



APPENDIX B
ALP DRAWING SET





U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
San Francisco Airports District Office

1000 Marina Boulevard, Suite 220
Brisbane, California 94005-1835

June 21, 2018

Mr. Mike Chambless
Hollister Airport Director
60 Airport Drive
Hollister, California 95023

Dear Mr. Chambless:

RE: Federal Aviation Administration (FAA) Conditional Approval of Airport Layout Plan (ALP)
for Hollister Municipal Airport; Airspace Case Study No. 2018-NRA-1275-NRA

The San Francisco Airports District Office (SFO-ADO) has completed final review of the Hollister Municipal Airport's updated Airport Layout Plan (ALP). The SFO-ADO is issuing a **Conditional Approval** for the subject ALP, dated **June 21, 2018**. A signed copy of the conditionally approved ALP is enclosed. This ALP approval is conditioned on:

- The proposed declared distances will need justification for a turbine powered aircraft as the critical aircraft before approval.
- Reference our October 1, 2010 letter to you entitled "Proposed Through-The-Fence Access" prior to entering into any agreement.
- An acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development.
- Acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

An aeronautical study, Airspace Case Study No. 2018-AWP-1275-NRA, was conducted on the proposed development. FAA's determination of the airspace case does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft, and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected FAA programs, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has limited means to prevent construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, aviation easements, letters of agreement or other means.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

Please attach this letter to the FAA-approved Airport Layout Plan and retain it for your records. We wish you great success in your plans for the development of the airport.

Sincerely,

A handwritten signature in dark ink, appearing to read "Patrick Magnotta", with a stylized flourish at the end.

Patrick Magnotta
Acting Manager, San Francisco Airports District Office

Enclosure: FAA Conditionally Approved ALP for the Hollister Municipal Airport

cc: CALTRANS Aeronautics Division,
ATO Planning and Integration

AIRPORT LAYOUT PLANS FOR HOLLISTER MUNICIPAL AIRPORT HOLLISTER, CALIFORNIA

Prepared for the
City of Hollister

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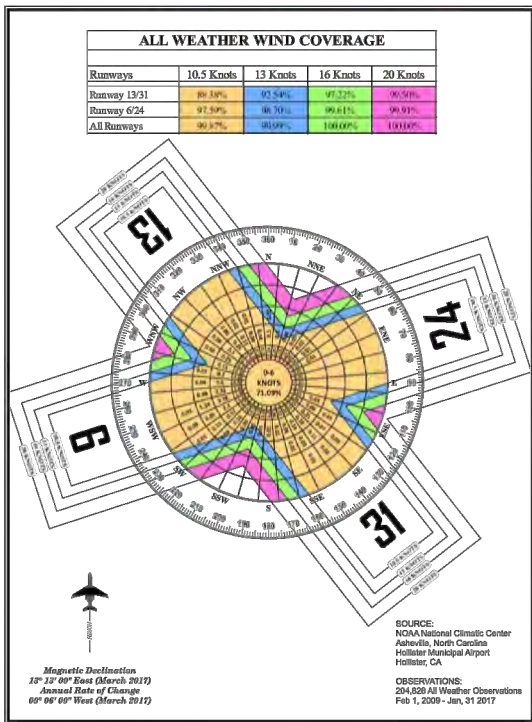
REVISIONS				
NO.	REVISIONS	DATE	BY	APP'D.
1	Updated Airport Layout Plan	5/23/2018	Coffman	

HOLLISTER MUNICIPAL AIRPORT		
TITLE SHEET		
Hollister, California		
PLANNED BY: Matt Quick		
DETAILED BY: Larry D. Johnson		
APPROVED BY: James M. Harris, P.E.		
May 2018	SHEET 1 OF 15	

AIRPORT DATA			
OWNER: City of Hollister		CITY: Hollister, Ca	COUNTY: SAN BENITO
TOWNSHIP: 12 South		RANGE: 5 East	NPIAS CODE: General Aviation
Hollister Municipal Airport (CVH)		EXISTING	ULTIMATE
AIRPORT REFERENCE CODE		B-II	C-II
CRITICAL DESIGN AIRCRAFT		Grumman S-2T	Bombardier Challenger 600
WINGSPAN / UNDERCARRIAGE / APPROACH SPEED		72.7' / 18' 6" / 91 knots	64.3' / 13' / 135 knots
AIRPORT ELEVATION (NAVD 88)		EL. 230.6	EL. 234.0
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		82.0° F (July)	82.0° F (July)
STATE SERVICE ROLE		General Aviation	General Aviation
AIRPORT REFERENCE POINT (ARP)		36° 53' 36.0430" N	36° 53' 33.33" N
COORDINATES (NAD 83)		121° 24' 36.9740" W	121° 24' 34.28" W
AIRPORT INSTRUMENT APPROACH (ILS, LOC, VOR, NDB)		None	None
RNAV (GPS) APPROACH		RNAV (GPS) RWY 31	RNAV (GPS) RWY 31
AIRPORT and TERMINAL NAVIGATIONAL AIDS See Table: Airport Facilities (FAA OWNED)		Rotating Beacon AWOS VASI, PAPI REIL	Rotating Beacon AWOS VASI, PAPI REIL

RUNWAY COORDINATES (NAD 83)			
RUNWAY END		EXISTING	ULTIMATE
Runway 6 EL. 224.1	Latitude Longitude	36° 53' 22.9990" N 121° 24' 48.2880" W	36° 53' 22.9990" N 121° 24' 48.2880" W
Runway 24 EL. 222.9	Latitude Longitude	36° 53' 32.6940" N 121° 24' 11.4440" W	36° 53' 32.6940" N 121° 24' 11.4440" W
Runway 13 EL. 203.2	Latitude Longitude	36° 54' 4.8080" N 121° 25' 4.6290" W	36° 54' 4.8080" N 121° 25' 4.6290" W
Runway 31 end-EL. 230.6 <i>Ult. Displaced Threshold</i>	Latitude Longitude	36° 53' 15.4090" N 121° 24' 16.3730" W	36° 53' 15.4090" N 121° 24' 16.3730" W
Ultimate Runway 31 End 1150' Extension-EL. 234	Latitude Longitude	N/A	36° 53' 6.47" N 121° 24' 7.65" W

TAXIWAY DESIGN GROUP				
EXISTING TAXIWAY		TDG	ULTIMATE	TDG
Twy A	50'	3	50'	3
Twy B	50'	3	50'	3
Twy C	50'	3	50'	3
Twy D	50'	3	50'	3
Twy E	50'	3	50'	3
Twy F	50'	3	50'	3
Twy G	N/A	N/A	N/A	N/A
Twy H	35'	2	35'	2
Twy J	50'	3	To Be Closed	N/A
Twy K	N/A	N/A	50'	3



RUNWAY DATA	Runway 13-31				Runway 6-24			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
Runway Identification	Primary General Aviation		Primary General Aviation		General Aviation		General Aviation	
CRITICAL DESIGN AIRCRAFT AIRCRAFT LENGTH / MTOW	Grumman S-2T 43' / 29,150 lb		Bombardier Challenger 600 68.4' / 45,100 lb		Grumman S-2T 43' / 29,150 lb		Grumman S-2T 43' / 29,150 lb	
APPROACH REFERENCE CODE (APRC)	B/III/5000 D/II/5000		B/III/5000 D/II/5000		B/II/VIS		B/II/VIS	
DEPARTURE REFERENCE CODE (DPRC)	B/II D/II		B/II D/II		B/II		B/II	
Runway Design Code (RDC)	B-II-5000		C-II-5000		B-II-VIS		B-II-VIS	
Runway Dimensions (L x W) ¹	6,350' x 100'		7,500' x 100'		3,150' x 100'		3,150' x 100'	
Runway True Bearing	143.32°		143.32°		73.30°		73.30°	
Runway Wind Coverage (16 KNOTS/18 MPH)	97.22%		97.22%		99.61%		99.61%	
Runway Shoulder Width (STANDARD)	Rw Shldr 10'		Rw Shldr 10'		Rw Shldr 10'		Rw Shldr 10'	
Runway Low Point (NAVD 88)	203.2' MSL		222.9' MSL		222.9' MSL		222.9' MSL	
Runway MAXIMUM ELEVATION / HIGH POINT (NAVD 88)	230.6' MSL		234.0' MSL		224.1' MSL		224.1' MSL	
Runway LIGHTING	MIRL		MIRL		MIRL		MIRL	
Runway EFFECTIVE GRADIENT / MAXIMUM GRADIENT	0.4 %		0.4 %		0.0 %		0.0 %	
Runway PAVEMENT MATERIAL / SURFACE TREATMENT	Asphalt/Concrete		Asphalt/Concrete		Asphalt/Concrete		Asphalt/Concrete	
Runway PAVEMENT STRENGTH (IN THOUSAND LBS.) ²	34,000(S) & 45,500(D)		34,000(S) & 45,500(D)		30(S), 45(D)		30(S), 45(D)	
Runway PAVEMENT STRENGTH (PCN)	13/F/D/X/T		13/F/D/X/T		N/A		N/A	
Runway LINE OF SIGHT REQUIREMENT MET	Yes		Yes		YES		YES	
Runway CENTERLINE TO PARALLEL Runway CENTERLINE	N/A		N/A		N/A		N/A	
APPROACH Runway PROTECTION ZONES	500' x 1,000' x 700' (13) 500' x 1,000' x 700' (31)		500' x 1,700' x 1,010' (13) 500' x 1,700' x 1,010' (31)		500' x 1,000' x 700' (6) 500' x 1,000' x 700' (24)		500' x 1,000' x 700' (6) 500' x 1,000' x 700' (24)	
DEPARTURE Runway PROTECTION ZONES	500' x 1,000' x 700' (13) 500' x 1,000' x 700' (31)		500' x 1,700' x 1,010' (13) 500' x 1,700' x 1,010' (31)		500' x 1,000' x 700' (6) 500' x 1,000' x 700' (24)		500' x 1,000' x 700' (6) 500' x 1,000' x 700' (24)	
Runway CENTERLINE TO PARALLEL Taxiway CENTERLINE	300'		300'		250'		250'	
Taxiway CENTERLINE TO FIXED OR MOVABLE OBJECT	65.5'		65.5'		65.5'		65.5'	
Taxiway WIDTH (TDG)	50' (TDG 3)		50' (TDG 3)		50' (TDG 3)		50' (TDG 3)	
Taxiway EDGE SAFETY MARGIN	10' (TESM)		10' (TESM)		10' (TESM)		10' (TESM)	
Taxiway SHOULDER WIDTH	20'		20'		10'		10'	
Taxiway LIGHTING	MITL		MITL		MITL		MITL	
Taxiway MARKING	Centerline/Signage		Centerline/Signage		Centerline/Signage		Centerline/Signage	
Taxiway SURFACE MATERIAL	Asphalt/Concrete		Asphalt/Concrete		Asphalt/Concrete		Asphalt/Concrete	
Taxiway AND TaxiLANE SAFETY AREA WIDTH	TSA 79'		TSA 79'		TSA 79'		TSA 79'	
Taxiway AND TaxiLANE OBJECT FREE AREA WIDTH	TOFA 131' / TL-OfA 115'		TOFA 131' / TL-OfA 115'		TOFA 131' / TL-OfA 115'		TOFA 131' / TL-OfA 115'	
Runway TO Taxiway HOLDING POSITION MARKING/SIGN	250'		250'		200'		200'	
14 CFR APPROACH SURFACE	500' x 5,000' x 1,500' (13) 500' x 10,000' x 3,500' (31)		500' x 5,000' x 1,500' (13) 500' x 10,000' x 3,500' (31)		500' x 5,000' x 1,500' (6) 500' x 10,000' x 1,500' (24)		500' x 5,000' x 1,500' (6) 500' x 5,000' x 1,500' (24)	
Runway ENDS DATA	Runway 13	Runway 31	Runway 13	Runway 31	Runway 6	Runway 24	Runway 6	Runway 24
FAR PART 77 APPROACH CATEGORY (Type Used)	BV	NP-C	BV	NP-C	BV	BV	BV	BV
FAR PART 77 APPROACH SLOPE	20:1	34:1	20:1	34:1	20:1	20:1	20:1	20:1
Runway DEPARTURE SURFACE (Yes / No)	Yes	Yes	Yes	Yes	No	No	No	No
Runway MARKING	Nonprecision	Precision	Nonprecision	Precision	Basic Visual	Basic Visual	Basic Visual	Basic Visual
Runway BLAST PAD	None	None	None	None	None	None	728.0' x 120'	465.5' x 120'
Runway APPROACH VISIBILITY MINIMUMS (LOWEST)	VIS	1 mile	VIS	1 mile	VIS	VIS	VIS	VIS
TYPE OF AERONAUTICAL SURVEY REQUIRED	VG	VG	VG	VG	NVG	NVG	NVG	NVG
PRECISION OBJECT FREE ZONE (200' x 800')	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
THRESHOLD SITING SURFACE OBJECTS PENETRATION	No	No	No	No	Yes	Yes	Yes	Yes
THRESHOLD SITING REQUIREMENTS (AC 150/5300-13A)	20:1 (Rw Type 3)	20:1 (Rw Type 4)	20:1 (Rw Type 3)	20:1 (Rw Type 5)	20:1 (Rw Type 3)	20:1 (Rw Type 3)	20:1 (Rw Type 3)	20:1 (Rw Type 3)
Runway THRESHOLD DISPLACEMENT	N/A	N/A	N/A	1,150'	N/A	N/A	N/A	N/A
Runway DISPLACED THRESHOLD ELEVATION (NAVD 88)	N/A	N/A	N/A	230.6' MSL	N/A	N/A	N/A	N/A
Runway END ELEVATION (NAVD 88)	203.2' MSL	230.6' MSL	203.2' MSL	234.0' MSL	224.1' MSL	222.5' MSL	224.1' MSL	222.5' MSL
Runway TOUCHDOWN ZONE ELEVATION (TDZE NAVD 88)	214.6' MSL	230.6' MSL	214.6' MSL	230.6' MSL	222.9' MSL	223.5' MSL	222.9' MSL	223.5' MSL
Runway OBJECT FREE AREA (L x W Beyond Stop End of Runway)	300' x 500'	300' x 500'	1,000' x 800'	1,000' x 800'	300' x 500'	300' x 500'	300' x 500'	300' x 500'
Runway SAFETY AREA (L x W Beyond Stop End of Runway)	300' x 150'	300' x 150'	1,000' x 400'	1,000' x 400'	300' x 150'	300' x 150'	300' x 150'	300' x 150'
Runway OBSTACLE FREE ZONE (L x W Beyond Stop End of Runway)	200' x 400'	200' x 400'	200' x 400'	200' x 400'	200' x 400'	200' x 400'	200' x 400'	200' x 400'
INSTRUMENT NAVIGATIONAL AIDS	None	RNAV (GPS)	None	RNAV (GPS)	None	None	None	None
Runway VISUAL NAVIGATIONAL AIDS and Runway APPROACH LIGHTING (ALS, VGS)	PAPI (2L) REIL	PAPI (2L) REIL	PAPI (4L) REIL	PAPI (4L) REIL	None	VASI-4 ³ REIL	PAPI (2L) REIL	PAPI (2L) REIL

