTS Date 10/11/2016

NO.	REVISION	SPONSOR	DATE

BYRON AIRPORT

BYRON, CONTRA COSTA COUNTY, CALIFORNIA

INDEX

Mead & Hunt

133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com

Contra Costa County Airports

DESIGN:	BM	DRAWN:	TE/BM	DATE:	JUNE 2016	SHEET 1 OF 10

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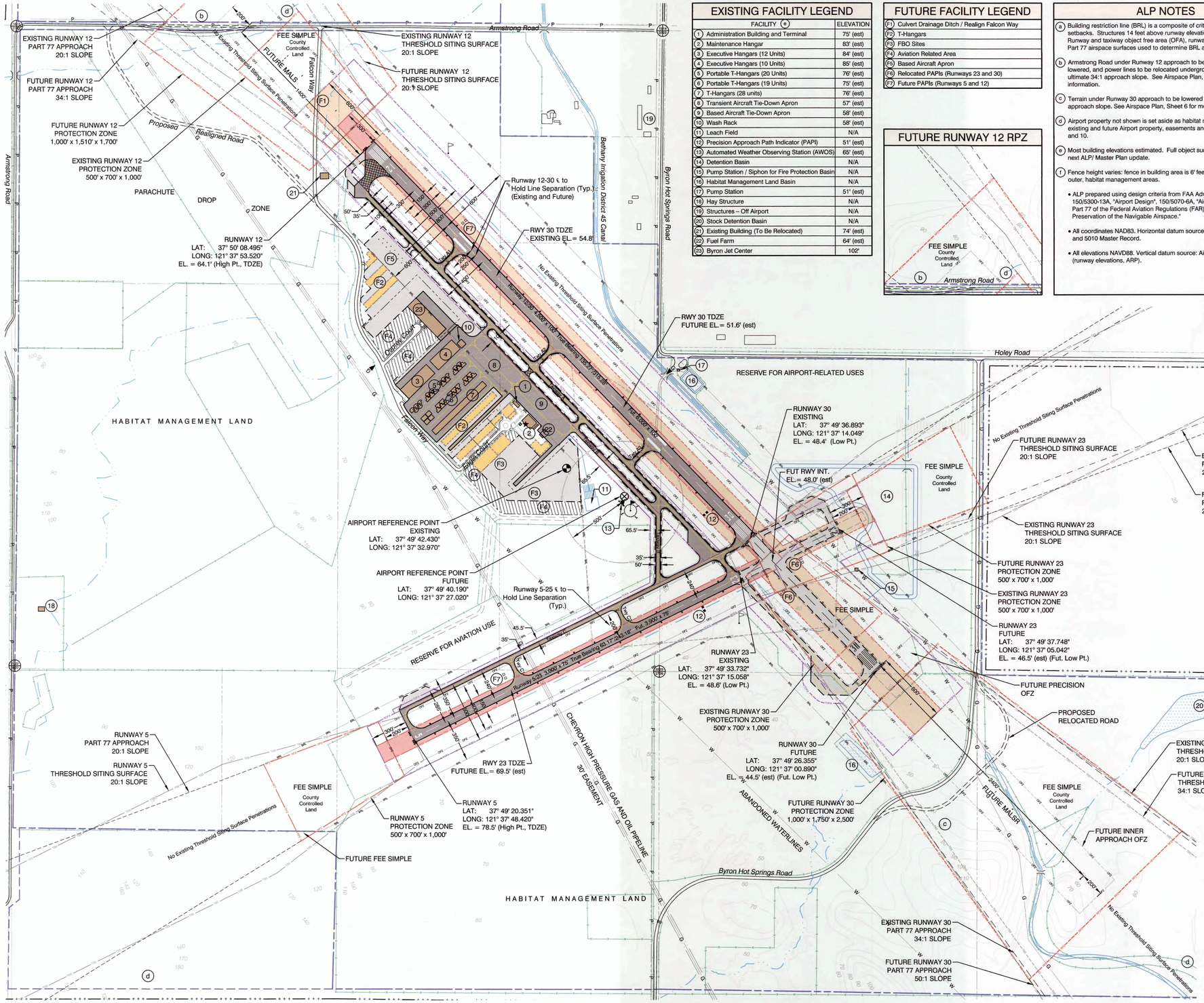

EXISTING FACILITY LEGEND

FACILITY (e)	ELEVATION
(1) Administration Building and Terminal	75' (est)
(2) Maintenance Hangar	83' (est)
(3) Executive Hangars (12 Units)	84' (est)
(4) Executive Hangars (10 Units)	85' (est)
(5) Portable T-Hangars (20 Units)	76' (est)
(6) Portable T-Hangars (19 Units)	75' (est)
(7) T-Hangars (28 units)	76' (est)
(8) Transient Aircraft Tie-Down Apron	57' (est)
(9) Based Aircraft Tie-Down Apron	58' (est)
(10) Wash Rack	58' (est)
(11) Leach Field	N/A
(12) Precision Approach Path Indicator (PAPI)	51' (est)
(13) Automated Weather Observing Station (AWOS)	65' (est)
(14) Detention Basin	N/A
(15) Pump Station / Siphon for Fire Protection Basin	N/A
(16) Habitat Management Land Basin	N/A
(17) Pump Station	51' (est)
(18) Hay Structure	N/A
(19) Structures – Off Airport	N/A
(20) Stock Detention Basin	N/A
(21) Existing Building (To Be Relocated)	74' (est)
(22) Fuel Farm	64' (est)
(23) Byron Jet Center	102'

FUTURE FACILITY LEGEND

(F1)	Culvert Drainage Ditch / Realign Falcon Way
(F2)	T-Hangars
(F3)	FBO Sites
(F4)	Aviation Related Area
(F5)	Based Aircraft Apron
(F6)	Relocated PAPIs (Runways 23 and 30)
(F7)	Future PAPIs (Runways 5 and 12)

FUTURE RUNWAY 12 RPZ

ALP NOTES

(a) Building restriction line (BRL) is a composite of critical runway and taxiway setbacks. Structures 14 feet above runway elevation allowed at the BRL. Runway and taxiway object free area (OFA), runway visual zone (RVZ) and Part 77 airspace surfaces used to determine BRL and restrictive height.

(b) Armstrong Road under Runway 12 approach to be straightened and grade lowered, and power lines to be relocated underground or lowered to clear ultimate 34:1 approach slope. See Airspace Plan, Sheet 6 for more information.

(c) Terrain under Runway 30 approach to be lowered to clear ultimate 50:1 approach slope. See Airspace Plan, Sheet 6 for more information.

(d) Airport property not shown is set aside as habitat management land. For all existing and future Airport property, easements and land uses, see Sheets 9 and 10.

(e) Most building elevations estimated. Full object survey recommended with next ALP/ Master Plan update.

(f) Fence height varies: fence in building area is 6' feet tall, and fence is 4' tall in outer, habitat management areas.

- ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A, "Airport Design", 150/5070-6A, "Airport Master Plans" and Part 77 of the Federal Aviation Regulations (FAR), "Safe, Efficient Use, and Preservation of the Navigable Airspace."
- All coordinates NAD83. Horizontal datum source: Airport AVN Data Sheet and 5010 Master Record.
- All elevations NAVD88. Vertical datum source: Airport AVN Data Sheet (runway elevations, ARP).

DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
AIRPORT PROPERTY (d)		
AVIGATION EASEMENT	N/A	
INTERNAL LEASE BOUNDARY	N/A	
EXTERNAL PARCEL BOUNDARY		N/A
UTILITY EASEMENT		N/A
AIRPORT REFERENCE POINT		
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	ROFA
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA
OBSTACLE FREE ZONE (OFZ)	OFZ	OFZ
BUILDING RESTRICTION LINE (BRL)	BRL	N/A
RUNWAY VISIBILITY ZONE (RVZ)	N/A	RVZ
FAR PART 77 APPROACH SURFACE		
THRESHOLD SITING SURFACE (TSS)	TSS	TSS
RUNWAY LIGHTS: SINGLE / THRESHOLD / REIL	● / ●●●● / ●	○ / ○○○○ / N/A
BEACON	★	N/A
PRECISION APPROACH PATH INDICATOR (PAPI)	■■	□□
WIND CONE		
SEGMENTED CIRCLE		N/A
AUTOMATED WEATHER OBSERVING STATION		N/A
AWOS CRITICAL AREA		N/A
BUILDING - ON AIRPORT		
AVIATION RELATED AREA	N/A	
BUILDING - OFF AIRPORT		N/A
PUBLIC ROAD		
AIRPORT SERVICE ROAD		
FENCE (f)		
GAS LINE	G	N/A
WATER LINE	W	N/A
POWER LINE	P	N/A
CHANNEL / STREAM / DITCH		N/A
DETENTION BASIN		N/A
TERRAIN CONTOUR	60	N/A
CENTER SECTION MARKER		N/A

FAA APPROVAL SPACE

APPROVED CONDITIONALLY
FEDERAL AVIATION ADMINISTRATION
AIRPORTS DISTRICT OFFICE
SAN FRANCISCO, CALIFORNIA

By _____ Date 10/24/16
FAA Manager

Subject to Letter dated 10/24/16

NO.	REVISION	SPONSOR	DATE

BYRON AIRPORT

BYRON, CONTRA COSTA COUNTY, CALIFORNIA

AIRPORT LAYOUT PLAN

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Contra Costa County Airports

DESIGN:	BM	DRAWN:	TE/BM	DATE:	JUNE 2016	SHEET	2	OF	10

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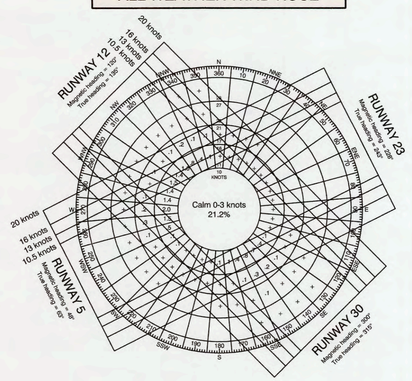
RUNWAY DATA

