

July 2012 Draft

Airport Layout Plan and Narrative Report for Round Valley Airport

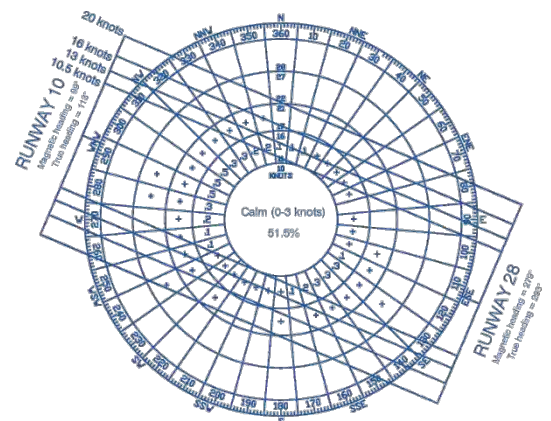
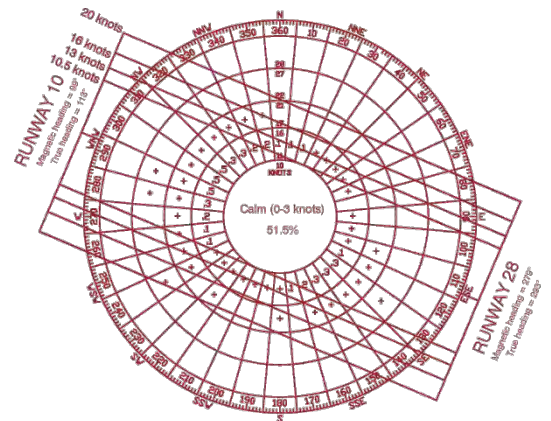
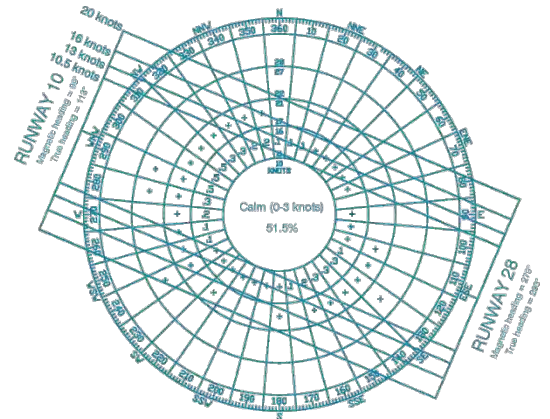


Prepared for the

County of Mendocino
Department of Transportation
340 Lake Mendocino Drive
Ukiah, CA 95482

Prepared by

Mead&Hunt



Round Valley Airport Layout Plan and Narrative Report

July 2012 Draft

INTRODUCTION

This document details the changes to the Airport Layout Plan (ALP) for Round Valley Airport since the previous ALP was adopted by the Federal Aviation Administration (FAA) in 2003. ALPs are required by the FAA as an element in assisting the administration of the Airport Improvement Programs grants for funding eligible capital improvement programs. ALPs are typically updated every 5 to 10 years to incorporate recent construction, reflect new documentation requirements, and illustrate future projects anticipated to occur over the next 20 years. This ALP was prepared in accordance with the applicable elements specified in FAA Advisory Circulars 150/5070-6A, *Airport Master Plans*, and 150/5300-13, *Airport Design*. The ALP drawing set is located at the end of this report.

Round Valley Airport is located in Covelo, an unincorporated area of northeast Mendocino County in Northern California. The Airport is located approximately 85 miles southeast Eureka and 45 miles north of Ukiah. The location of Round Valley Airport is illustrated in **Exhibit 1**. Round Valley Airport is publicly owned and operated by Mendocino County's Department of Transportation.