1

Date of Airport Mapping: 9/13/2017 and FAA Airport Data Sheet: <http://webdatasheet.faa.gov/>

2

Pavement strengths are expressed in Single (S), Dual (D), Dual Tandem (2D), and/or Double Dual Tandem (2D/2D) wheel load capacities.

3

The VASI-4 on Runway 24 is owned by the FAA.

OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS		
OBJECT	PENETRATION	DISPOSITION
Existing Fence parallel to Runway 6 on the North/West side	8'	No Action
Existing Road parallel to Runway 6 on the North/West side	10'	Airport Control Road or Remove Road
Existing Fence parallel to Runway 24 on the North/East side	8'	No Action
Existing Road parallel to Runway 24 on the North/East side	10'	Airport Control Road or Remove Road

DECLARED DISTANCES	Runway 13-31		Runway 6-24			
	Existing	Ultimate	Existing		Ultimate	
FAA Airport Data Sheet: http://webdatasheet.faa.gov/						
TAKEOFF RUN AVAILABLE (TORA)	6,350'	6,350'	6,350'	7,500'	3,150'	3,150'
TAKEOFF DISTANCE AVAILABLE (TODA)	6,350'	6,350'	6,836'	7,500'	3,150'	3,150'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	6,350'	6,350'	6,514'	7,500'	3,150'	3,150'
LANDING DISTANCE AVAILABLE (LDA)	6,350'	6,350'	6,514'	6,350'	3,150'	3,150'

NON STANDARD TABLE				
NON-STANDARD CONDITION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
Existing Fence parallel to Runway 6 on the North/West side.	Runway Object Free Area	500' wide (250' from Rwy Centerline)	194.3' from Runway 6 Centerline	Future Property Acquisition/Relocate Fence
Existing Road parallel to Runway 6 on the North/West side.	Runway Object Free Area	500' wide (250' from Rwy Centerline)	166.7' from Runway 6 Centerline	Future Property Acquisition/Relocate Road
Existing Fence parallel to Runway 24 on the North/West side.	Runway Object Free Area	500' wide (250' from Runway Centerline)	189.8' from Runway 24 Centerline	Future Property Acquisition/Relocate Fence
Existing Road parallel to Runway 24 on the North/West side.	Runway Object Free Area	500' wide (250' from Runway Centerline)	175.8' from Runway 24 Centerline	Future Property Acquisition/Relocate Road
Existing Two Building near Runway 24 on the North/East side.	Runway Object Free Area	500' wide (250' from Rwy Centerline)	245.5' from Runway 24 Centerline	Relocate or Remove Buildings
Windsock near Runway 13 end	Runway Object Free Area	500' wide (250' from Rwy Centerline)	224.7' from Runway 13 Centerline	To Be Removed/Relocated
Windsock near Runway 24 end	Runway Object Free Area	500' wide (250' from Rwy Centerline)	170' from Runway 24 Centerline	To Be Removed/Relocated
Segmented Circle/Windsock	Runway Object Free Area	500' wide (250' from Rwy Centerline)	239.1' from Runway 13 Centerline	To Be Relocated

[illegible]

- ### GENERAL NOTES:
1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
 2. Details concerning terminal improvements depicted on the TERMINAL AREA DRAWING.
 3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE DRAWING.
 4. Vertical elevations in NAVD 88 Datum and horizontal Datum in NAD 83.
 5. See the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS for Threshold Sling Surfaces.
 6. See RUNWAY DEPARTURE SURFACE DRAWINGS for OCS Departure Surfaces.



		Updated Airport Layout Plan		5/23/2018	Coffman	___
NO.	REVISIONS			DATE	BY	APPD.
THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 503 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. AS FAREMENT, 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."						

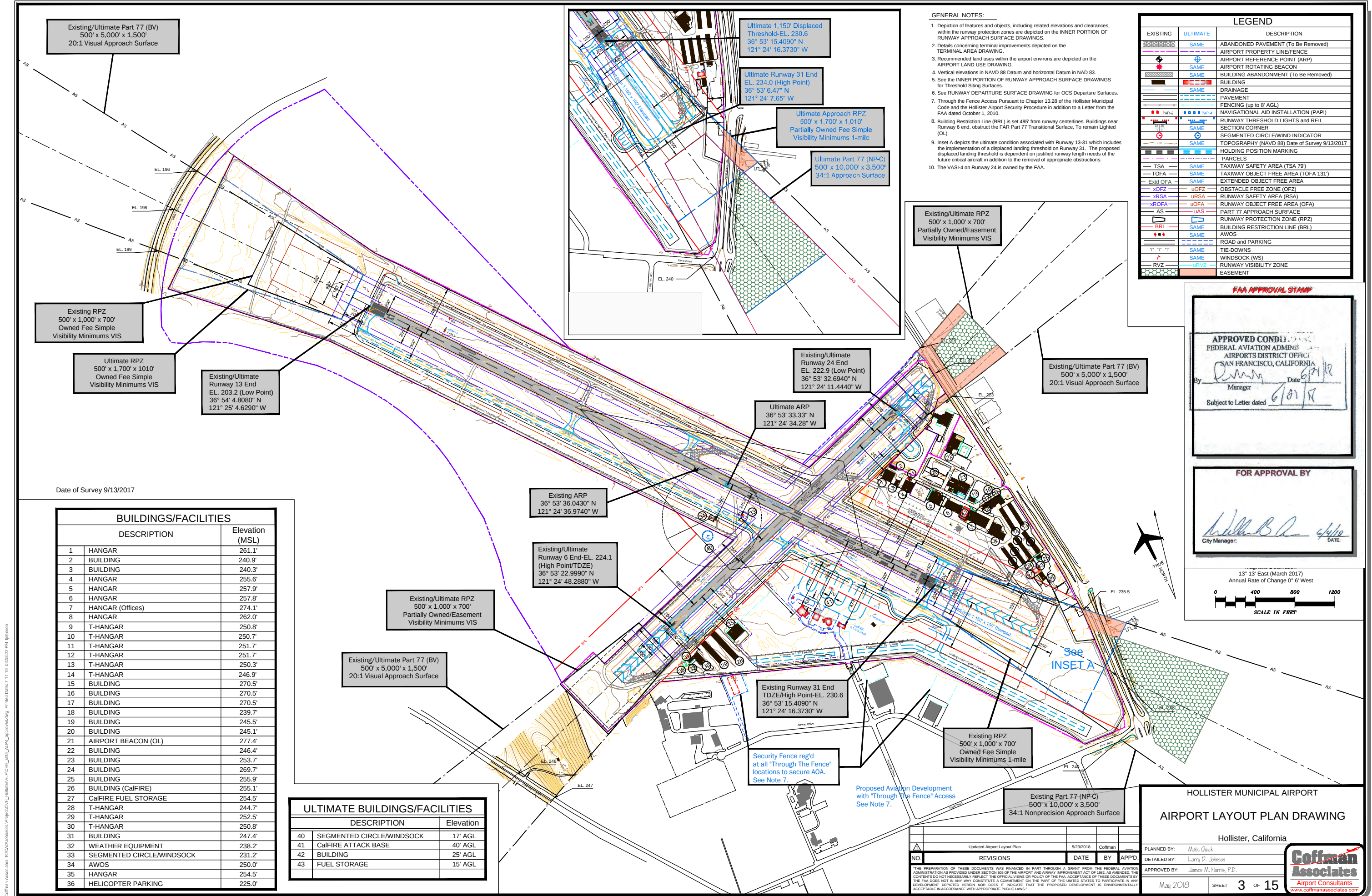
HOLLISTER MUNICIPAL AIRPORT			
AIRPORT DATA SHEET			
Hollister, California			
PLANNED BY:	Mattie Quack		
DETAILED BY:	Larry D. Johnson		
APPROVED BY:	James M. Harris, P.E.		
May 2018	SHEET	2	OF 15