		RUNWAY 12-30		RUNWAY 5-23	
		EXISTING	FUTURE	EXISTING	FUTURE
UTILITY / GREATER THAN UTILITY		Greater than Utility	No Change	Greater than Utility	No Change
RUNWAY DESIGN CODE		B-II-5000	B-II-2400	B-II-Vis	No Change
APPROACH REFERENCE CODE		B-II-5000	B-II-2400	B-II-Vis	No Change
CRITICAL AIRCRAFT	AIRCRAFT (h)	King Air C90	Cessna Citation	Cessna 441	No Change
	WINGSPAN	50.3'	56.3'	49.3'	No Change
	APPROACH SPEED (kts)	100	108	100	No Change
	MAX. TAKEOFF WT. (lbs.)	10,485	20,200	9,925	No Change
	COCKPIT TO MAIN GEAR	10'	18'	12'	No Change
	MAIN GEAR WIDTH	15'	16'	14'	No Change
	TAXIWAY DESIGN GROUP	2	2	1A	No Change
PAVEMENT STRENGTH AND MATERIAL TYPE (e)	SURFACE MATERIAL	Asphalt	No Change	Asphalt	No Change
	DESIGN STRENGTH (1,000#) - S/D/DT	29.5/-/-	No Change	29.5/-/-	No Change
	STRENGTH BY PCN	N/A	No Change	N/A	No Change
	SURFACE TREATMENT	N/A	No Change	N/A	No Change
EFFECTIVE GRADIENT (%)		0.3	No Change (est)	1.0	No Change (est)
MAXIMUM GRADIENT (%)		0.3	No Change (est)	1.0	No Change (est)
VERTICAL LINE OF SIGHT PROVIDED		Full	No Change	Full	No Change
RUNWAY LENGTH		4,500'	6,000'	3,000'	3,900'
RUNWAY WIDTH		100'	No Change	75'	No Change
DISPLACED THRESHOLD	12	None	No Change	None	No Change
	30	None	No Change	None	No Change
RUNWAY END ELEVATIONS (c)	12	64.1'	No Change	78.5'	No Change
	30	48.4'	44.5' (est)	48.6'	46.5' (est)
RUNWAY TOUCHDOWN ZONE ELEVATIONS (c)	12	64.1'	No Change	78.5'	No Change
	30	54.8'	51.6'	78.5'	69.5'
RUNWAY HIGH POINT (c)		64.1'	No Change	78.5'	No Change
RUNWAY LOW POINT (c)		48.4'	44.5' (est)	48.6'	46.5' (est)
RUNWAY SAFETY AREA (RSA) LENGTH BEYOND RUNWAY END	REQUIRED 12	300'	600'	300'	No Change
	REQUIRED 30	300'	600'	300'	No Change
	ACTUAL 12	300'	600'	300'	No Change
	ACTUAL 30	300'	600'	300'	No Change
RUNWAY SAFETY AREA WIDTH	REQUIRED	150'	300'	150'	No Change
	ACTUAL	150'	300'	150'	No Change
RUNWAY EDGE LIGHTING		Medium Intensity	No Change	Medium Intensity	No Change
RUNWAY PROTECTION ZONE (RPZ) (Inner Width x Outer Width x Length)	12	500' x 700' x 1,000'	1,000' x 1,510' x 1,700'	500' x 700' x 1,000'	No Change
	30	500' x 700' x 1,000'	1,000' x 1,750' x 2,500'	500' x 700' x 1,000'	No Change
RUNWAY MARKING	12	Non-Precision	No Change	Basic - Visual	No Change
	30	Non-Precision	No Change	Basic - Visual	No Change
PART 77 APPROACH CATEGORY	12	Visual [B(V)]	Non-Precision[D]	Visual [B(V)]	No Change
	30	Non-Precision[C]	Precision[PIR]	Visual [B(V)]	No Change
PART 77 APPROACH SLOPE	12	20:1	34:1	20:1	No Change
	30	34:1	50:1	20:1	No Change
APPROACH VISIBILITY MINIMUMS	12	Visual	3/4 Mile	Visual	No Change
	30	1 Mile	1/2 Mile	Visual	No Change
AERONAUTICAL SURVEY REQUIRED (VERTICALLY GUIDED OR NOT)	12	Not Required	Vertically Guided	Not Required	No Change
	30	Vertically Guided	No Change	Not Required	No Change
RUNWAY DEPARTURE SURFACE	12	40:1	No Change	40:1	No Change
	30	40:1	No Change	40:1	No Change
RUNWAY OBJECT FREE AREA (ROFA) (Length Beyond Runway End)	12	300'	600'	300'	No Change
	30	300'	600'	300'	No Change
RUNWAY OBJECT FREE AREA WIDTH		500'	800'	500'	No Change
OBSTACLE FREE ZONE (OFZ) (Length Beyond Runway End)	12	200'	No Change	200'	No Change
	30	200'	No Change	200'	No Change
OBSTACLE FREE ZONE WIDTH		400'	No Change	400'	No Change
INNER-APPROACH OFZ LENGTH (For Rwys w/ Approach Lighting System. Begins 200' from Rwy end @ 50:1	12	N/A	1,400'	N/A	No Change
	30	N/A	2,400'	N/A	No Change
INNER-APPROACH OFZ WIDTH		N/A	400'	N/A	No Change
INNER-TRANSITIONAL OFZ WIDTH (For Runways w/ <3/4-mile Approach Visibility Minimums)	12	N/A	No Change	N/A	No Change
	30	N/A	579.6'	N/A	No Change
PRECISION OBSTACLE FREE ZONE (Length x Width) (For Rwys w/vert. guided approach and <250' ceiling/<3/4 mile visibility)	12	N/A	No Change	N/A	No Change
	30	N/A	200' x 800'	N/A	No Change
THRESHOLD SITING SURFACE (g) (Per AC 150/5300-13A, Table 3-2. See Airspace Plan for more information.)	12	Expected to serve large airplanes (vis. day/night) or inst. min ≥ 1 SM	Expected to serve inst. approach w/ vis. min≥¾ but <1 SM, day/night	Expected to serve large airplanes (vis. day/night) or inst. min ≥ 1 SM	No Change
	30	Expected to support instrument night ops, approach Cat. A/B aircraft only	Expected to serve inst. approach w/ vis. min <¾ SM or precision approach, day/night	Expected to serve large airplanes (vis. day/night) or inst. min ≥ 1 SM	No Change
NAVIGATION AIDS	12	None	GPS	None	No Change
	30	GPS	GPS + LPV	None	No Change
VISUAL AIDS	12	None	PAPI + MALS	None	PAPI
	30	PAPI 2L, REIL	PAPI + MALSR	PAPI 2L	No Change
RUNWAY C.L. TO:	PARALLEL RUNWAY C.L.	N/A	No Change	N/A	No Change
	HOLDING POSITION	200'	250'	200'	No Change
	PARALLEL TAXIWAY C.L.	300'	No Change	240'	No Change
	AIRCRAFT PARKING AREA	400'	No Change	305'	No Change
	HELICOPTER TOUCHDOWN PAD	N/A	No Change	N/A	No Change

RUNWAY END COORDINATES (b)

		EXISTING	FUTURE
12	LAT.	37° 50' 08.495" N	No Change
	LONG.	121° 37' 53.520" W	No Change
30	LAT.	37° 49' 36.893" N	37° 49' 26.355" N
	LONG.	121° 37' 14.049" W	121° 37' 00.890" W
5	LAT.	37° 49' 20.351" N	No Change
	LONG.	121° 37' 48.420" W	No Change
23	LAT.	37° 49' 33.732" N	37° 49' 37.748" N
	LONG.	121° 37' 15.058" W	121° 37' 05.042" W

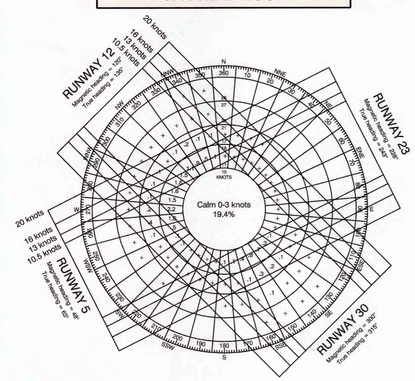
ALL WEATHER WIND ROSE



ALL WEATHER WIND COVERAGE

RUNWAY	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.)
12-30	96.63 %	98.68%	99.62 %	99.95 %
5-23	90.49 %	94.55%	98.24 %	99.38 %
Combined	99.71 %	99.95%	99.99 %	100.0 %
Number of Observations:	81,052			

VFR WIND ROSE

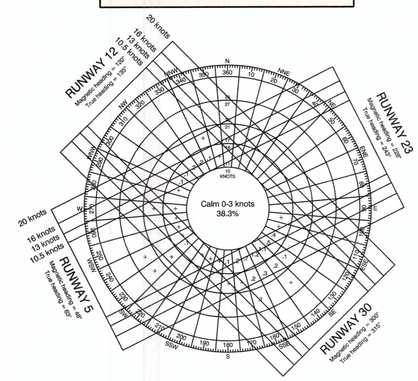


VFR WIND COVERAGE

RUNWAY	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.)
12-30	96.39 %	98.59 %	99.59 %	99.94 %
5-23	90.03 %	94.31 %	98.16 %	99.34 %
Combined	99.70 %	99.95 %	99.99 %	100.0 %
Number of Observations:	75,008			

Wind Data Source: Stockton, California, NOAA Weather Station #72492
Period of Time: Jan. 1, 1996 - Dec. 31, 2007
Note: Windrose compass headings are true north.

IFR WIND ROSE



IFR WIND COVERAGE

RUNWAY	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.)
12-30	99.55 %	99.78 %	99.92 %	99.94 %
5-23	94.42 %	96.41 %	98.80 %	99.66 %
Combined	99.86 %	99.98 %	100.0 %	100.0 %
Number of Observations:	4,055			

AIRPORT DATA

		EXISTING	FUTURE
AIRPORT REFERENCE CODE		B-II-5000	B-II-2400
MEAN MAX. TEMP. (Hottest Month) (d)		92.6° F (July)	No Change
AIRPORT ELEVATION (Above Mean Sea Level) (c)		78.5'	No Change
AIRPORT NAVIGATIONAL AIDS		Beacon, Seg.Circle, GPS, PAPI	Same + MALSR
AIRPORT REFERENCE POINT (b)	LATITUDE	37° 49' 42.430" N	37° 49' 40.190" N
	LONGITUDE	121° 37' 32.970" W	121° 37' 27.020" W
MISCELLANEOUS FACILITIES		Fuel (100LL), AWOS 3	No Change
CRITICAL AIRCRAFT (h)		King Air C90	Cessna Citation
MAGNETIC VARIATION		13° 51' 40" E June 2013	Moving 0° 6.2' W / Year
NPIAS SERVICE LEVEL		Regional - Reliever	No Change
STATE SERVICE LEVEL		Community	No Change
AIRPORT ACREAGE (f)	Fee Simple	1,428 acres	1,504 acres
	Avigation Easement	None	1,468 acres

ALP DATA NOTES

(a) ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A Change 1, "Airport Design", 150/5070-6A, "Airport Master Plans" and Part 77 of the Federal Aviation Regulations (FAR), "Safe, Efficient Use, and Preservation of the Navigable Airspace."

