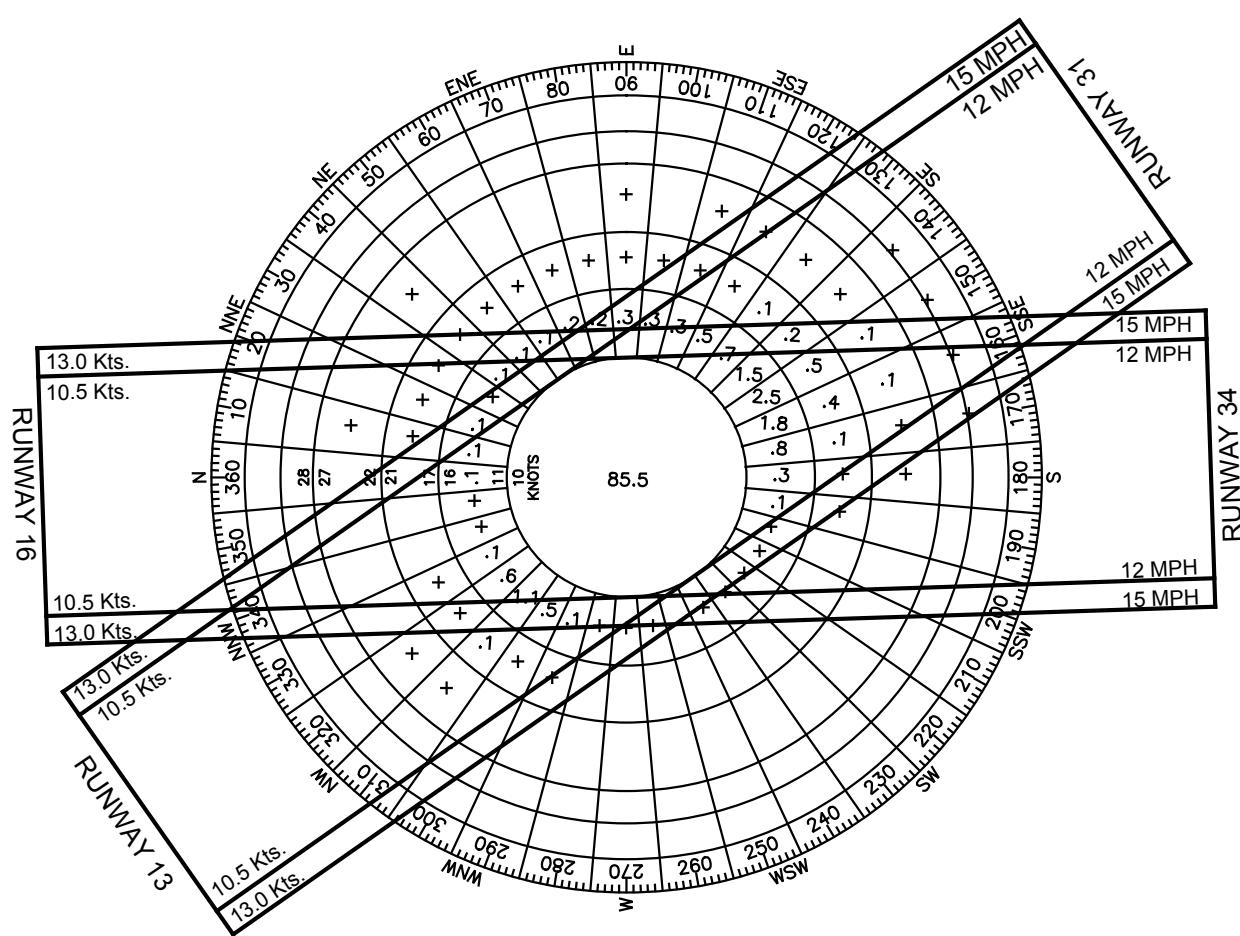


ALL WEATHER WIND ROSE

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

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



VFR WEATHER WIND ROSE

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

	RUNWAY 13-31		RUNWAY 16-34		
	EXISTING	FUTURE	EXISTING	FUTURE	
AIRPORT REFERENCE CODE	A-I (Small)	No Change	B-I (Small)	B-II	
CRITICAL AIRCRAFT	AIRCRAFT	Ag Cat	Beech Baron 58	Citation Bravo	
	WINGSPAN	42.4'	No Change	37.8'	51.8'
	UNDERCARRIAGE WIDTH	5.5'	No Change	9.6'	13.3'
	APPROACH SPEED	<91 kts	No Change	96.0 kts	111.8 kts
	MAX. TAKEOFF WT. (lbs.)	7,020	No Change	5,500	14,800
EFFECTIVE GRADIENT (%)	0.23	No Change	0.12	No Change	
MAXIMUM GRADIENT (%)	0.26	No Change	0.30	No Change	
PAVEMENT DESIGN STRENGTH (1,000#) - S/D/D/T	(b) 12/-/-	No Change	38/63/-	No Change	
APPROACH VISIBILITY (Minimums)	13 Visual	13 No Change	16 Visual	16 1-Mile	
RUNWAY SAFETY AREA (Length Beyond Runway End)	31 240'	31 No Change	34 240'	34 300'	
RUNWAY SAFETY AREA WIDTH	120'	No Change	120'	150'	
OBJECT FREE AREA (Length Beyond Runway End)	13 240'	13 No Change	16 240'	16 300'	
OBJECT FREE AREA WIDTH	31 240'	31 No Change	34 224'	34 300'	
OBSTACLE FREE ZONE (Length Beyond Runway End)	250'	No Change	250'	250'	
OBSTACLE FREE ZONE WIDTH	13 200'	13 No Change	16 200'	16 No Change	
DISTANCE FROM RWY. ☐ to HOLD BARS	31 132'	31 125'	34 160'	34 200'	
RUNWAY MARKING	13 Nonprecision	13 Visual	16 Nonprecision	16 No Change	
APPROACH TYPE (FAR Part 77 Category)	31 Nonprecision	31 Visual	34 Nonprecision	34 No Change	
DISTANCE from RWY. ☐ to PARALLEL TWY. ☐	N/A	165'	200'	240'	
DISTANCE from TWY. ☐ to FIXED or MOVABLE OBJECT	40'	No Change	40'	58'	
TAXIWAY OBJECT FREE AREA WIDTH	89'	No Change	89'	131'	