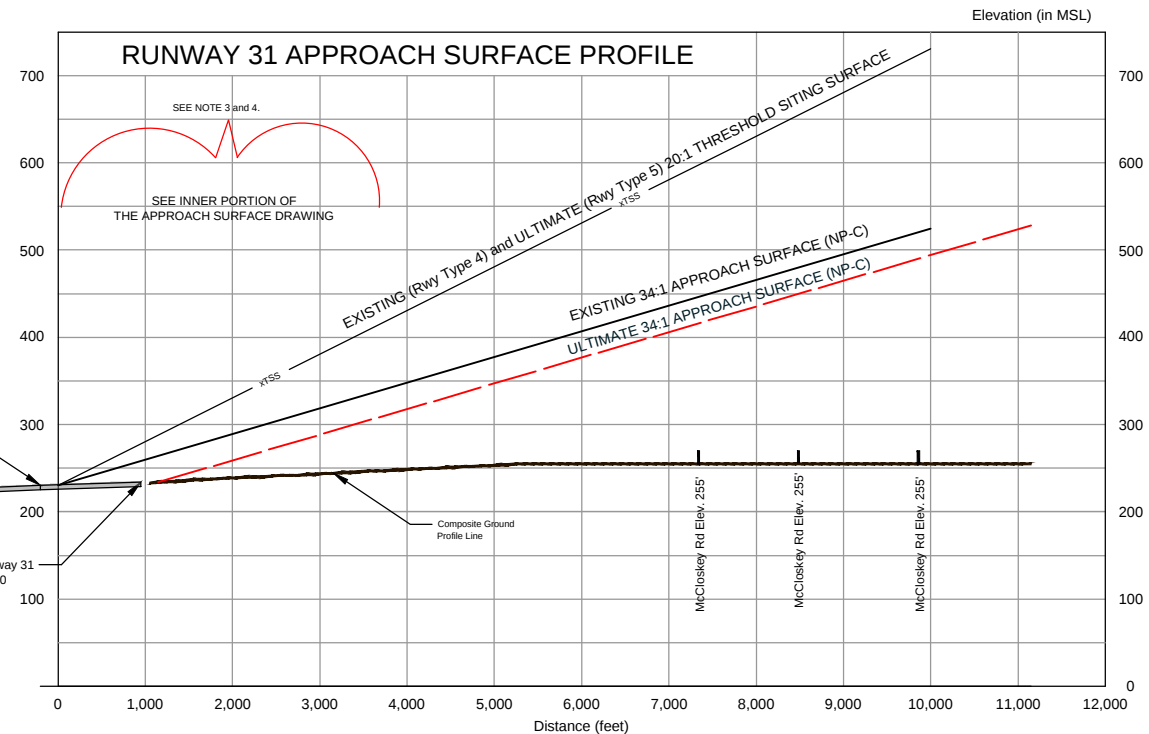
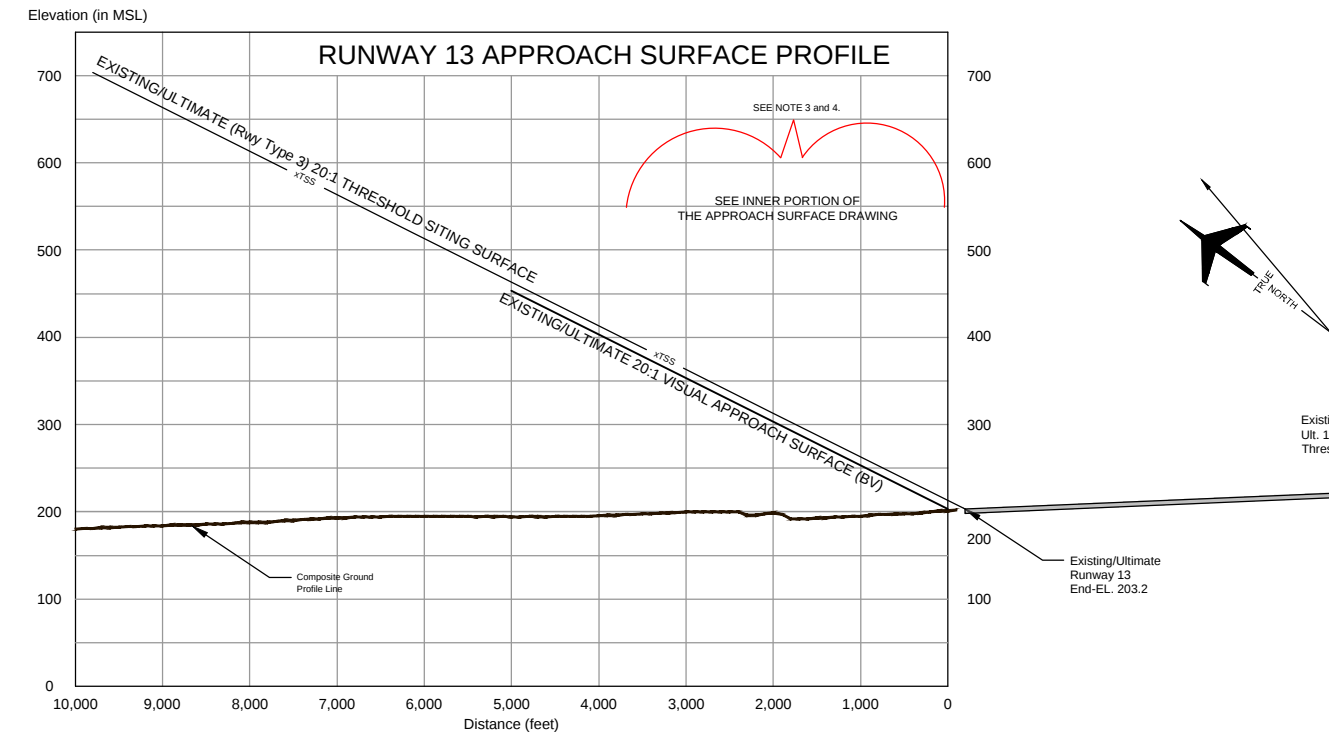
Coffman Associates, Inc. (CAZ) (owners) Project: Hollister Municipal Airport, CA, POC: J. Johnson, Date: 5/23/2018, 03:55:27 PM, Version: 1.0

Date of Survey 9/13/2017

BUILDINGS/FACILITIES		
DESCRIPTION		Elevation (MSL)
1	HANGAR	261.1'
2	BUILDING	240.9'
3	BUILDING	240.3'
4	HANGAR	255.6'
5	HANGAR	257.9'
6	HANGAR	257.8'
7	HANGAR (Offices)	274.1'
8	HANGAR	262.0'
9	T-HANGAR	250.8'
10	T-HANGAR	250.7'
11	T-HANGAR	251.7'
12	T-HANGAR	251.7'
13	T-HANGAR	250.3'
14	T-HANGAR	246.9'
15	BUILDING	270.5'
16	BUILDING	270.5'
17	BUILDING	270.5'
18	BUILDING	239.7'
19	BUILDING	245.5'
20	BUILDING	245.1'
21	AIRPORT BEACON (OL)	277.4'
22	BUILDING	246.4'
23	BUILDING	253.7'
24	BUILDING	269.7'
25	BUILDING	255.9'
26	BUILDING (CalFire)	255.1'
27	CalFire FUEL STORAGE	254.5'
28	T-HANGAR	244.7'
29	T-HANGAR	252.5'
30	T-HANGAR	250.8'
31	BUILDING	247.4'
32	WEATHER EQUIPMENT	238.2'
33	SEGMENTED CIRCLE/WINDSOCK	231.2'
34	AWOS	250.0'
35	HANGAR	254.5'
36	HELICOPTER PARKING	225.0'

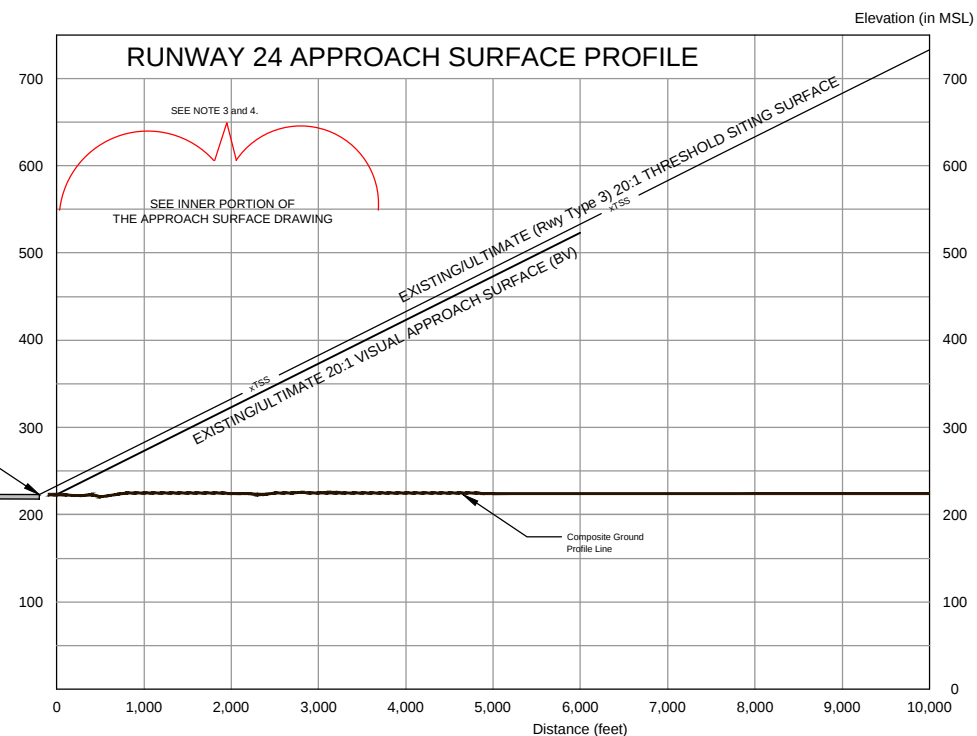
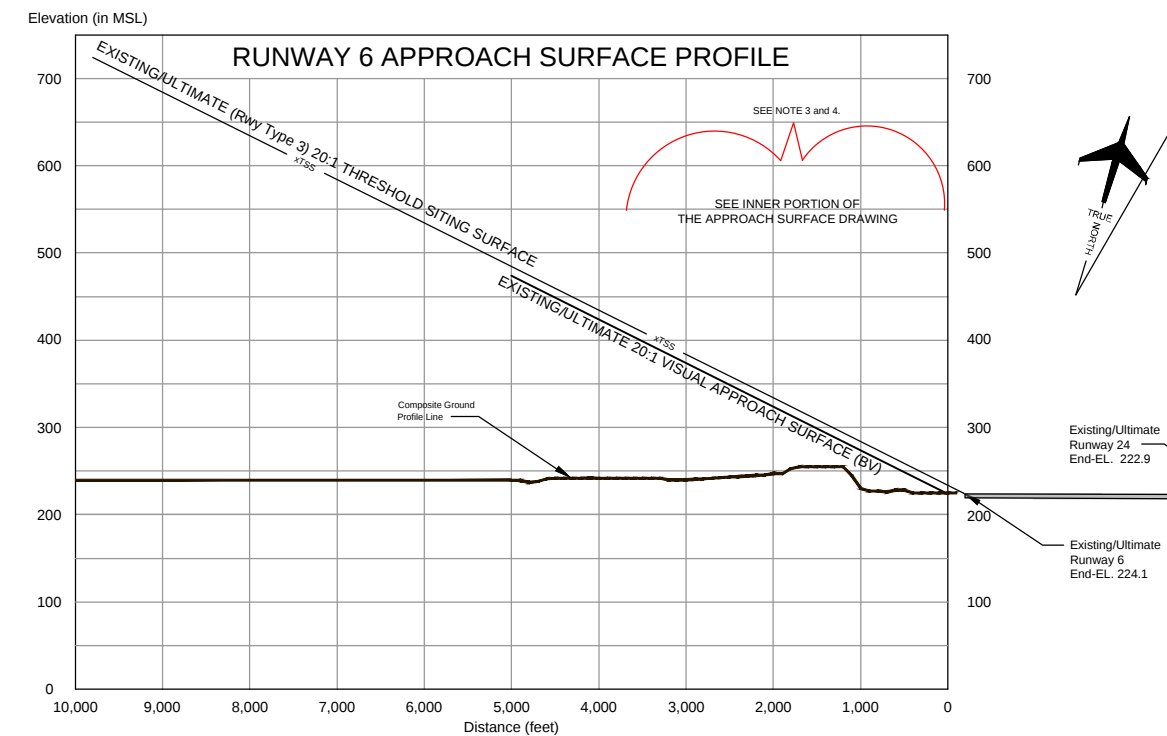
ULTIMATE BUILDINGS/FACILITIES		
DESCRIPTION		Elevation
40	SEGMENTED CIRCLE/WINDSOCK	17' AGL
41	CalFire ATTACK BASE	40' AGL
42	BUILDING	25' AGL
43	FUEL STORAGE	15' AGL