(b) All coordinates NAD83. Horizontal datum source: Airport AVN Data Sheet and 5010 Master Record.

(c) All elevations NAVD88. Vertical datum source: Airport AVN Data Sheet (runway elevations, ARP).

(d) Temperature data source: Western Regional Climate Center, Station ID: Tracy, California #049001.

(e) Pavement design strength source: Airport AVN Data Sheet and 5010 Master Record.

(f) Property and easement calculations based on property lines provided by the Airport. To view all future property and easements, see Sheet 9, Exhibit A Airport Property Map.

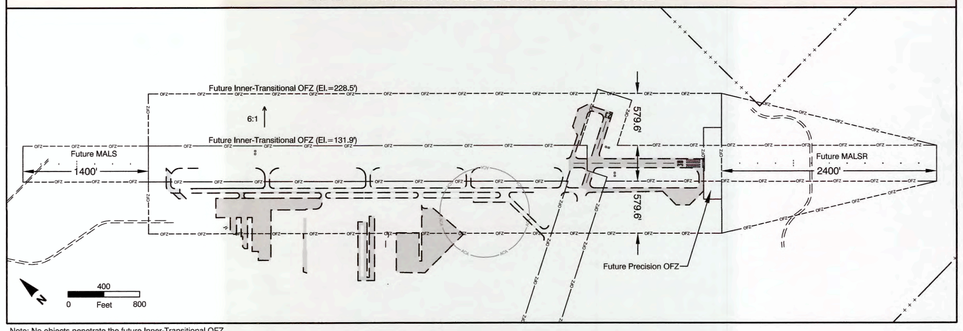
(g) No existing threshold siting surface penetrations. For full TSS analysis and disposition of potential future obstructions, see the Inner Approach Plans, Sheets 6 and 7.

(h) Critical design aircraft determined through discussions with airport staff and the Byron Jet Center. Minimal operation data exists in FAA databases. It is recommended a focused master plan be conducted in the near-term that helps justify the future design aircraft and airport reference code.

TAXIWAY DATA

	A		B		C	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
TAXIWAY DESIGN GROUP	2	No Change	2	No Change	1A	No Change
AIRCRAFT DESIGN GROUP	II	No Change	II	No Change	II	No Change
WIDTH	35'	50'	35'	50'	35'	No Change
TAXIWAY SAFETY AREA WIDTH	79'	No Change	79'	No Change	49'	No Change
TAXIWAY OBJECT FREE AREA WIDTH	131'	No Change	131'	No Change	89'	No Change
DISTANCE from TWY. ℄ to FIXED/MOVABLE OBJECT	65.5'	No Change	65.5'	No Change	44.5'	No Change
TAXIWAY WINGTIP CLEARANCE	26'	No Change	26'	No Change	20'	No Change
DISTANCE from RUNWAY ℄ to TAXIWAY ℄	300'	No Change	N/A	No Change	240'	No Change
DISTANCE FROM RUNWAY ℄ to HOLD BARS	200'	250'	N/A	No Change	200'	No Change
TAXIWAY SURFACE TYPE	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change
TAXIWAY LIGHTING	None	No Change	None	No Change	None	No Change

INNER- TRANSITIONAL OBSTACLE FREE ZONE



Note: No objects penetrate the future Inner-Transitional OFZ.
Inner-Transitional height calculated for largest Group II aircraft (78' wingspan). Height = [61-.094(78)]-[.003(78.5)] = 53.4'.
Distance from Runway OFZ to Inner-Transitional OFZ (beginning at 53.4' above airport elevation @ 6:1 to 150' above runway elevation = 579.6' horizontally.

Airport Layout Plan Drawing Set
FAA-Approved on 10/24/2016

NO.	REVISION	SPONSOR	DATE

BYRON AIRPORT

BYRON, CONTRA COSTA COUNTY, CALIFORNIA

AIRPORT DATA SHEET

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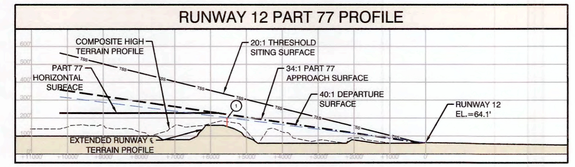
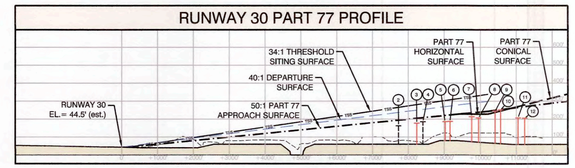
PART 77 AIRSPACE PLAN

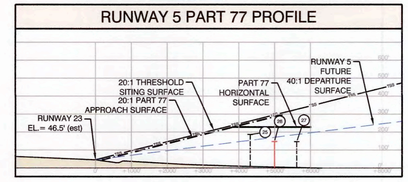
RUNWAY 12 PART 77 PROFILE



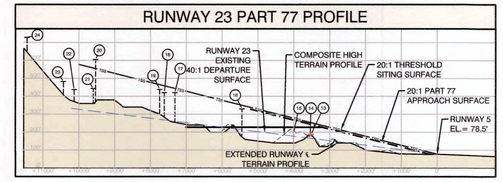
RUNWAY 30 PART 77 PROFILE



RUNWAY 5 PART 77 PROFILE



RUNWAY 23 PART 77 PROFILE

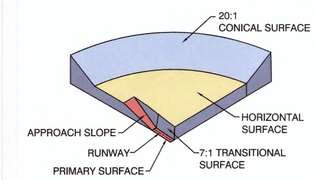


PART 77 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	AFFECTED PART 77 SURFACE	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	DISPOSITION
1	Terrain	197'	Rwy 12 App / Horz.	229'	-32'	No Action
2	Tower	163'	Horizontal	229'	-66'	No Action
3	Tower	177'	Runway 30 Approach	205'	-28'	No Action
4	Tower	186'	Transitional	219'	-33'	No Action
5	Tower	186'	Runway 30 Approach	221'	-35'	No Action
6	Tower	187'	Runway 30 Approach	224'	-37'	No Action
7	Tower	214'	Rwy 30 App / Horz.	229'	-15'	No Action
8	Tower	207'	Rwy 30 App / Horz.	229'	-22'	No Action
9	Tower	246'	Rwy 30 App / Conc.	243'	3'	Obstruction Light
10	Tower	252'	Rwy 30 App / Conc.	250'	2'	Obstruction Light
11	Tower	207'	Runway 30 Approach	266'	-59'	No Action
12	Tower	206'	Runway 30 Approach	270'	-64'	No Action
13	Terrain	189'	Rwy 5 App / Horz.	229'	-40'	No Action
14	Terrain	186'	Rwy 5 App / Horz.	229'	-43'	No Action
15	Terrain	201'	Rwy 5 App / Horz.	229'	-28'	No Action
16	Windmill	330'	Horizontal	229'	102'	Obstruction Light
17	Tower	421'	Conical	260'	161'	Obstruction Light
18	Tower	421'	Conical	245'	176'	Obstruction Light
19	Tower	439'	Conical	232'	207'	Obstruction Light
20	Windmill	606'	Conical	376'	230'	Obstruction Light
21	Terrain	444'	Conical	353'	91'	Obstruction Light
22	Pole	438'	Conical	377'	61'	Obstruction Light
23	Tree	483'	Conical	387'	96'	Cut / Trim
24	Windmill	729'	Conical	429'	300'	Obstruction Light
25	Tower	187'	Horizontal	229'	-42'	No Action
26	Tower	147'	Rwy 23 App / Horz.	229'	-82'	No Action
27	Tower	147'	Horizontal	229'	-82'	No Action

Note: A negative penetration value indicates the object is clear of the Part 77 surface.

TYPICAL FAR PART 77 SURFACES



Airport Layout Plan Drawing Set
FAA-Approved on 10/24/2016

LEGEND: PLAN VIEW

- Existing Runway
- Future Runway
- Airport Property Boundary
- Part 77 Surfaces
- Part 77 Approach Surface
- Part 77 Surface Contour
- Departure Surface
- Threshold Siting Surface
- Terrain Penetrates Part 77 Surface
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface
- Terrain Contours
- Mountain House Development Area

LEGEND: PROFILE VIEW

- Part 77 Approach Surface
- Threshold Siting Surface
- Departure Surface
- Object Under Approach Surface
- Object Under Horizontal/Conical Surface

NOTES:

- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Only airspace surfaces associated with ultimate runway configurations are illustrated. All objects are analyzed against the ultimate airspace surfaces.
- Objects elevation source: The National Oceanic and Atmospheric Administration (NOAA) Airport Obstruction Chart (AOC), surveyed July 2005. Vertical datum for this AOC was NAVD88.
- Basemap source: USGS Topographic maps.
- See Inner-Approach Sheets 6 and 7 for close-in obstructions in RPZ areas.

