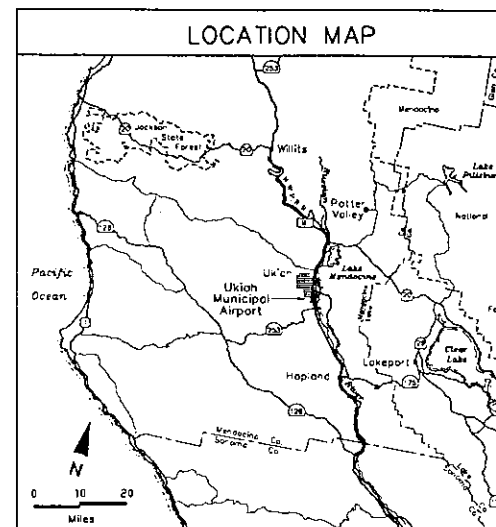
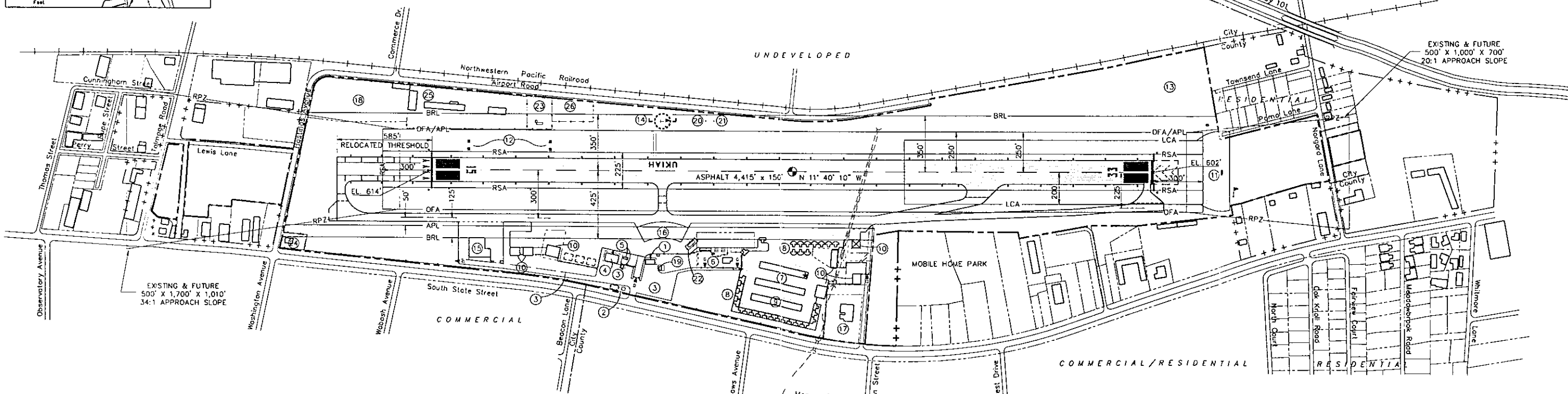


1) Airport Terminal Building/Offices	14) Segmented Circle, Lighted Wind Cone, & Wind Tee
2) AWOS-III & Electrical Vault	15) FEDEX Hangar
3) Automobile Parking	16) Concrete Apron
4) FAA Flight Service Station	17) Nursery
5) Office & Shed	18) Lumber Yard
6) CDF Air Attack Base (Existing)	19) City of Ukiah Employee Credit Union
7) T-Hangars	20) Ceilometer
8) Portable T-Hangars	21) Wind Direction and Velocity Indicator
9) Shade Hangar	22) Aviation Fuel Storage Facility (Former Location)
10) Conventional Hangar	23) Aviation Fuel Storage Facility
11) Localizer Antenna	24) Mayocoma Industries (Landscaping)
12) VASI (V4L) GA 3.0'	25) City of Ukiah Corporation Yard
13) CDF Air Attack Base (Potential Future Site)	26) Commercial Fence Storage Area



- NOTES**
- (a) Airport coordinates and approach slope data source: U.S. Department of Commerce, National Ocean Service, Ukiah Obstruction Chart (February 1993); horizontal datum is NAD 83 & vertical datum is NGVD 29.
 - (b) The entire airport perimeter is enclosed by fence.
 - (c) There are two existing deviations from ARC B-II standards: 1) the southern 400' of the parallel taxiway is located less than 240' and 2) the western edge of the parallel taxiway Object Free Area (also the Aircraft Parking Limit) is located 50' from the parallel taxiway centerline.
 - (d) A second rotating beacon is located on a mountain 250' and 2 miles from the Airport.
 - (e) Acquisition of fee simple title is encouraged as an alternative to approach protection easements wherever practical.
 - (f) Wind Data not available.
 - (g) The airport is also served by a nonprecision/circle-to-land instrument approach procedure based on the ENI VOR and GPS.