OBSTRUCTION TABLE				
Runway 13 Object Description/Elevation	Obstructed Part 77 Surface	Object Penetration	TSS Penetration	Proposed Object Disposition
No Obstructions In the Outer Portion of Runway 13 Approach Surface	-	-	-	-

OBSTRUCTION TABLE				
Runway 31 Object Description/Elevation	Obstructed Part 77 Surface	Object Penetration	TSS Penetration	Proposed Object Disposition
No Obstructions In the Outer Portion of Runway 31 Approach Surface	-	-	-	-



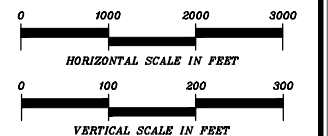
OBSTRUCTION TABLE				
Runway 6 Object Description/Elevation	Obstructed Part 77 Surface	Object Penetration	TSS Penetration	Proposed Object Disposition
No Obstructions In the Outer Portion of Runway 6 Approach Surface	-	-	-	-

OBSTRUCTION TABLE				
Runway 24 Object Description/Elevation	Obstructed Part 77 Surface	Object Penetration	TSS Penetration	Proposed Object Disposition
No Obstructions In the Outer Portion of Runway 24 Approach Surface	-	-	-	-

GENERAL NOTES:

- Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
- Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
- Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the RUNWAY APPROACH SURFACE PROFILES.
- Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
- Airport Datum in NAD83 and NAVD83.

Magnetic Declination
13° 13' East (March 2017)
Annual Rate of Change 0° 6' West



HOLLISTER MUNICIPAL AIRPORT

APPROACH SURFACE PROFILES

Hollister, California

PLANNED BY: Matt Quick
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

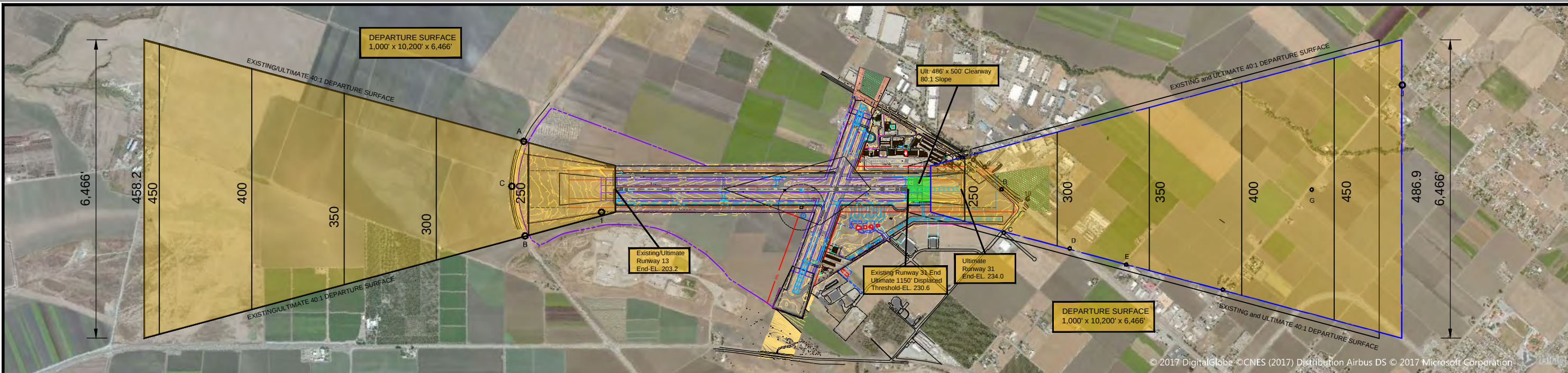
May 2018

SHEET 5 OF 15

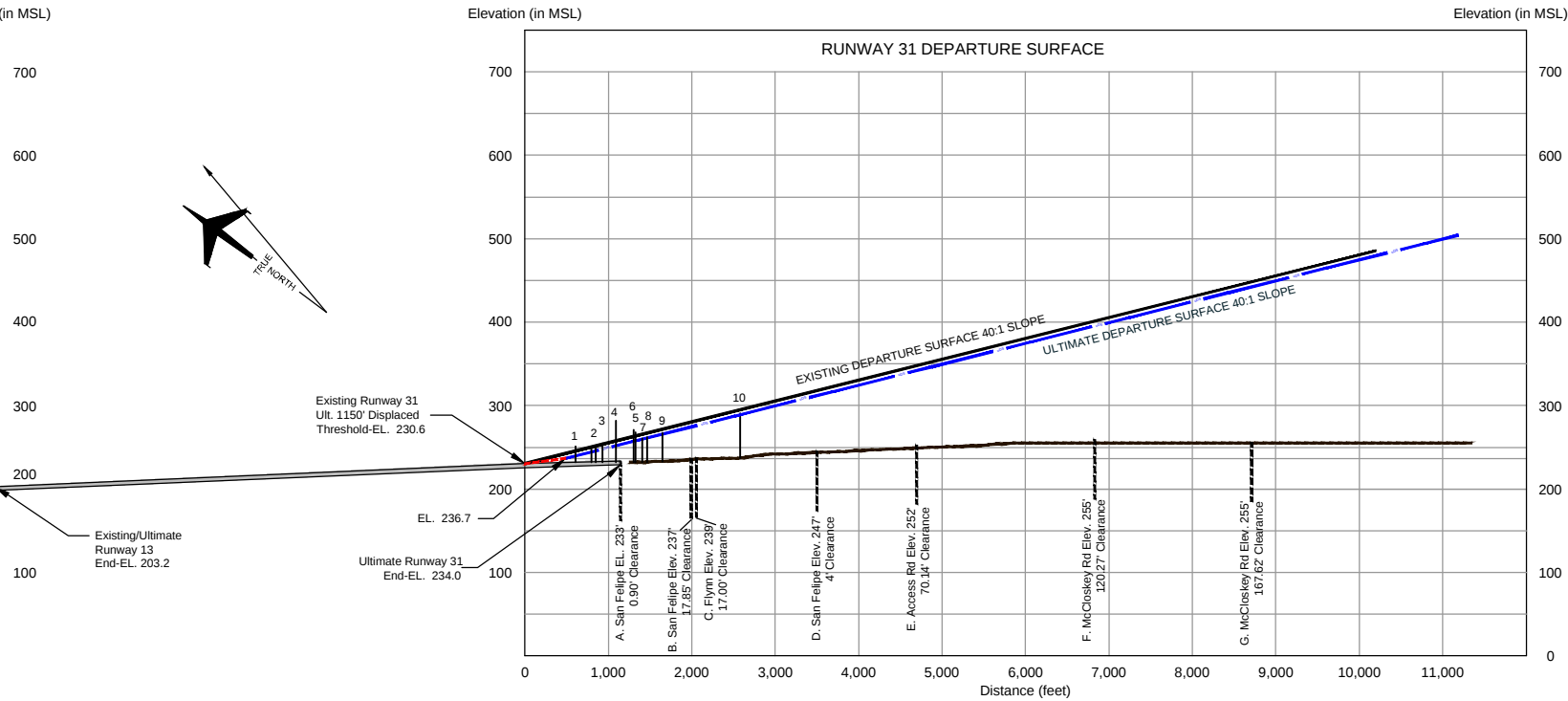
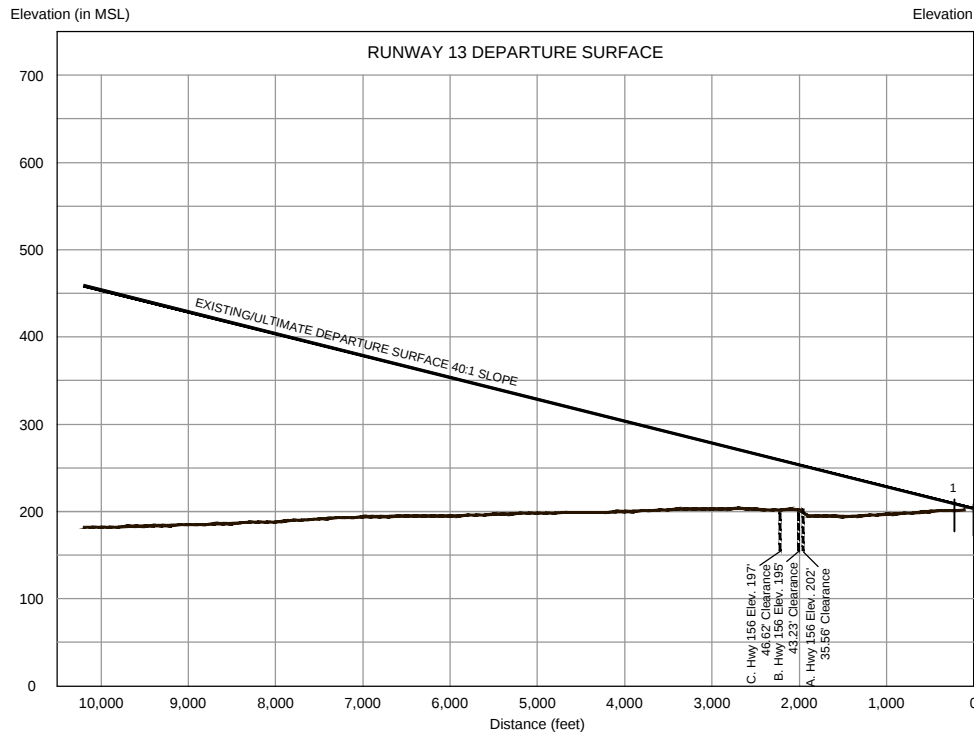
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REVISIONS				
NO.	REVISIONS	DATE	BY	APP'D.
1	Updated Airport Layout Plan	5/23/2018	Coffman	

Date Of Survey: 9/13/2017



Date Of Survey: 9/13/2017

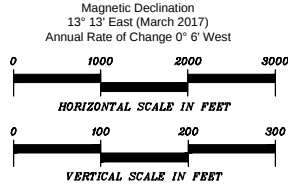


GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements depicted on the TERMINAL AREA DRAWING.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE DRAWING.
4. NAD83 for all Horizontal Datum and NAVD88 Datum was used for all vertical Datum.
5. Shape file (Data Table) list objects regardless of whether or not they are obstructions, to enhance clarity the Obstruction Tables list obstructions.
6. Some objects with clearance over fifty feet AGL are not detailed.
7. Objects within groupings represent tallest obstruction in that area.