TRUE
MAGNETIC

MAGNETIC DECLINATION 13° 51' 40" E
ANNUAL CHANGE: 0° 5.2' WEST
JUNE 2013

0 — 2,000' — 4,000' FEET

VERTICAL EXAGGERATION OF 5
VERTICAL SCALE: 1"=400'

NO.	REVISION	SPONSOR	DATE

BYRON AIRPORT

BYRON, CONTRA COSTA COUNTY, CALIFORNIA

PART 77 AIRSPACE

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com

Contra Costa County Airports

DESIGN: BM	DRAWN: TE/BM	DATE: JUNE 2016	SHEET 4 OF 10

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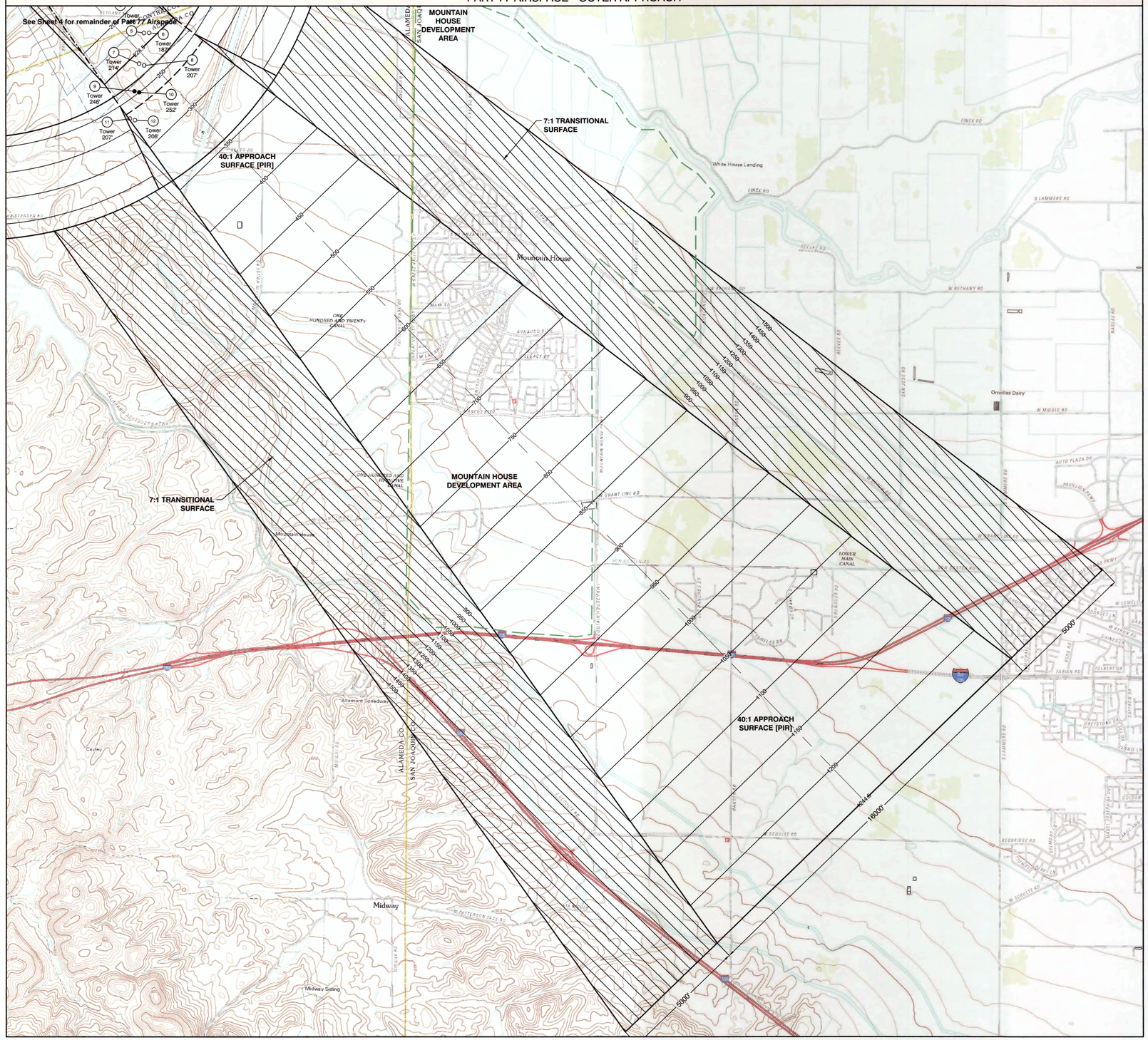
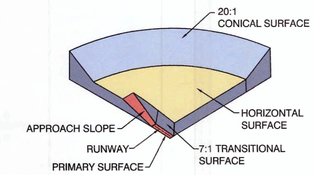
PART 77 AIRSPACE - OUTER APPROACH



TYPICAL FAR PART 77 SURFACES

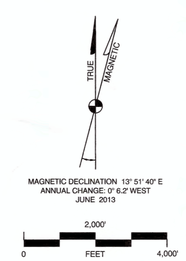


LEGEND: PLAN VIEW

- Existing Runway
- Future Runway
- Airport Property Boundary
- Part 77 Surfaces
- Part 77 Approach Surface
- Part 77 Surface Contour
- Departure Surface
- Threshold Siting Surface
- Runway Protection Zone (RPZ)
- Terrain Penetrates Part 77 Surface
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface
- Terrain Contours
- Mountain House Development Area

NOTES:

- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Only airspace surfaces associated with ultimate runway configurations are illustrated. All objects are analyzed against the ultimate airspace surfaces.
- Objects elevation source: The National Oceanic and Atmospheric Administration (NOAA) Airport Obstruction Chart (AOC), surveyed July 2005. Vertical datum for this AOC was NAVD88.
- See Sheet 4 for object descriptions.
- Basemap source: USGS Topographic maps.
- See Inner-Approach Sheets 6 and 7 for close-in obstructions in RPZ areas.



Airport Layout Plan Drawing Set
FAA-Approved on 10/24/2016

NO.	REVISION	SPONSOR	DATE

BYRON AIRPORT

BYRON, CONTRA COSTA COUNTY, CALIFORNIA

PART 77 AIRSPACE - OUTER APPROACH

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com

Contra Costa County Airports

DESIGN:	BM	DRAWN:	TE/BM	DATE:	JUNE 2016	SHEET	5	OF	10

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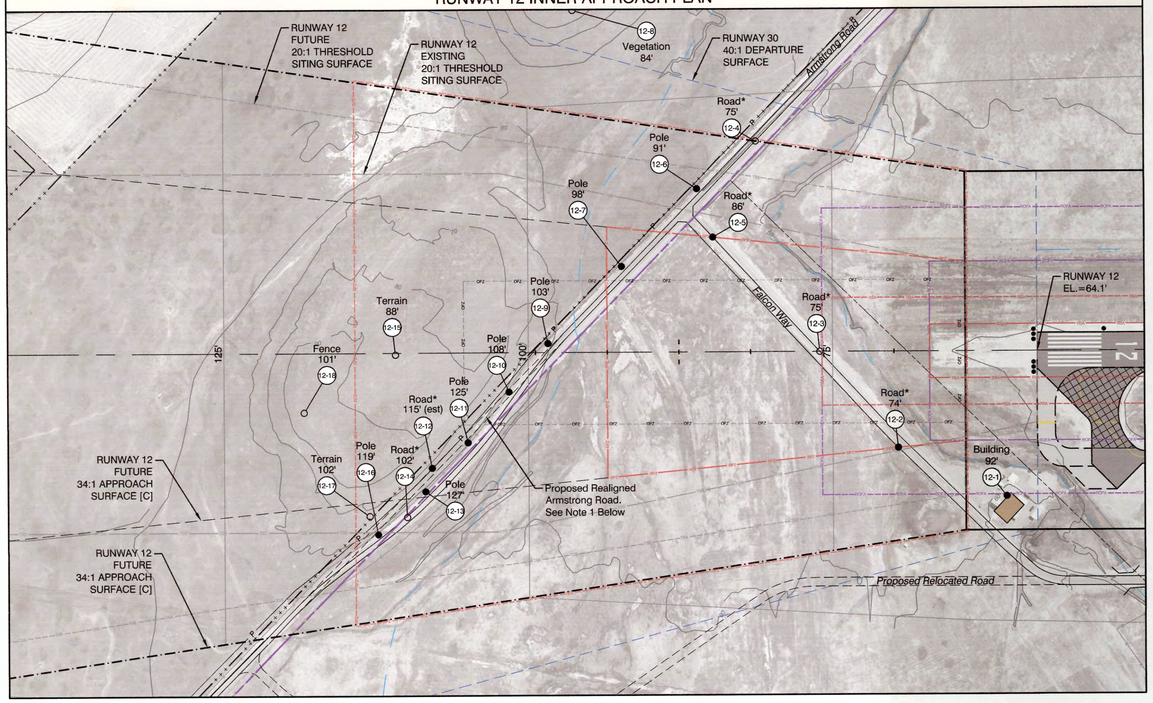
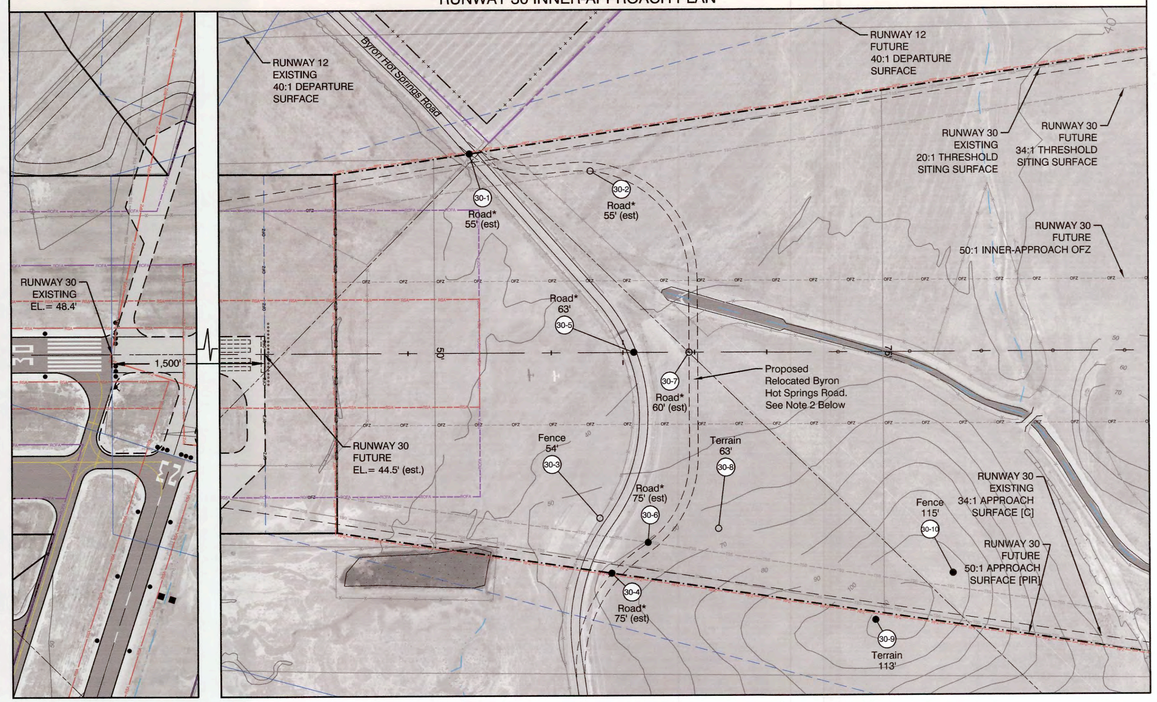
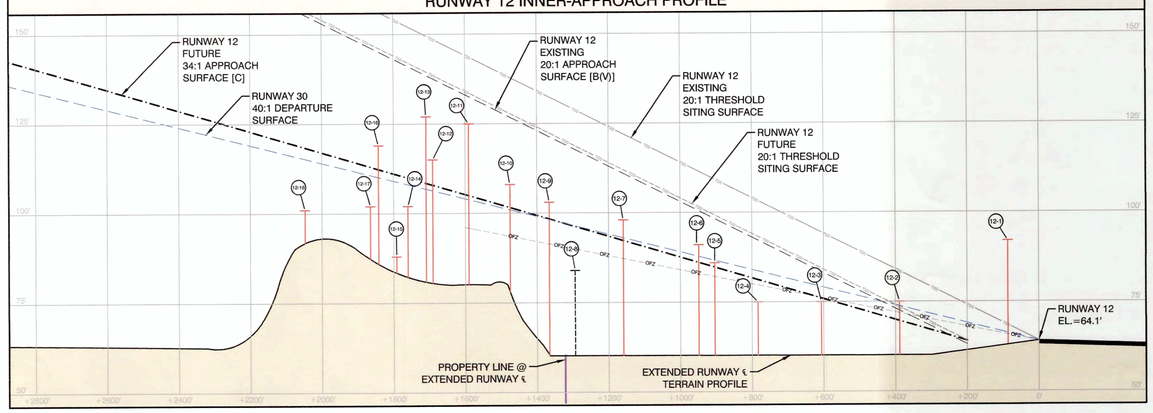
RUNWAY 12 INNER-APPROACH PLAN