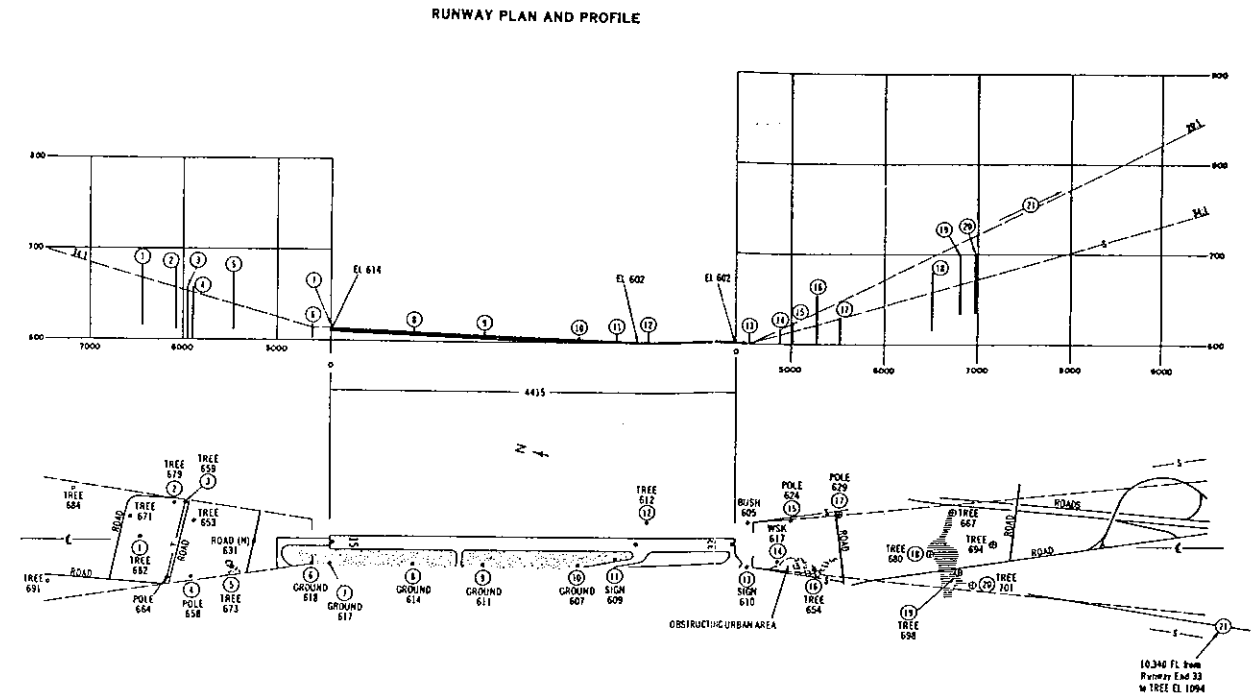
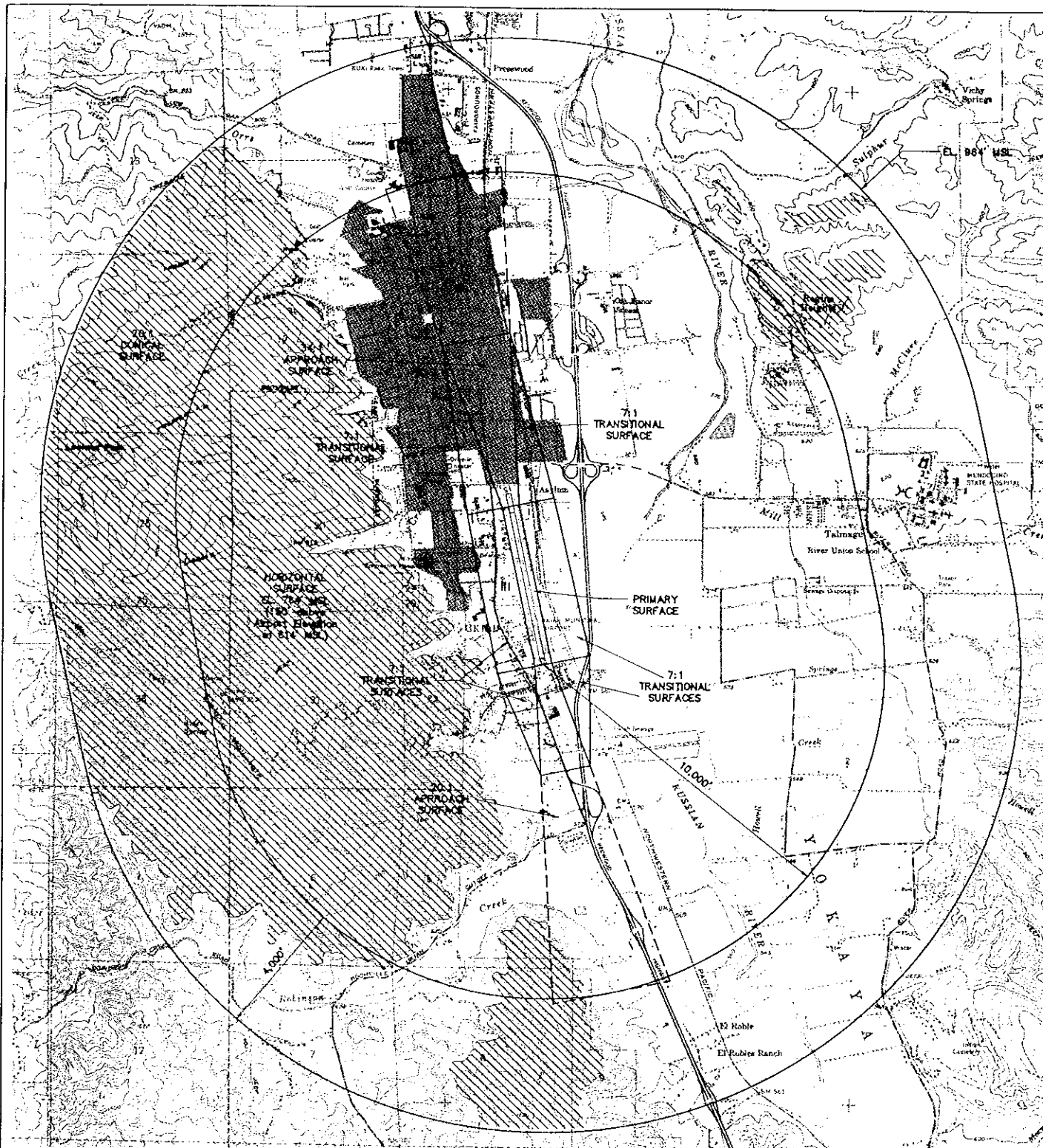
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT	[Symbol]	[Symbol]
OTHER PAVEMENT IN USE	[Symbol]	[Symbol]
PAVEMENT TO BE REMOVED	[Symbol]	[Symbol]
ABANDONED AIRFIELD PAVEMENT	[Symbol]	[Symbol]
GRAVEL SHOULDER/ROAD	[Symbol]	[Symbol]
AIRPORT PROPERTY LINE	[Symbol]	[Symbol]
OTHER PROPERTY LINES	[Symbol]	[Symbol]
INTERNAL BOUNDARY (e.g., lease, R.O.W., etc)	[Symbol]	[Symbol]
APPROACH PROTECTION EASEMENT	[Symbol]	[Symbol]
AIRFIELD FUNCTIONAL LINES	[Symbol]	[Symbol]
BUILDINGS	[Symbol]	[Symbol]
BUILDINGS TO BE REMOVED	[Symbol]	[Symbol]
FENCE	[Symbol]	[Symbol]
VEHICLE GATE	[Symbol]	[Symbol]
WIND CONE	[Symbol]	[Symbol]
AIRFIELD LIGHTS: SINGLE/GROUP/FLASHING	[Symbol]	[Symbol]
ROTATING BEACON	[Symbol]	[Symbol]
AIRPORT REFERENCE POINT	[Symbol]	[Symbol]
DITCH/CULVERT/CHANNEL	[Symbol]	[Symbol]