RUNWAY 13 OBSTRUCTION				
Object Description	Elevation	Penetrations 40:1 OCS		Obstacle Clearance Requirements (Remove, Relocate, or Lower Object)
		Existing	Ultimate	
1. Trees	215.2' MSL	6.7'	6.7'	Remove all Trees

RUNWAY 31 OBSTRUCTION				
Object Description	Elevation	Penetrations 40:1 OCS		Obstacle Clearance Requirements (Remove, Relocate, or Lower Object)
		Existing	Ultimate	
1. Building	250.8' MSL	-	9.9'	Relocate Building
2. Light Poles	250.3' MSL	-	5'	Bury Lines, Remove Poles
3. Vent On Building	255.1' MSL	-	6.7'	Relocate Buildings
4. Trees	281.8' MSL	-	28.7'	Remove All Trees
5. Traffic Lights	267.8' MSL	-	10.3'	Bury Lines, Lower Poles
6. Light Poles	271' MSL	-	12.6'	Bury Lines, Remove Poles
7. Traffic Lights	270.8' MSL	-	9.9'	Bury Lines, Lower Poles
8. Light Pole	268.7' MSL	-	6.3'	Bury Lines, Remove Poles
9. Light Pole	269.9' MSL	-	2.7'	Bury Lines, Remove Poles
10. Trees	298.6' MSL	-	7.9'	Remove All Trees



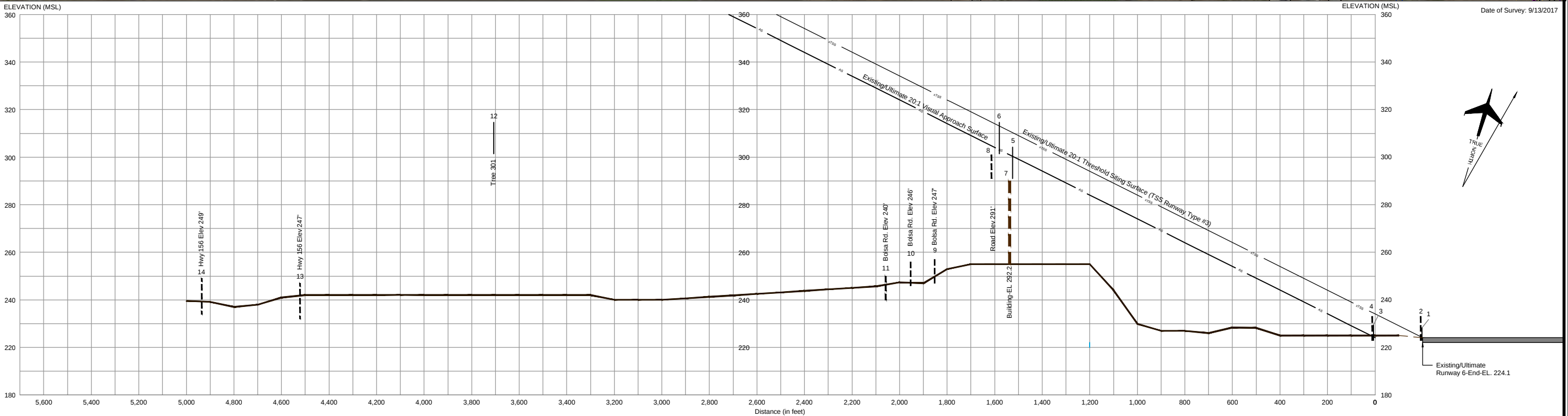
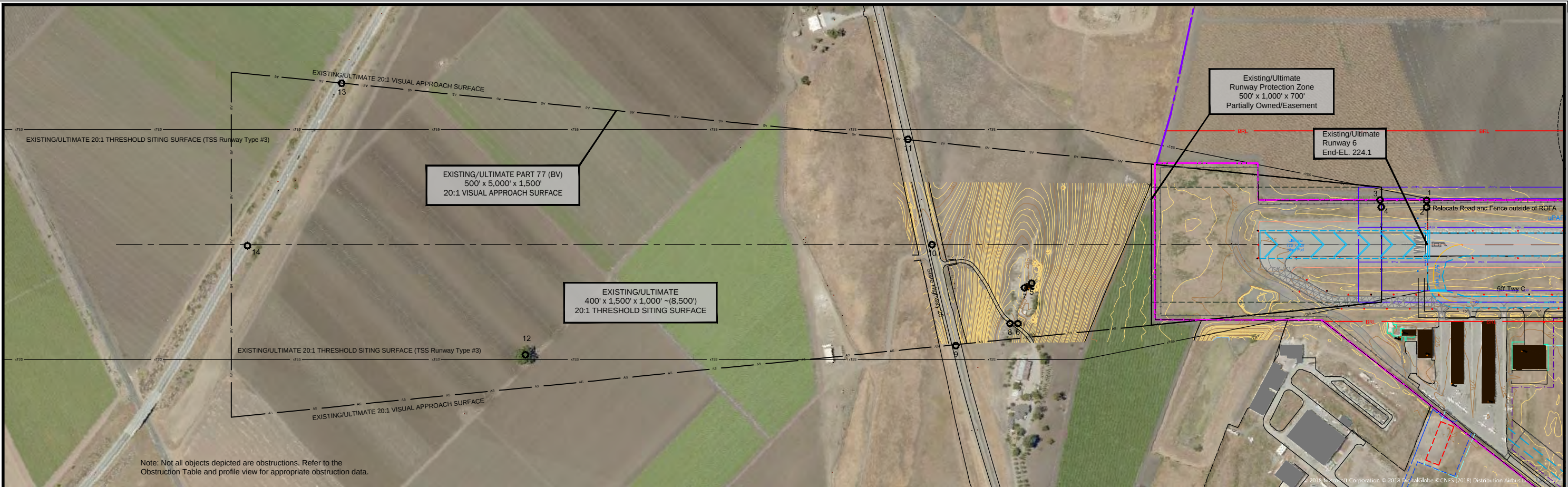
HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
DEPARTURE SURFACE DRAWING
Hollister, California

NO.	REVISIONS	DATE	BY	APP'D.
1	Updated Airport Layout Plan	5/23/2018	Coffman	

PLANNED BY: Matt Quick
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

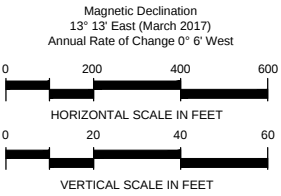
May 2018 SHEET 6 OF 15

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OBSTRUCTION TABLE				
Object Description	Existing/Ultimate Penetration			Proposed Disposition
	Object Elevation	20:1 Approach	TSS 20:1 Slope	
1. Fence	228.89'	N/A	4.67'	Relocate outside of ROFA/OFZ
2. Airport Perimeter Road	233.39'	N/A	9.03'	Relocate outside of ROFA/OFZ
3. Fence	229.19'	4.74'	N/A	Relocate outside of ROFA/OFZ
4. Airport Perimeter Road	233.10'	8.60'	N/A	Relocate outside of ROFA/OFZ
5. Tree	304.89'	4.63'	N/A	Remove
6. Tree	314.39'	11.28'	1.28'	Remove

- GENERAL NOTES:**
- Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted. Road obstructions reflect a safety clearance of 10' for dirt roads or private roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroad.
 - Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the AIRPORT AIRSPACE DRAWING.
 - Airport Design Advisory Circular No. 150/5300-13A Chg 1, dated 2/26/2014.
 - Objects within groupings represent tallest obstruction in that area.



REVISIONS		DATE	BY	APP'D.
NO				
Updated Airport Layout Plan		5/23/2018	Coffman	

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.

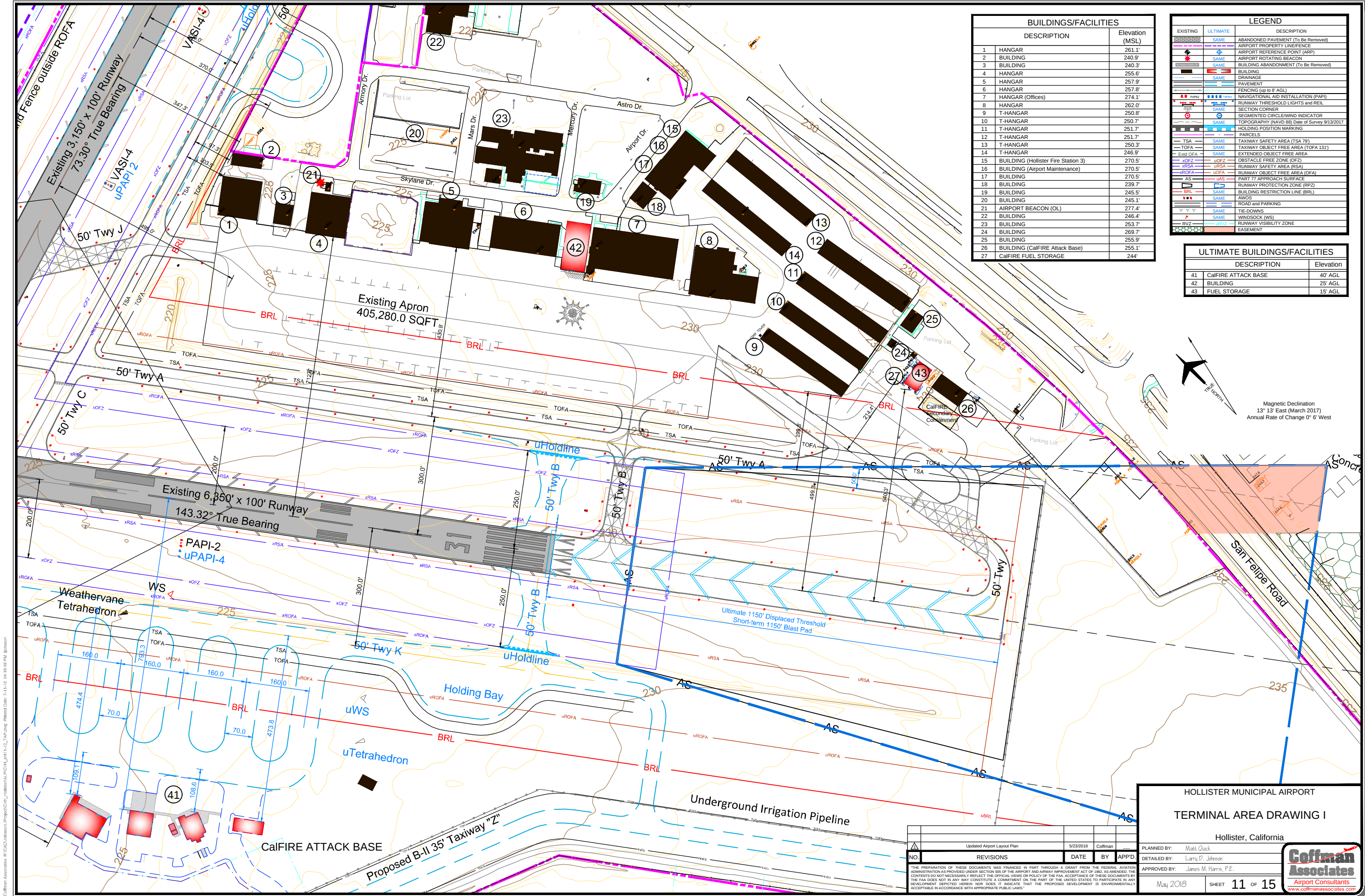
HOLLISTER MUNICIPAL AIRPORT
**INNER PORTION OF RUNWAY 6
APPROACH SURFACE DRAWING**
Hollister, California