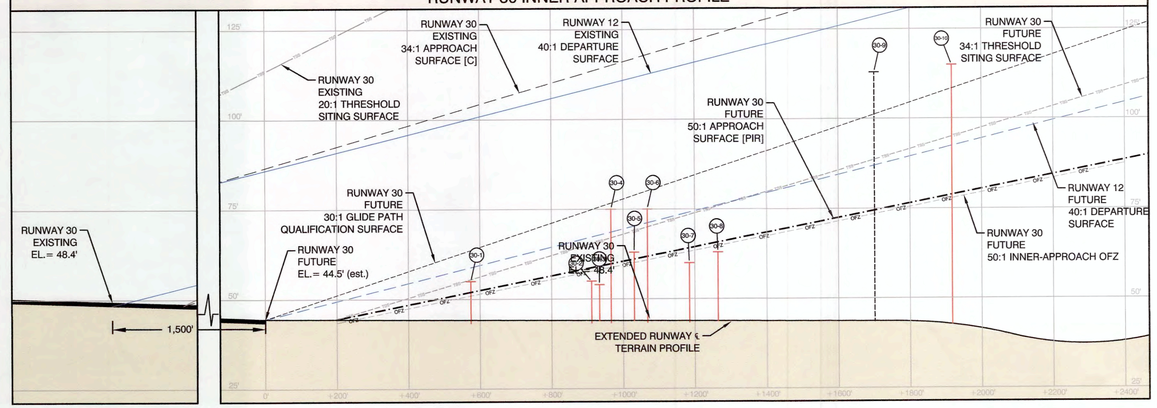
RUNWAY 30 INNER-APPROACH PLAN



RUNWAY 12 INNER-APPROACH PROFILE



RUNWAY 30 INNER-APPROACH PROFILE



LEGEND

- Airport Property Boundary
- Future Easement
- Part 77 Surfaces
- Part 77 Approach Surface
- Part 77 Surface Contour
- Threshold Siting Surface
- Departure Surface
- Runway Protection Zone (RPZ)
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface
- Terrain Contours
- Power Lines
- Future Inner Approach OFZ

LEGEND: PROFILE VIEW

- Object Under Approach Surface
- Object Under Transitional Surface

NOTES:

- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Only airspace surfaces associated with ultimate runway configurations are illustrated. All objects are analyzed against the ultimate airspace surfaces.
- Objects elevation source: The National Oceanic and Atmospheric Administration (NOAA) Airport Obstruction Chart (AOC), surveyed July 2005. Vertical datum for this AOC was NAVD88.
- Road elevations are estimates based on existing ground contours.

* 15 feet vertical clearance added to road elevations, per Part 77.

0 FEET 200' 400'
VERTICAL EXAGGERATION OF 10
VERTICAL SCALE: 1"=20'

MAGNETIC
TRUE

MAGNETIC DECLINATION
13° 51' 40" E
ANNUAL CHANGE: 0° 6.2' WEST
JUNE 2013

RUNWAY 12 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	RWY 30 DEP. SURFACE HEIGHT	RWY 30 DEP. SURFACE PENETRATION	DISPOSITION
12-1	Building	92'	Primary	64'	28'	N/A	N/A	66'	26'	Relocate
12-2	Road*	74'	Approach	70'	4'	74'	0'	74'	0'	Road to be Relocated
12-3	Road*	75'	Approach	76'	-1'	84'	-9'	79'	-4'	Road to be Relocated
12-4	Road*	75'	Approach	81'	-6'	Not Under Surface	N/A	84'	-9'	No Action
12-5	Road*	86'	Approach	85'	1'	99'	-13'	87'	-1'	Road to be Relocated
12-6	Pole	91'	Approach	96'	5'	102'	-11'	88'	3'	Underground [1]
12-7	Pole	98'	Approach	92'	6'	112'	-14'	93'	5'	Underground [1]
12-8	Vegetation	84'	Transitional	138'	-54'	Not Under Surface	N/A	Not Under Surface	N/A	No Action
12-9	Pole	103'	Approach	98'	5'	122'	-19'	98'	5'	Underground [1]
12-10	Pole	108'	Approach	102'	6'	128'	-20'	101'	7'	Underground [1]
12-11	Pole	125'	Approach	105'	20'	134'	-9'	104'	21'	Underground [1]
12-12	Road*	115'	Approach	108'	7'	139'	-24'	106'	9'	Lower Terrain [1]
12-13	Pole	127'	Approach	108'	19'	140'	-13'	107'	20'	Underground [1]
12-14	Road*	102'	Approach	110'	-8'	142'	-40'	108'	-6'	Lower Terrain [1]
12-15	Terrain	88'	Approach	111'	-23'	144'	-56'	109'	-21'	No Action
12-16	Pole	119'	Approach	112'	7'	146'	-27'	110'	9'	Underground [1]
12-17	Terrain	102'	Approach	113'	-11'	147'	-45'	111'	-9'	No Action
12-18	Fence	101'	Approach	118'	-17'	156'	-55'	115'	-14'	No Action

Note: A negative penetration value indicates the object is clear of the airspace surface.

1. Armstrong Road to be straightened and grade lowered. Power lines to be relocated underground or lowered to clear 34:1 approach slope. Road elevations based on existing ground contours.

RUNWAY 30 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	RWY 12 DEP. SURFACE HEIGHT	RWY 12 DEP. SURFACE PENETRATION	DISPOSITION
30-1	Road*	55'	Approach	52'	3'	Not Under Surface	N/A	59'	-4'	No Action
30-2	Road*	55'	Approach	59'	-4'	65'	-10'	67'	-12'	Relocated Road [2]
30-3	Fence	54'	Approach	59'	-5'	66'	-12'	68'	-14'	Relocated Road [2]
30-4	Road*	75'	Approach	60'	15'	Not Under Surface	N/A	69'	6'	Relocated Road [2]
30-5	Road*	63'	Approach	61'	2'	69'	-6'	70'	-7'	Relocated Road [2]
30-6	Road*	75'	Approach	62'	13'	70'	5'	71'	4'	Relocated Road [2]
30-7	Road*	60'	Approach	64'	-4'	73'	-13'	74'	-14'	Relocated Road [2]
30-8	Terrain	63'	Approach	66'	-3'	76'	-13'	76'	-13'	Lower Terrain [2]
30-9	Terrain	113'	Transitional	78'	35'	Not Under Surface	N/A	45'	69'	Lower Terrain [2]
30-10	Fence	115'	Approach	79'	36'	95'	20'	92'	23'	Lower Terrain [2]

Note: A negative penetration value indicates the object is clear of the airspace surface.

2. Terrain under Runway 30 approach to be lowered to clear ultimate 50:1 approach slope. Relocated Byron Hot Springs Road will also clear 50:1 approach. Road elevations based on existing ground contours.