APL - Aircraft Parking Limits
BRL - Building Restriction Line
RSA - Runway Safety Area
LCA - Localizer Critical Area
RPZ - Runway Protection Zone
OFA - Object Free Area

	EXISTING	FUTURE
AIRPORT SERVICE LEVEL (NPIAS)	GENERAL AVIATION	No Change
AIRPORT REFERENCE POINT (a)	Latitude 39° 07' 33.45" N Longitude 123° 12' 03.08" W	No Change
AIRPORT ELEVATION (Above Mean Sea Level)	614'	No Change
MEAN MAX. TEMP. (Hottest Month)	95°	No Change
TERMINAL NAVIGATIONAL AIDS	VORTAC & GPS	No Change
AIRPORT ACREAGE	Fee Simple 160 Easement (c) None	163.4 55
BASED AIRCRAFT SPACES	Tiedowns 30 T-Hangars 50 Shade Hangars 14	No Change No Change No Change
TRANSIENT AIRCRAFT SPACES	FBO Area (Approx.) 20	No Change

		RUNWAY 15-33		
		EXISTING	FUTURE	
AIRPORT REFERENCE CODE		B-II (c)	No Change	
CRITICAL AIRCRAFT		BEECH SUPER KING AIR	No Change	
PHYSICAL LENGTH AND WIDTH		4,415' x 150'	No Change	
EFFECTIVE GRADIENT (PERCENT)		0.27	No Change	
PAVEMENT STRENGTH (1000#) S/D/DT		28/-/-	No Change	
APPROACH TYPE: [FAR PART 77 CATEGORY]	Approach End of Runway 15	Nonprecision [C]	No Change	
	Approach End of Runway 33	Visual [B(V)]	No Change	
APPROACH SLOPE: REQUIRED/CLEAR (g)	Approach End of Runway 15	34:1/14:1	No Change	
	Approach End of Runway 33	20:1/12:1	No Change	
APPROACH AND LANDING AIDS (g)	Approach End of Runway 15	VASI, REIL, LOC	No Change	
	Approach End of Runway 33	REIL	No Change	
RUNWAY END COORDINATES (d)	Approach End of Runway 15	Latitude 39° 07' 54.81" N Longitude 123° 12' 08.75" W	No Change	
	Approach End of Runway 33	Latitude 39° 07' 12.08" N Longitude 123° 11' 57.41" W	No Change	
	RUNWAY LIGHTING		Medium-Intensity	No Change
	TAXIWAY LIGHTING		Low-Intensity	No Change
RUNWAY MARKING		Nonprecision	No Change	

NO.	REVISION	SPONSOR	DATE
SUBMITTED BY: CITY OF UKIAH		DATE	
Figure 4X			
UKIAH MUNICIPAL AIRPORT UKIAH, CALIFORNIA			
AIRPORT LAYOUT PLAN			
SHUTT MOEN ASSOCIATES AIRPORT CONSULTANTS & ENGINEERS 707 Aviation Blvd., Santa Rosa, California 95403			
DESIGN: DBH	DRAWN: RGL	DATE: JULY 1996	SH 4-40 F 3

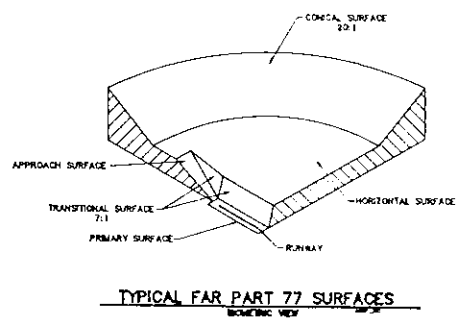


LEGEND

- - With elevation - Object does not penetrate specified surface
Without elevation - Position only
- - Object penetrates specified surface
- ▨ - Ground area penetrates specified surface
- ▩ - Wooded area penetrates specified surface
- ⊙ - Object penetrates supplemental surface only
- ▩ - Wooded area penetrates supplemental surface only
- Road (I) - Interstate Highway
- Road (N) - Noninterstate Highway
- S - Supplemental Surface

NOTES

All elevations in feet above mean sea level (MSL).
 Fifteen feet added to noninterstate road elevations.
 Seventeen feet added to interstate road elevations.
 Transitional surface slopes are 7:1 unless otherwise indicated.
 Obstructing area limits are approximate.
 Runway Plan and Profile: U.S. Department of Commerce, National Ocean Service, Ukiah Obstruction Chart (February 1993).



▨ - Terrain penetrates specified surface

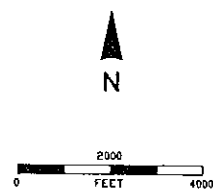




Figure 4Y

NO.	REVISION	SPONSOR	DATE
UKIAH MUNICIPAL AIRPORT UKIAH, CALIFORNIA AIRSPACE PLAN			
 SHUTT MOEN ASSOCIATES AIRPORT CONSULTANTS & ENGINEERS 707 Aviation Blvd., Santa Rosa, California 95403			
DESIGN: MRS	DRAWN: MRS	DATE: JULY 1996	SHEET 4-41 3