PLANNED BY: *Matt Quick*
DETAILED BY: *Larry D. Johnson*
APPROVED BY: *James M. Harris, P.E.*

May 2018

SHEET **9** OF **15**

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BUILDINGS/FACILITIES		
DESCRIPTION		Elevation (MSL)
1	HANGAR	261.1'
2	BUILDING	240.9'
3	BUILDING	240.3'
4	HANGAR	255.6'
5	HANGAR	257.9'
6	HANGAR	257.8'
7	HANGAR (Offices)	274.1'
8	HANGAR	262.0'
9	T-HANGAR	250.8'
10	T-HANGAR	250.7'
11	T-HANGAR	251.7'
12	T-HANGAR	251.7'
13	T-HANGAR	250.3'
14	T-HANGAR	246.9'
15	BUILDING (Hollister Fire Station 3)	270.5'
16	BUILDING (Airport Maintenance)	270.5'
17	BUILDING	270.5'
18	BUILDING	239.7'
19	BUILDING	245.5'
20	BUILDING	245.1'
21	AIRPORT BEACON (OL)	277.4'
22	BUILDING	246.4'
23	BUILDING	253.7'
24	BUILDING	269.7'
25	BUILDING	255.9'
26	BUILDING (CalFire Attack Base)	255.1'
27	CalFire FUEL STORAGE	244'

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		BUILDING ABANDONMENT (To Be Removed)
		BUILDING
		DRAINAGE
		PAVEMENT
		FENCING (up to 8' AGL)
		NAVIGATIONAL AID INSTALLATION (PAPI)
		RUNWAY THRESHOLD LIGHTS and REIL
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
		TOPOGRAPHY (NAVD 88) Date of Survey 9/13/2017
		HOLDING POSITION MARKING
		PARCELS
		TAXIWAY SAFETY AREA (TSA 75')
		TAXIWAY OBJECT FREE AREA (TOFA 131')
		EXTENDED OBJECT FREE AREA
		OBSTACLE FREE ZONE (OFZ)
		RUNWAY SAFETY AREA (RSA)
		RUNWAY SAFETY AREA (uRSA)
		RUNWAY OBJECT FREE AREA (uROFA)
		PART 77 APPROACH SURFACE
		RUNWAY PROTECTION ZONE (RPZ)
		BUILDING RESTRICTION LINE (BRL)
		ROAD and PARKING
		TIE-DOWNS
		WINDSOCK (WS)
		RUNWAY VISIBILITY ZONE
		EASEMENT

ULTIMATE BUILDINGS/FACILITIES		
DESCRIPTION		Elevation
41	CalFire ATTACK BASE	40' AGL
42	BUILDING	25' AGL
43	FUEL STORAGE	15' AGL

Magnetic Declination
13° 13' East (March 2017)
Annual Rate of Change 0° 6' West

HOLLISTER MUNICIPAL AIRPORT
TERMINAL AREA DRAWING I
Hollister, California

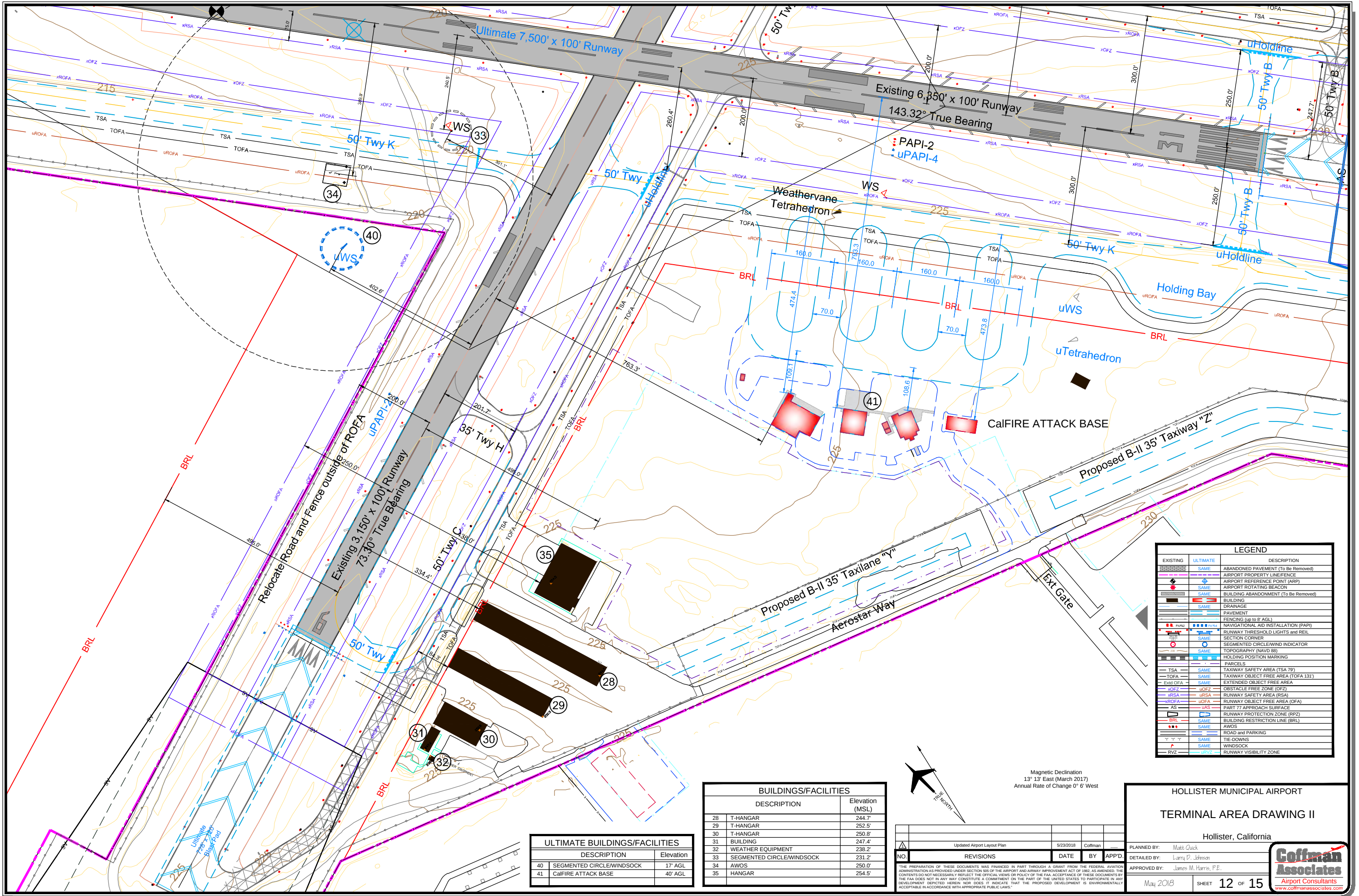
PLANNED BY: Matt Quick
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.
May 2018

REVISIONS
NO. 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.

SHEET 11 OF 15
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Coffman Associates, P.C. (Coffman Associates) Project: HOLLISTER MUNICIPAL AIRPORT, PART II, TAP, 2018, 7-11-18, 04:16:05 PM, 180000



LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE/FENCE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		BUILDING ABANDONMENT (To Be Removed)
		BUILDING
		DRAINAGE
		PAVEMENT
		FENCING (up to 8' AGL)
		NAVIGATIONAL AID INSTALLATION (PAPI)
		RUNWAY THRESHOLD LIGHTS AND REEL
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
		TOPOGRAPHY (NAVD 88)
		HOLDING POSITION MARKING
		PARCELS
		TAXIWAY SAFETY AREA (TSA 70')
		TAXIWAY OBJECT FREE AREA (TOFA 131')
		EXTENDED OBJECT FREE AREA
		OBSTACLE FREE ZONE (OFZ)
		RUNWAY SAFETY AREA (RSA)
		RUNWAY OBJECT FREE AREA (OFA)
		PART 77 APPROACH SURFACE
		RUNWAY PROTECTION ZONE (RPZ)
		BUILDING RESTRICTION LINE (BRL)
		AWOS
		ROAD AND PARKING
		TIE-DOWNS
		WINDSOCK
		RUNWAY VISIBILITY ZONE

BUILDINGS/FACILITIES		
DESCRIPTION		Elevation (MSL)
28	T-HANGAR	244.7'
29	T-HANGAR	252.5'
30	T-HANGAR	250.8'
31	BUILDING	247.4'
32	WEATHER EQUIPMENT	238.2'
33	SEGMENTED CIRCLE/WINDSOCK	231.2'
34	AWOS	250.0'
35	HANGAR	254.5'

ULTIMATE BUILDINGS/FACILITIES		
DESCRIPTION		Elevation
40	SEGMENTED CIRCLE/WINDSOCK	17' AGL
41	CalFIRE ATTACK BASE	40' AGL

Magnetic Declination
13° 13' East (March 2017)
Annual Rate of Change 0° 6' West

REVISIONS				
NO.	REVISIONS	DATE	BY	APP'D.
1	Updated Airport Layout Plan	5/23/2018	Coffman	

HOLLISTER MUNICIPAL AIRPORT

TERMINAL AREA DRAWING II

Hollister, California

PLANNED BY: Matt Quick

DETAILED BY: Larry D. Johnson

APPROVED BY: James M. Harris, P.E.