Airport Layout Plan Drawing Set
FAA-Approved on 10/24/2016

NO.	REVISION	SPONSOR	DATE

BYRON AIRPORT

BYRON, CONTRA COSTA COUNTY, CALIFORNIA

INNER-APPROACH: RUNWAY 12/30

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com

Contra Costa County Airports

DESIGN:	BM	DRAWN:	TE/BM	DATE:	JUNE 2016	SHEET	6	OF	10

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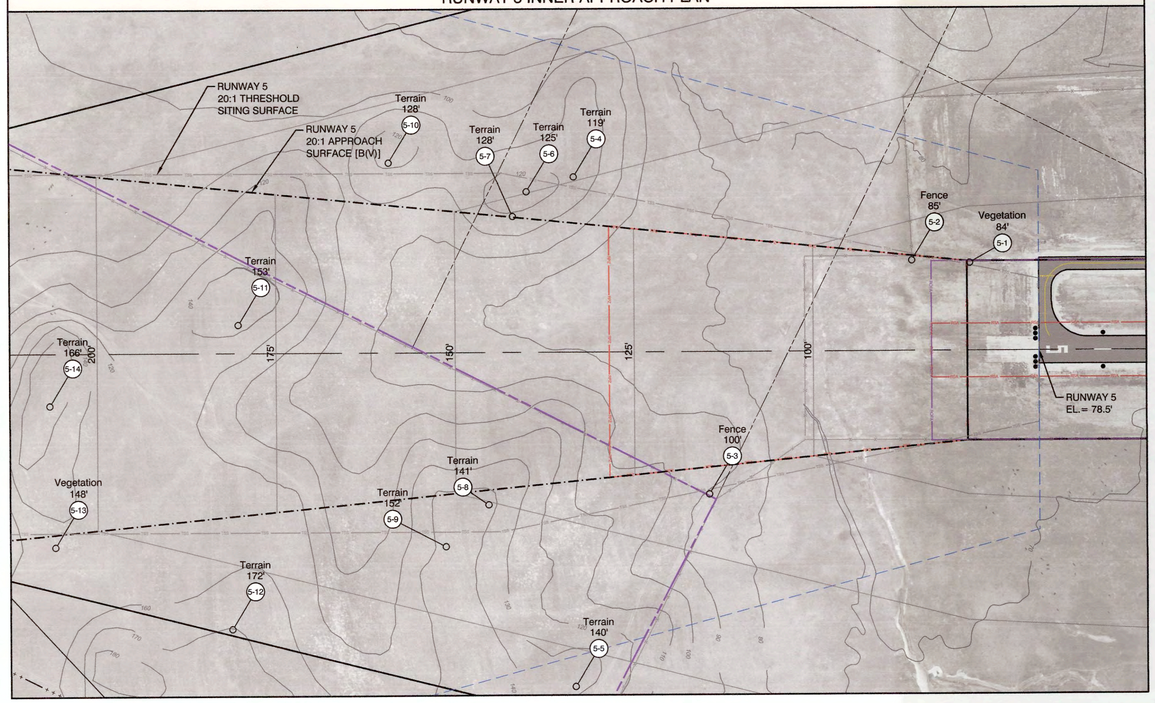
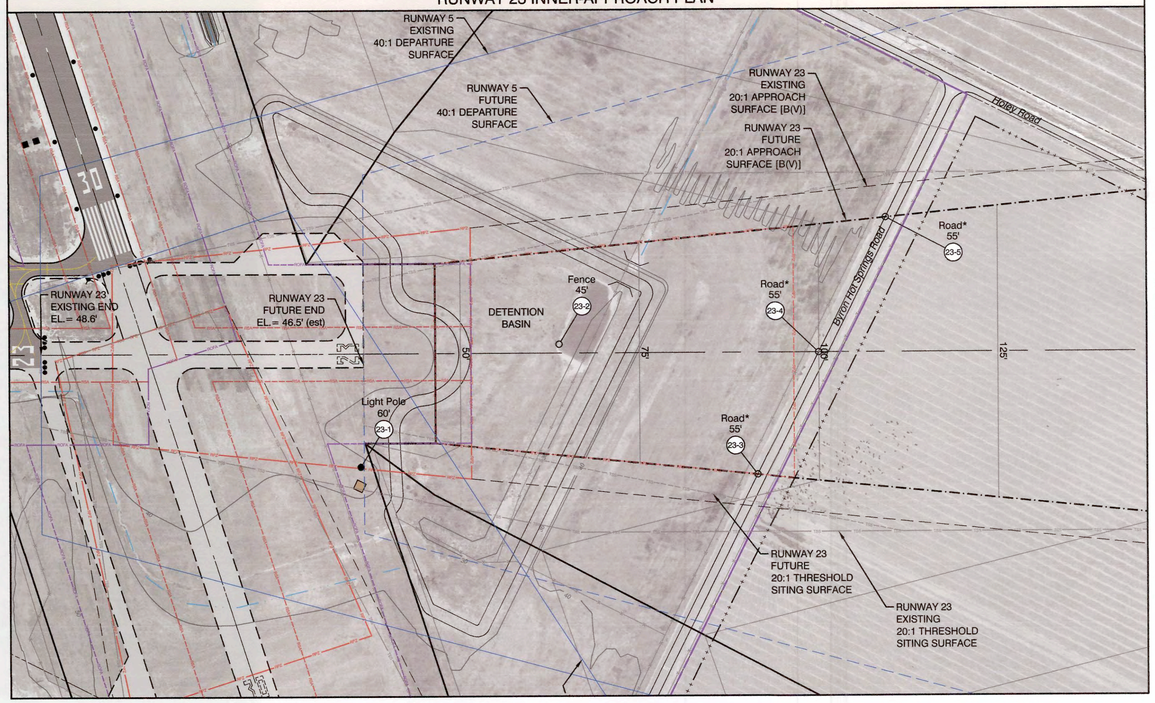
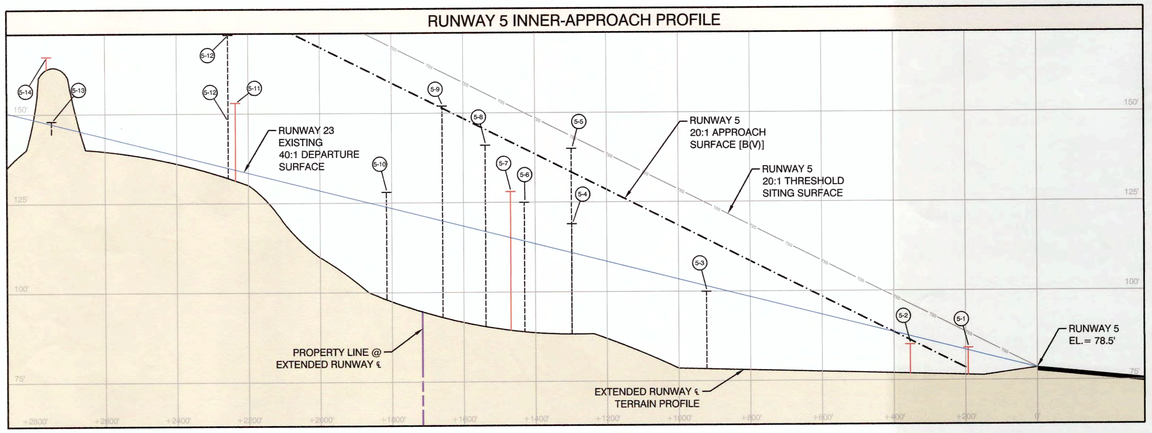
RUNWAY 5 INNER-APPROACH PLAN



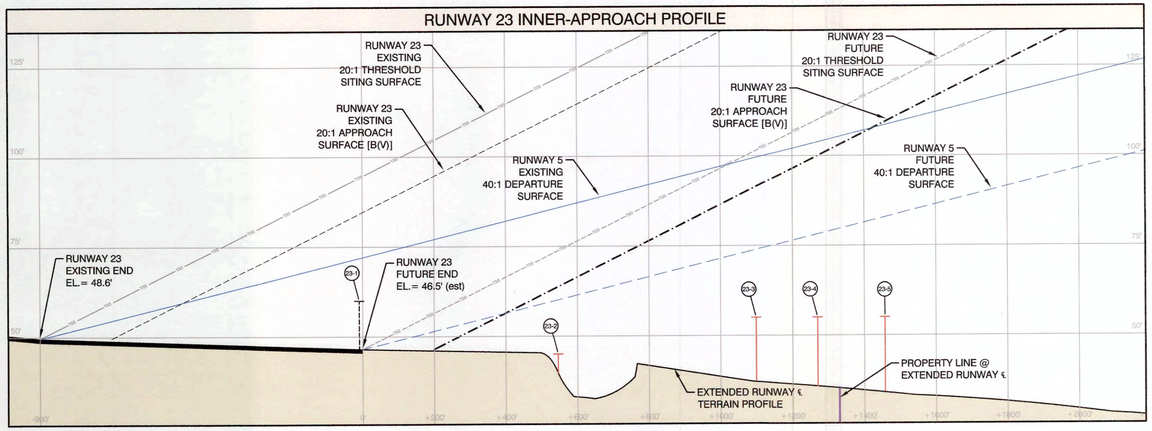
RUNWAY 23 INNER-APPROACH PLAN



RUNWAY 5 INNER-APPROACH PROFILE



RUNWAY 23 INNER-APPROACH PROFILE



LEGEND

- Airport Property Boundary
- Future Easement
- Part 77 Surfaces
- Part 77 Approach Surface
- Part 77 Surface Contour
- Threshold Siting Surface
- Departure Surface
- Runway Protection Zone (RPZ)
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface
- Terrain Contours
- Power Lines

LEGEND: PROFILE VIEW

- Object Under Approach Surface
- Object Under Transitional Surface

NOTES:

- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Only airspace surfaces associated with ultimate runway configurations are illustrated. All objects are analyzed against the ultimate airspace surfaces.
- Objects elevation source: The National Oceanic and Atmospheric Administration (NOAA) Airport Obstruction Chart (AOC), surveyed July 2005. Vertical datum for this AOC was NAVD88.
- Road elevations are estimates based on existing ground contours.

* 15 feet vertical clearance added to road elevations, per Part 77.

0 FEET 200' 400'

VERTICAL EXAGGERATION OF 10
VERTICAL SCALE: 1"=20'

TRUE
MAGNETIC

MAGNETIC DECLINATION
13° 51' 40" E
ANNUAL CHANGE: 0° 5.2' WEST
JUNE 2013

RUNWAY 5 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	RWY 23 DEP. SURFACE HEIGHT	RWY 23 DEP. SURFACE PENETRATION	DISPOSITION
5-1	Vegetation	84'	Primary	79'	6'	88'	-4'	83'	1'	Remove
5-2	Fence	85'	Approach	86'	-1'	96'	-11'	87'	-2'	No Action
5-3	Fence	100'	Transitional	126'	-26'	125'	-25'	102'	-2'	No Action
5-4	Terrain	119'	Transitional	152'	-33'	143'	-24'	111'	8'	No Action
5-5	Terrain	140'	Transitional	215'	-75'	Not Under Surface	N/A	Not Under Surface	N/A	No Action
5-6	Terrain	125'	Transitional	151'	-26'	150'	-25'	114'	11'	No Action
5-7	Terrain	128'	Approach	142'	-14'	152'	-24'	115'	13'	No Action
5-8	Terrain	141'	Transitional	151'	-10'	155'	-14'	117'	24'	No Action
5-9	Terrain	152'	Transitional	173'	-21'	169'	-17'	120'	32'	No Action
5-10	Terrain	128'	Transitional	177'	-49'	190'	-62'	124'	4'	No Action
5-11	Terrain	153'	Approach	180'	-27'	190'	-37'	134'	19'	No Action
5-12	Terrain	172'	Transitional	225'	-53'	Not Under Surface	N/A	79'	94'	No Action
5-13	Vegetation	148'	Transitional	212'	-64'	Not Under Surface	N/A	79'	70'	No Action
5-14	Terrain	166'	Approach	207'	-41'	217'	-51'	148'	18'	No Action

Note: A negative penetration value indicates the object is clear of the airspace surface.