TAXIWAY SAFETY AREA WIDTH	49'	No Change	49'	79'	
TAXIWAY WING TIP CLEARANCE	20'	No Change	20'	26'	
RUNWAY END ELEVATIONS (a)	13 137.5'	13 No Change	16 141.0'	16 No Change	
RUNWAY LOW POINT	31 131.1'	31 No Change	34 136.1'	34 No Change	
VERTICAL LINE OF SIGHT PROVIDED	13 N/A	13 No Change	16 N/A	16 No Change	
RUNWAY LENGTH	31 3,788'	31 No Change	34 4,125'	34 No Change	
RUNWAY WIDTH	60'	No Change	100'	No Change	
RUNWAY SURFACE TYPE	Asphalt	No Change	Asphalt	No Change	
TAXIWAY SURFACE TYPE	Asphalt	No Change	Asphalt	No Change	
APPROACH SLOPE (Required/Clean)	13 20:1/-	13 No Change	16 20:1/-	16 34:1/-	
RUNWAY EDGE LIGHTING	31 20:1/>20:1	31 No Change	34 34:1/>34:1	34 No Change	
NAVIGATION AIDS	13 None	13 No Change	16 MIFL	16 No Change	
VISUAL AIDS	31 None	31 No Change	34 GPS/VOR/DME	34 No Change	
	13 None	13 No Change	16 None	16 No Change	
	31 None	31 No Change	34 VASI	34 No Change	

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

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

NOTES	
(a)	Latitude and longitude are NAD83. Elevations are NAVD83. Coordinates for existing runway ends were taken from National Geodetic Survey preliminary survey results from September 2008 survey. Future runway end coordinates calculated from existing coordinates.
(b)	FAA Airport Master Record (11/30/97).

1.	Revised coordinates and east property line.	12/10/08
NO.	REVISION	SPONSOR DATE
WILLOWS-GLENN COUNTY AIRPORT WILLOWS, CALIFORNIA AIRPORT LAYOUT PLAN DATA SHEET		
		133 Aviation Boulevard, Suite 100 Santa Rosa, California 95403 (707) 526-5010 Fax (707) 526-9721 www.meadhunt.com
DESIGN:	DD	DRAWN: TE/GJ
DATE: October 31, 2007		SHEET 3 OF 6
<small>The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.</small>		