May 2018

SHEET 12 OF 15

Coffman Associates

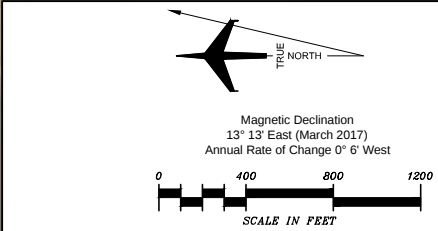
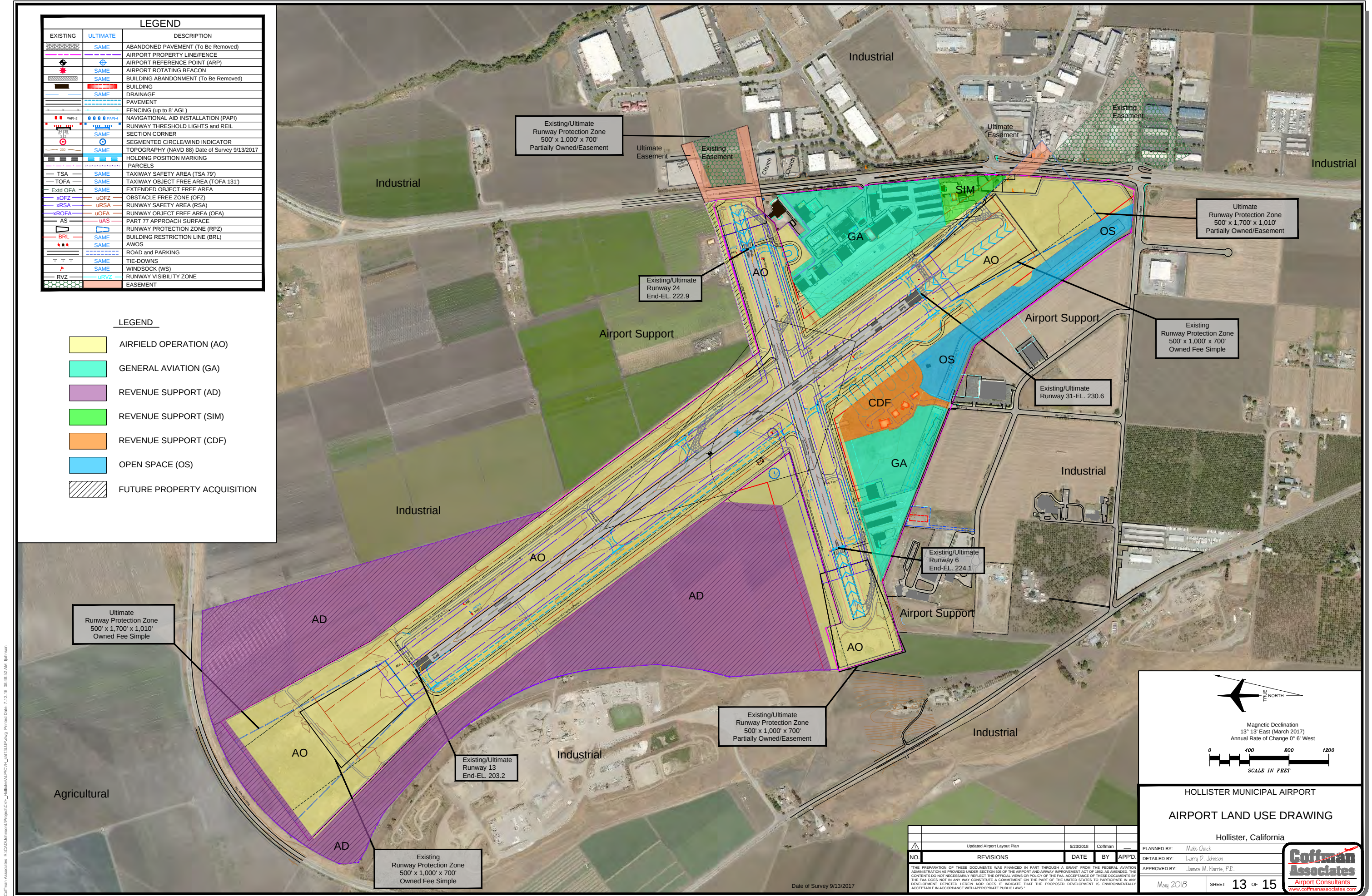
Airport Consultants

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LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE/FENCE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		BUILDING ABANDONMENT (To Be Removed)
		BUILDING
		DRAINAGE
		PAVEMENT
		FENCING (up to 8' AGL)
		NAVIGATIONAL AID INSTALLATION (PAPI)
		RUNWAY THRESHOLD LIGHTS and REIL
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
		TOPOGRAPHY (NAVD 88) Date of Survey 9/13/2017
		HOLDING POSITION MARKING
		PARCELS
		TAXIWAY SAFETY AREA (TSA 79')
		TAXIWAY OBJECT FREE AREA (TOFA 131')
		EXTENDED OBJECT FREE AREA
		OBSTACLE FREE ZONE (OFZ)
		RUNWAY SAFETY AREA (RSA)
		RUNWAY OBJECT FREE AREA (OFA)
		PART 77 APPROACH SURFACE
		RUNWAY PROTECTION ZONE (RPZ)
		BUILDING RESTRICTION LINE (BRL)
		AWOS
		ROAD and PARKING
		TIE-DOWNS
		WINDSOCK (WS)
		RUNWAY VISIBILITY ZONE
		EASEMENT

LEGEND

- AIRFIELD OPERATION (AO)
- GENERAL AVIATION (GA)
- REVENUE SUPPORT (AD)
- REVENUE SUPPORT (SIM)
- REVENUE SUPPORT (CDF)
- OPEN SPACE (OS)
- FUTURE PROPERTY ACQUISITION



HOLLISTER MUNICIPAL AIRPORT

AIRPORT LAND USE DRAWING

Hollister, California

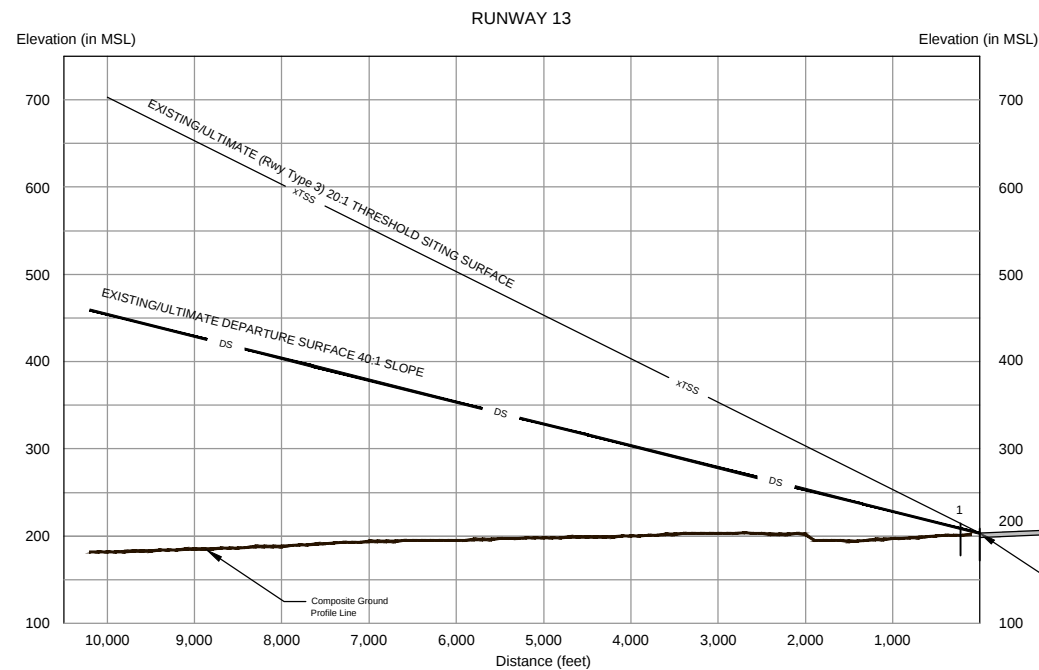
Updated Airport Layout Plan		5/23/2018	Coffman	
NO.	REVISIONS	DATE	BY	APP'D.
THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT 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.				

PLANNED BY: Matt Quick
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

May 2018

SHEET 13 OF 15



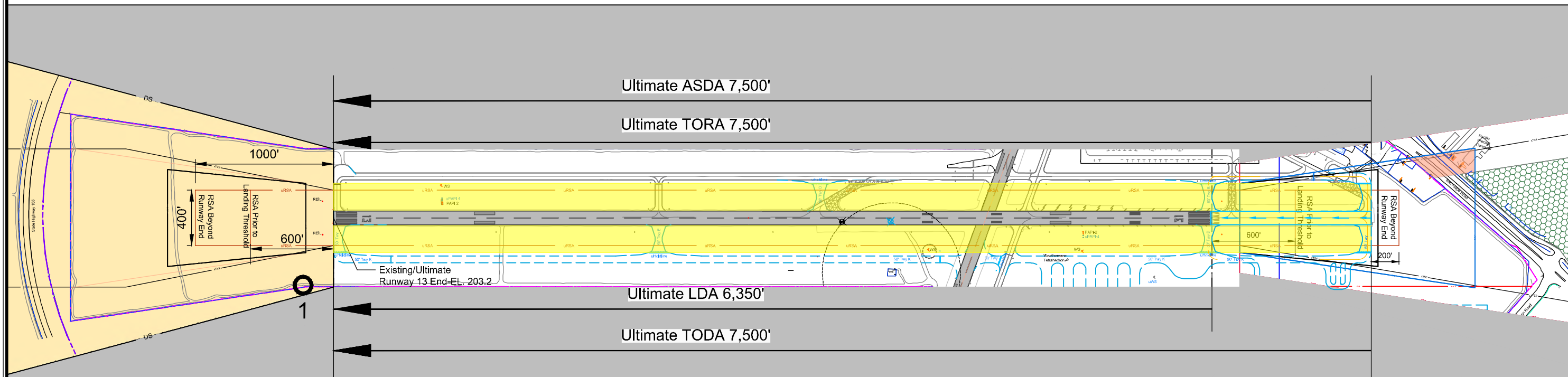


LINETYPE LEGEND

XTSS	Existing Threshold Siting Surface (XTSS)
DS	Existing Departure 40:1 OCS (DS)
xRPZ	Existing RPZ
uTSS	Ultimate Threshold Siting Surface (uTSS)
uDS	Ultimate Departure 40:1 OCS (uDS)
uRPZ	Ultimate RPZ

GENERAL NOTES:

1. Inset A depicts the ultimate condition associated with Runway 13-31 which includes the implementation of a displaced landing threshold on Runway 31. The proposed displaced landing threshold is dependent on justified runway length needs of the future critical aircraft in addition to the removal of appropriate obstructions.



Date Of Survey: 9/13/2017

Departure 40:1 OCS

Object Description	Elevation	Penetrations 40:1		Obstacle Clearance Requirements (Remove, Relocate, or Lower Object)
		Existing	Ultimate	
1. Tree	215.19'	6.70'	6.70'	Remove all Trees

Threshold Siting Surface Obstruction

Object Description	Object Elevation	TSS Penetration		Proposed Disposition
		Existing 20:1	Ultimate 20:1	
None	-	-	-	-

NO	Updated Airport Layout Plan	5/23/2018	Coffman	
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.				