RUNWAY 23 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	RWY 5 DEP. SURFACE HEIGHT	RWY 5 DEP. SURFACE PENETRATION	DISPOSITION
23-1	Light Pole	60'	Primary	47'	13'	Not Under Surface	N/A	47'	14'	Remove w/Rwy Ext
23-2	Fence	45'	Approach	64'	-19'	74'	-29'	60'	-15'	No Action
23-3	Road*	55'	Approach	91'	-36'	101'	-46'	74'	-19'	No Action
23-4	Road*	55'	Approach	100'	-45'	110'	-55'	78'	-23'	No Action
23-5	Road*	55'	Approach	109'	-54'	119'	-64'	83'	-28'	No Action

Note: A negative penetration value indicates the object is clear of the airspace surface.

Airport Layout Plan Drawing Set
FAA-Approved on 10/24/2016

NO.	REVISION	SPONSOR	DATE

BYRON AIRPORT

BYRON, CONTRA COSTA COUNTY, CALIFORNIA

INNER-APPROACH: RUNWAY 5/23

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com

Contra Costa County Airports

DESIGN: BM | DRAWN: TE/BM | DATE: JUNE 2016 | SHEET 7 OF 10

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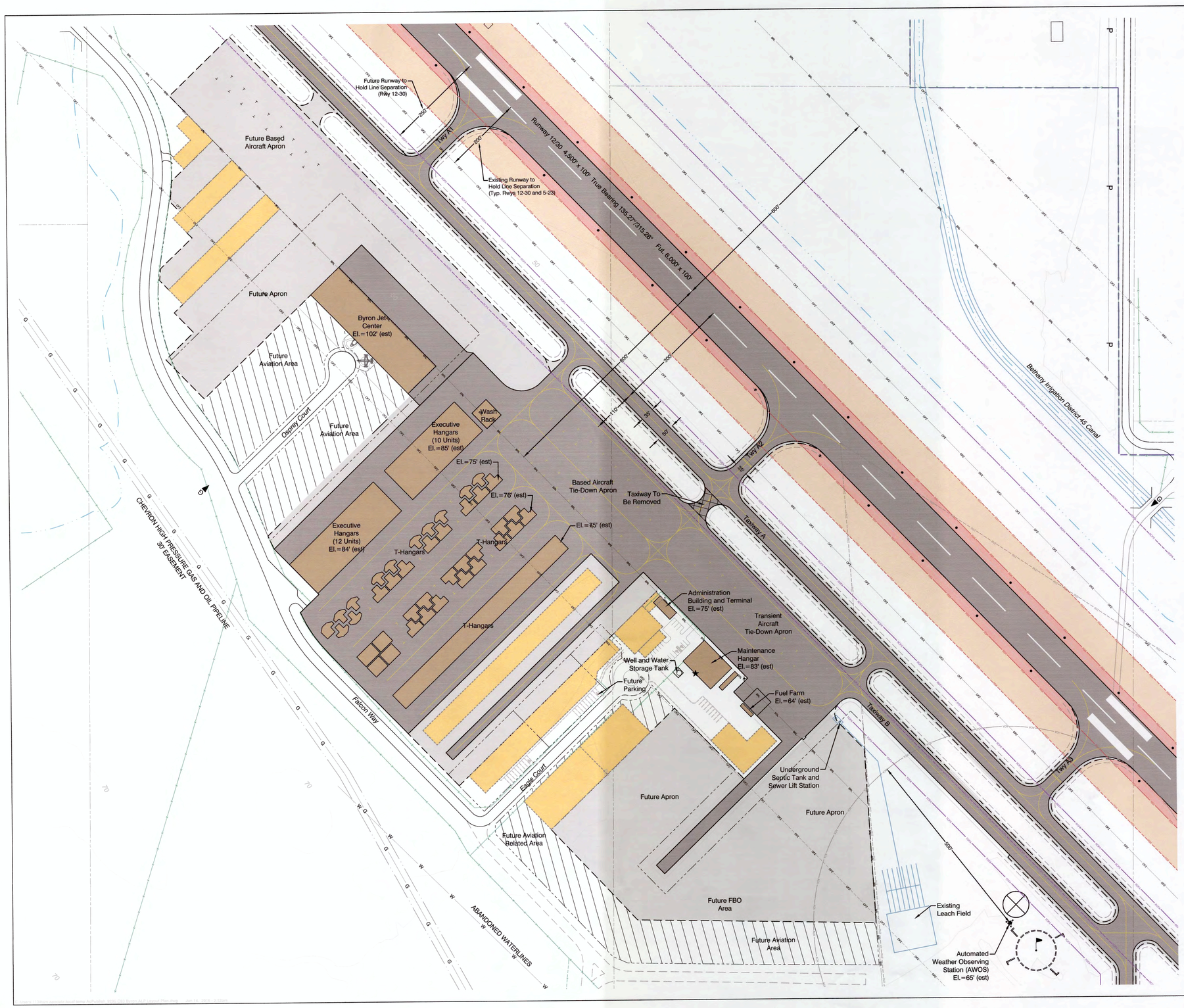

DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
AIRPORT PROPERTY (d)		
AVIGATION EASEMENT	N/A	
INTERNAL LEASE BOUNDARY	N/A	
EXTERNAL PARCEL BOUNDARY		N/A
UTILITY EASEMENT		N/A
AIRPORT REFERENCE POINT		
RUNWAY SAFETY AREA (RSA)		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY OBJECT FREE AREA (ROFA)		
TAXIWAY OBJECT FREE AREA (TOFA)		
OBSTACLE FREE ZONE (OFZ)		
BUILDING RESTRICTION LINE (BRL)		N/A
RUNWAY VISIBILITY ZONE (RVZ)	N/A	
RUNWAY LIGHTS: SINGLE / THRESHOLD / REIL	● / ●●●● /	○ / ○○○○ / N/A
BEACON	★	N/A
PRECISION APPROACH PATH INDICATOR (PAPI)	■■	□□
WIND CONE		
SEGMENTED CIRCLE		N/A
AUTOMATED WEATHER OBSERVING STATION		N/A
AWOS CRITICAL AREA		N/A
BUILDING - ON AIRPORT		
AVIATION RELATED AREA	N/A	
BUILDING - OFF AIRPORT		N/A
PUBLIC ROAD		
AIRPORT SERVICE ROAD		
FENCE (e)		
GAS LINE	G	N/A
WATER LINE	W	N/A
POWER LINE	P	N/A
CHANNEL / STREAM / DITCH		N/A
DETENTION BASIN		N/A
TERRAIN CONTOUR		N/A
CENTER SECTION MARKER		N/A

TRUE
MAGNETIC

MAGNETIC DECLINATION 13° 51' 40" E
ANNUAL CHANGE: 0° 6.2' WEST
JUNE 2013

0 120 240
FEET

Airport Layout Plan Drawing Set
FAA-Approved on 10/24/2016

NO.	REVISION	SPONSOR	DATE

BYRON AIRPORT

BYRON, CONTRA COSTA COUNTY, CALIFORNIA

BUILDING AREA PLAN

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com

Contra Costa County Airports

DESIGN:	BM	DRAWN:	TE/BM	DATE:	JUNE 2016	SHEET	8	OF	10

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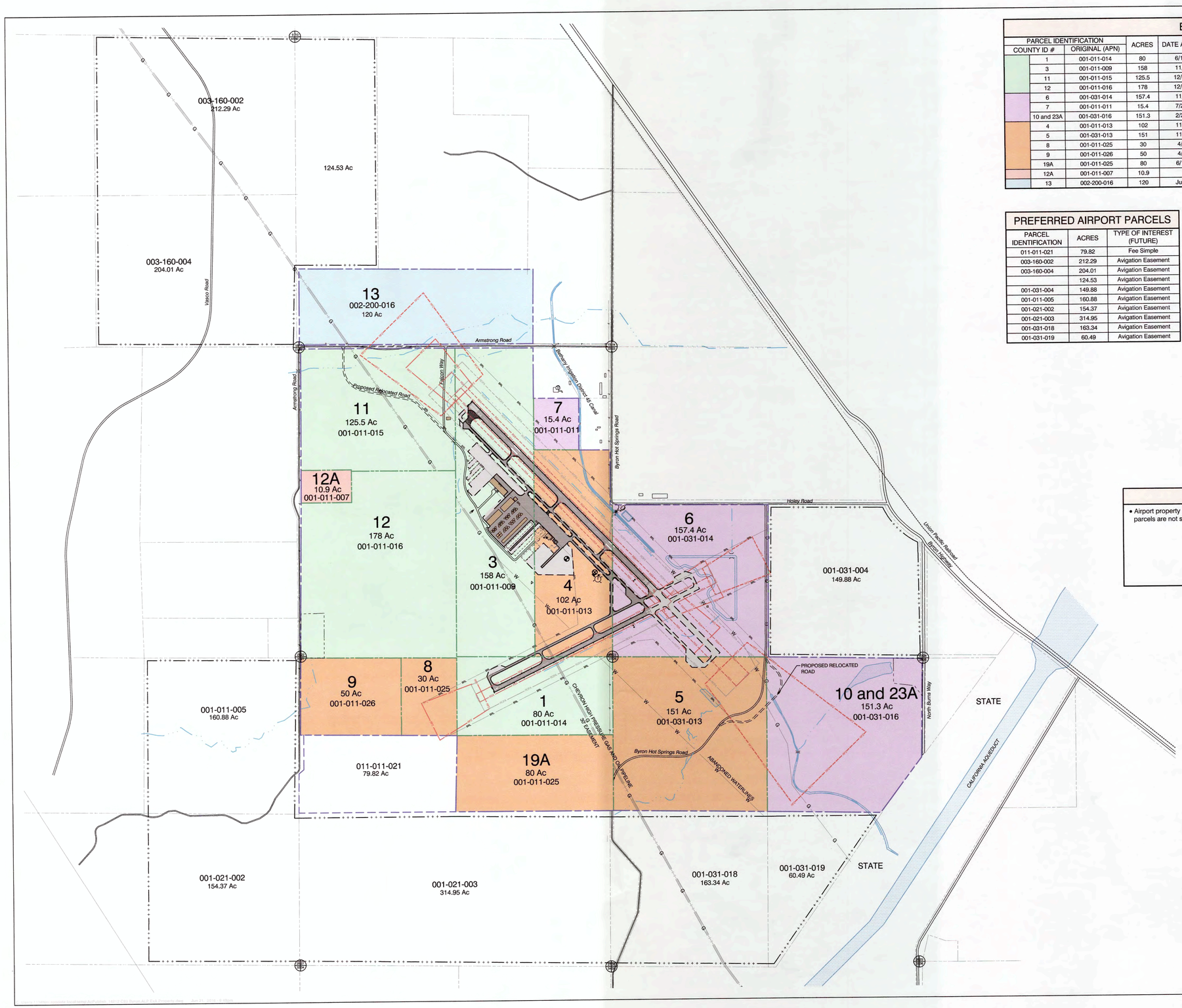


EXISTING AIRPORT PARCEL DATA

PARCEL IDENTIFICATION: COUNTY ID #	PARCEL IDENTIFICATION: ORIGINAL (APN)	ACRES	DATE ACQUIRED	TYPE OF INTEREST	FEDERAL AID PROJECT NUMBER	CURRENT PARCEL NUMBER (APN)	GRANTOR	NOTES
1	001-011-014	80	6/16/1992	Fee Simple	03-06-0008-02 (1988)	001-011-037	B. RIGGIO	Original assessor parcel numbers retired on November 7, 1990 and December 28, 1995 and condensed into 2 parcels.
3	001-011-009	158	11/7/1990	Fee Simple			M. COELHO	
11	001-011-015	125.5	12/12/1968	Fee Simple			ARGENT MORTGAGE & INV.	
12	001-011-016	178	12/12/1988	Fee Simple				
6	001-031-014	157.4	11/7/1990	Fee Simple	03-06-0008-03 (1989)	001-031-023	J. SOUZA	
7	001-011-011	15.4	7/26/1982	Fee Simple			F. CALDERA	
10 and 23A	001-031-016	151.3	2/21/1998	Fee Simple			E. SCHLIES	
4	001-011-013	102	11/7/1990	Fee Simple	03-06-0008-04 (1990)	001-011-037	T. SOUZA	
5	001-031-013	151	11/7/1990	Fee Simple		001-031-023	L. SOUZA	
8	001-011-025	30	4/7/1993	Fee Simple		001-011-037	M. HERNAK	
9	001-011-026	50	4/7/1993	Fee Simple		001-011-037		
19A	001-011-025	80	6/16/1992	Fee Simple		001-011-037	B. RIGGIO	
12A	001-011-007	10.9	1993	Fee Simple	03-06-0008-07 (1993)	001-011-037	R & J.I. WICKLAND	
13	002-200-016	120	June 2016	Fee Simple	None	002-200-016	WILDLANDS, INC.	Property Donated

PREFERRED AIRPORT PARCELS

PARCEL IDENTIFICATION	ACRES	TYPE OF INTEREST (FUTURE)
011-011-021	79.82	Fee Simple
003-160-002	212.29	Avigation Easement
003-160-004	204.01	Avigation Easement
	124.53	Avigation Easement
001-031-004	149.88	Avigation Easement
001-011-005	160.88	Avigation Easement
001-021-002	154.37	Avigation Easement
001-021-003	314.95	Avigation Easement
001-031-018	163.34	Avigation Easement
001-031-019	60.49	Avigation Easement

DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY		
AVIGATION EASEMENT	N/A	
INTERNAL PARCEL BOUNDARY		N/A
INTERNAL LEASE BOUNDARY	N/A	
EXTERNAL PARCEL BOUNDARY		N/A
UTILITY EASEMENT		N/A
ACTIVE AIRFIELD PAVEMENT		
AIRPORT REFERENCE POINT		
RUNWAY SAFETY AREA (RSA)	RSA	
RUNWAY PROTECTION ZONE (RPZ)	RPZ	
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	
BUILDING RESTRICTION LINE (BRL)	BRL	N/A
BEACON		N/A
WIND CONE		
BUILDING - ON AIRPORT		
BUILDING - OFF AIRPORT		N/A
PUBLIC ROAD		
GAS LINE	G	N/A
WATER LINE	W	N/A
POWER LINE	P	N/A
CHANNEL / STREAM / DITCH		N/A
DETENTION BASIN		N/A
CENTER SECTION MARKER		N/A

PROPERTY MAP NOTES

- Airport property boundary source: Contra Costa County. Property line retained from previous ALP. Airport boundary and individual parcels are not surveyed and therefore should not be considered a precise legal description. Best available data used.

TRUE
MAGNETIC

MAGNETIC DECLINATION 13° 51' 40" E
ANNUAL CHANGE: 0° 6.2' WEST
JUNE 2013

600'
0 FEET 1,200'

SFO-ADO Acceptance of Exhibit "A" Airport Property Map

Accepted By: _____ **Date:** 10/24/16

NO.	REVISION	SPONSOR	DATE

BYRON AIRPORT

BYRON, CONTRA COSTA COUNTY, CALIFORNIA

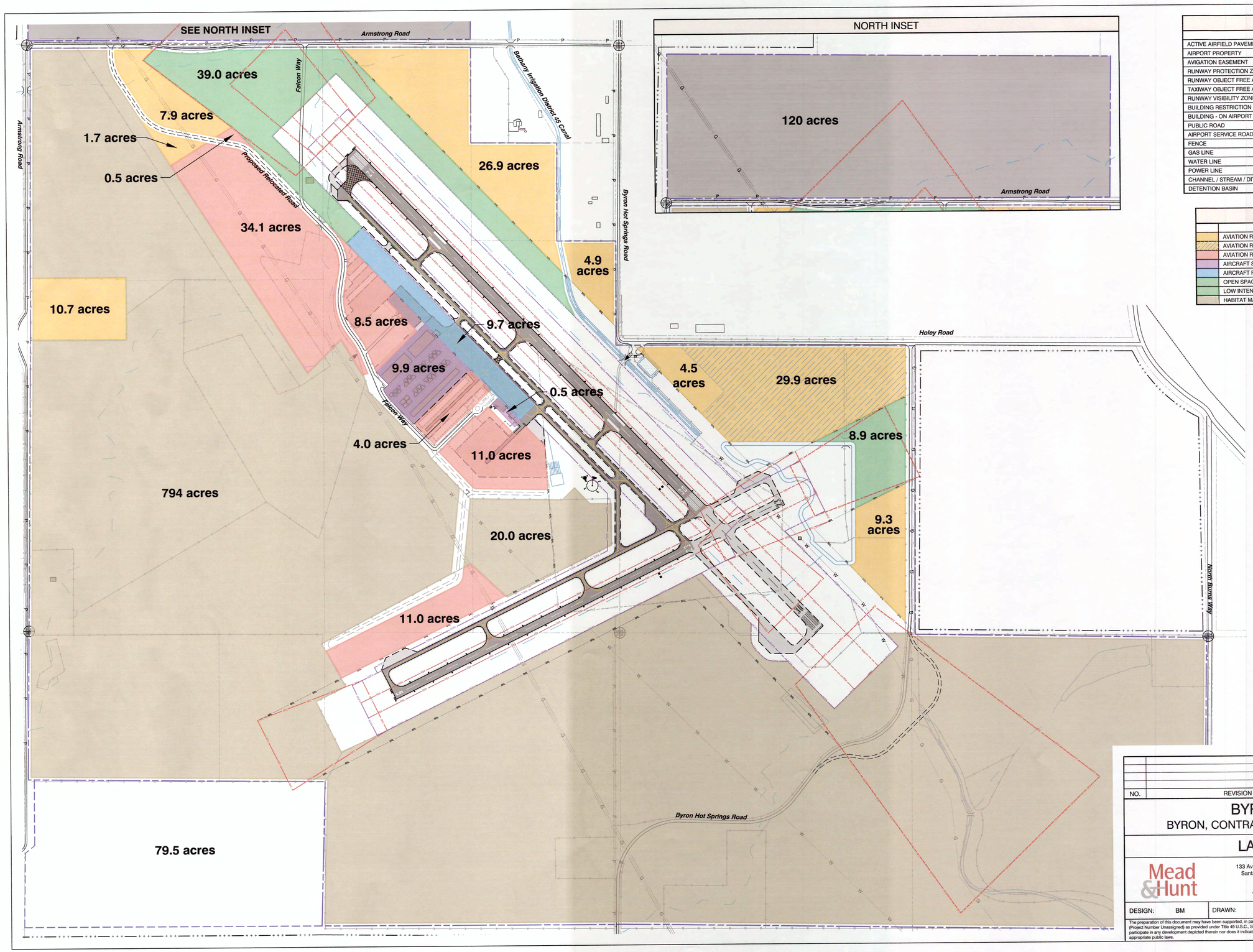
EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAP

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com

Contra Costa County Airports

DESIGN: BM	DRAWN: TE/BM	DATE: JUNE 2016	SHEET 9 OF 10

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (Project Number Unassigned) as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.



DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
AIRPORT PROPERTY		
AVIGATION EASEMENT	N/A	
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	ROFA
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA
RUNWAY VISIBILITY ZONE (RVZ)	N/A	
BUILDING RESTRICTION LINE (BRL)	BRL	N/A
BUILDING - ON AIRPORT		
PUBLIC ROAD		
AIRPORT SERVICE ROAD		
FENCE		
GAS LINE	G	N/A
WATER LINE	W	N/A
POWER LINE	P	N/A
CHANNEL / STREAM / DITCH		N/A
DETENTION BASIN		N/A

LAND USE LEGEND

	LAND USE	TOTAL ACRES
	AVIATION RELATED	66.5
	AVIATION RELATED - WATER QUALITY RETENTION AREA	29.9
	AVIATION RESERVE	69.0
	AIRCRAFT STORAGE AND FUEL FACILITY	10.5
	AIRCRAFT PARKING	9.7
	OPEN SPACE	120
	LOW INTENSITY USE	48.9
	HABITAT MANAGEMENT LAND	814

Airport Layout Plan Drawing Set
FAA-Approved on 10/24/2016

TRUE
MAGNETIC

MAGNETIC DECLINATION 13° 51' 40" E
ANNUAL CHANGE: 0° 6.2' WEST
JUNE 2013

0 FEET 400 800

NO.	REVISION	SPONSOR	DATE

BYRON AIRPORT

BYRON, CONTRA COSTA COUNTY, CALIFORNIA

LAND USE MAP

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DESIGN: BM	DRAWN: TE/BM	DATE: JUNE 2016	SHEET 10 OF 10

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