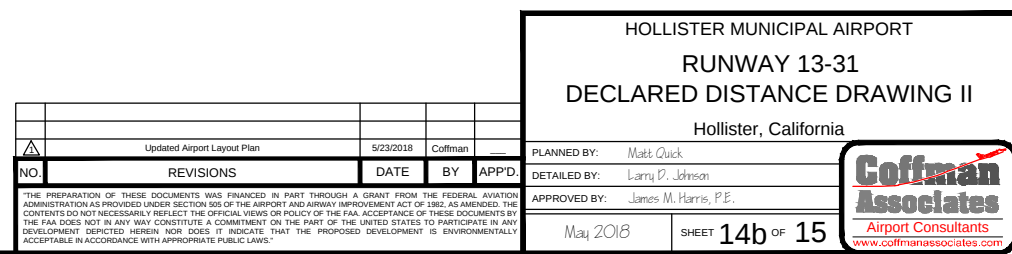
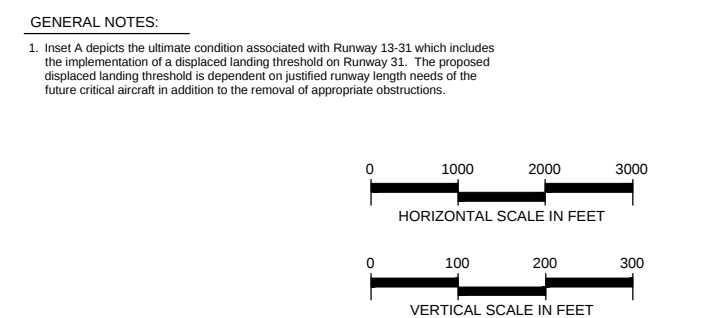
HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
DECLARED DISTANCE DRAWING I
Hollister, California

PLANNED BY: Matt Quick
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

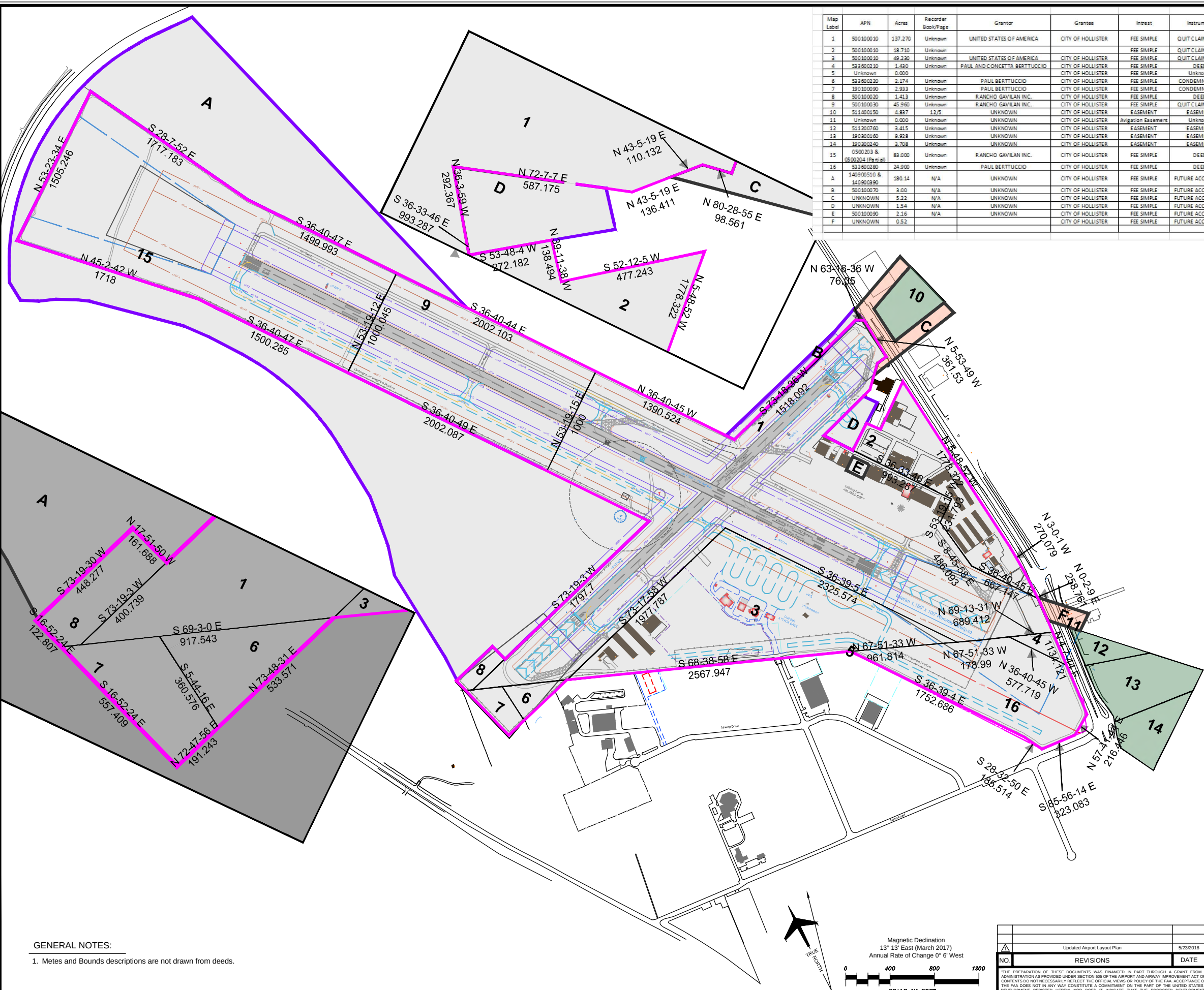
May 2018

SHEET 14a OF 15

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GENERAL NOTES:

1. Metes and Bounds descriptions are not drawn from deeds.

Map Label	APN	Acres	Recorder Book/Page	Grantor	Grantee	Interest	Instrument	Date	Assessors Map	Notes	AIP Grant No	Purpose of Acquisition
1	500100010	137.270	Unknown	UNITED STATES OF AMERICA	CITY OF HOLLISTER	FEE SIMPLE	QUIT CLAIM DEED	12/9/1947	050-01	-	5-06-0105-01	N/A
2	500100010	18.710	Unknown	UNITED STATES OF AMERICA	CITY OF HOLLISTER	FEE SIMPLE	QUIT CLAIM DEED	12/9/1947			Unknown	N/A
3	500100010	49.290	Unknown	UNITED STATES OF AMERICA	CITY OF HOLLISTER	FEE SIMPLE	QUIT CLAIM DEED	12/9/1947			Unknown	N/A
4	533600210	1.430	Unknown	PAUL AND CONCETTA BERTTUCCIO	CITY OF HOLLISTER	FEE SIMPLE	DEED	12/30/1985	053-36	-	Unknown	N/A
5	Unknown	0.000	Unknown	PAUL BERTTUCCIO	CITY OF HOLLISTER	FEE SIMPLE	Unknown	Unknown			Unknown	N/A
6	533600220	2.174	Unknown	PAUL BERTTUCCIO	CITY OF HOLLISTER	FEE SIMPLE	CONDEMNATION	6/6/1986	053-36	-	5-06-0105-03	N/A
7	190100090	2.993	Unknown	PAUL BERTTUCCIO	CITY OF HOLLISTER	FEE SIMPLE	CONDEMNATION	5/27/1987	053-36	-	5-06-0105-03	N/A
8	500100020	1.413	Unknown	RANCHO GAVILAN INC.	CITY OF HOLLISTER	FEE SIMPLE	DEED	6/7/1985	050-01	-	Unknown	N/A
9	500100030	45.960	Unknown	RANCHO GAVILAN INC.	CITY OF HOLLISTER	FEE SIMPLE	QUIT CLAIM DEED	6/7/1985	050-01	-	Unknown	N/A
10	511400150	4.897	12/5	UNKNOWN	CITY OF HOLLISTER	EASEMENT	EASEMENT	Unknown	051-14	-	5-06-0105-07	N/A
11	Unknown	0.000	Unknown	UNKNOWN	CITY OF HOLLISTER	Augmentation Easement	Unknown	Unknown			5-06-0105-01	
12	511200760	9.415	Unknown	UNKNOWN	CITY OF HOLLISTER	EASEMENT	EASEMENT	Unknown	051-12	-	5-06-0105-01	N/A
13	190300180	9.928	Unknown	UNKNOWN	CITY OF HOLLISTER	EASEMENT	EASEMENT	Unknown	019-09	-	5-06-0105-01	N/A
14	190300240	9.708	Unknown	UNKNOWN	CITY OF HOLLISTER	EASEMENT	EASEMENT	Unknown	019-09	-	5-06-0105-01	N/A
15	0500203 & 0500204 (Partial)	89.000	Unknown	RANCHO GAVILAN INC.	CITY OF HOLLISTER	FEE SIMPLE	DEED	6/7/1985	11-37-SM	-	N/A	N/A
16	533600280	24.900	Unknown	PAUL BERTTUCCIO	CITY OF HOLLISTER	FEE SIMPLE	DEED	8/25/1994	053-36	-	5-06-0105-03	N/A
A	140900510 & 140900390	180.14	N/A	UNKNOWN	CITY OF HOLLISTER	FEE SIMPLE	FUTURE ACQUISITION	Unknown	014-09	-	Unknown	Airport Development
B	500100070	3.00	N/A	UNKNOWN	CITY OF HOLLISTER	FEE SIMPLE	FUTURE ACQUISITION	Unknown	050-01	Split parcel - acquire only a portion		Airport Development
C	UNKNOWN	5.22	N/A	UNKNOWN	CITY OF HOLLISTER	FEE SIMPLE	FUTURE ACQUISITION	Unknown		Split parcel - acquire only a portion		Airport Development
D	UNKNOWN	1.54	N/A	UNKNOWN	CITY OF HOLLISTER	FEE SIMPLE	FUTURE ACQUISITION	Unknown		Split parcel - acquire only a portion		Airport Development
E	500100090	2.16	N/A	UNKNOWN	CITY OF HOLLISTER	FEE SIMPLE	FUTURE ACQUISITION	Unknown	050-01	Split parcel - acquire only a portion		Airport Development
F	UNKNOWN	0.52			CITY OF HOLLISTER	FEE SIMPLE	FUTURE ACQUISITION	Unknown		Re-Acquire leased property		Airport Development

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		BUILDING ABANDONMENT (To Be Removed)
		BUILDING
		DRAINAGE
		PAVEMENT
		FENCING (up to 8' AGL)
		NAVIGATIONAL AID INSTALLATION (PAPI)
		RUNWAY THRESHOLD LIGHTS and REIL
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
		OBSTACLE FREE ZONE (OFZ)
		RUNWAY SAFETY AREA (RSA)
		RUNWAY OBJECT FREE AREA (OFA)
		RUNWAY PROTECTION ZONE (RPZ)
		AWOS
		WINDSOCK (WS)
		EASEMENT

FOR APPROVAL BY

City Manager: _____

DATE: _____

HOLLISTER MUNICIPAL AIRPORT
EXHIBIT-A AIRPORT
PROPERTY INVENTORY MAP
Hollister, California

PLANNED BY: Matt Quick
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

May 2018

SHEET 15 OF 15

Coffman Associates
Airport Consultants
www.coffmanassociates.com

NO.	REVISIONS	DATE	BY	APP'D.
1	Updated Airport Layout Plan	5/23/2018	Coffman	

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