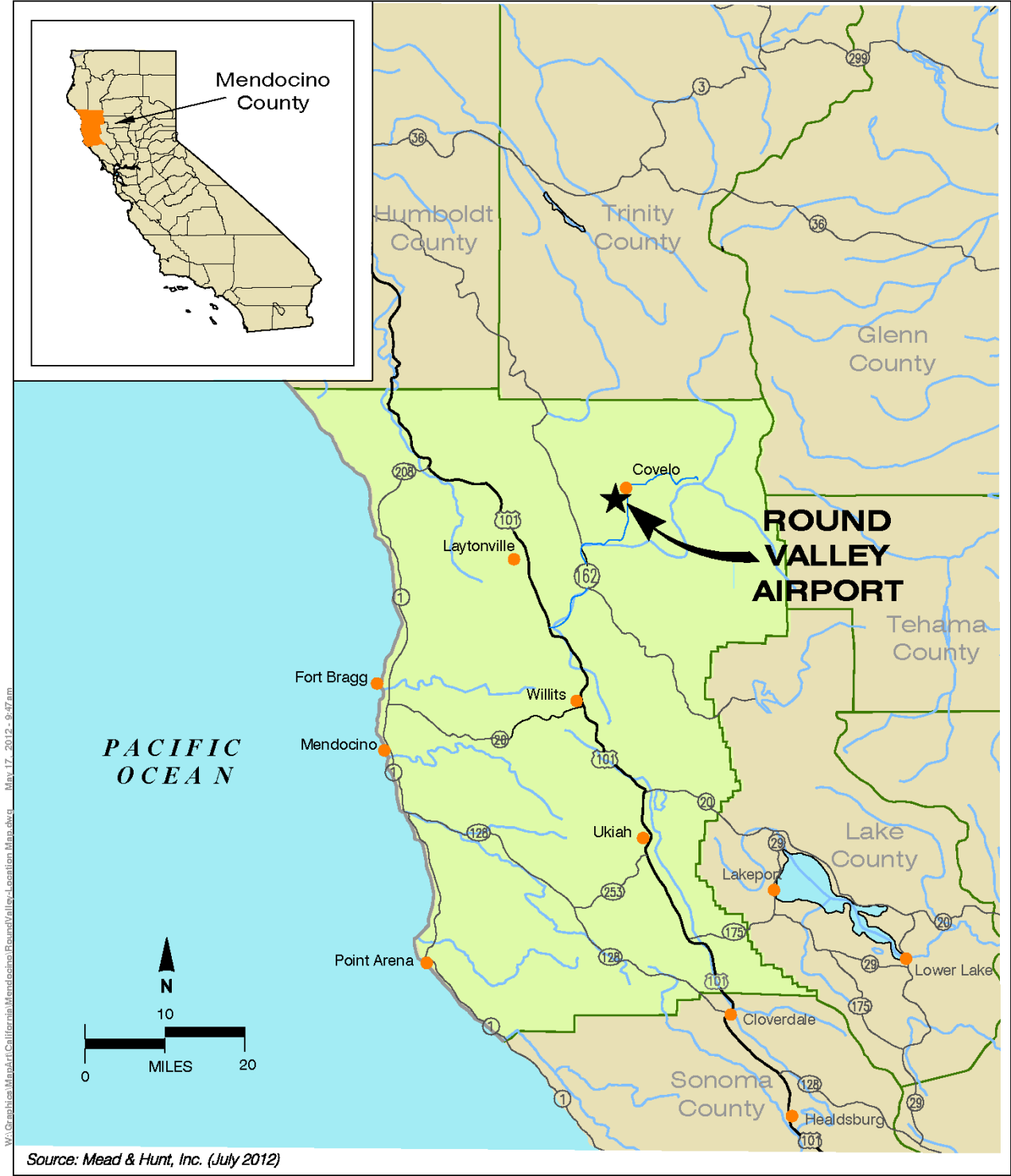


Exhibit 1
LOCATION MAP

AIRPORT ROLE AND EXITING CONDITIONS

Round Valley Airport is a General Aviation (GA) airport serving the communities surrounding the town of Covelo. The Airport is expected to retain this role throughout the 20-year planning period. Although this ALP Update did not include a forecasting element, it is expected that Round Valley Airport will experience slight growth in general aviation activity. The changes proposed on this ALP would allow the Airport to continue to adequately serve the GA population while meeting FAA safety and design standards.

Round Valley Airport has one asphalt runway, Runway 10-28, which is 3,650 feet in length and 60 feet wide. The Airport does not currently have any instrument approach procedures.

The existing Airport Reference Code (ARC) at Round Valley Airport is B-I (Small). The ARC is based on the largest aircraft that operates at least 500 times per year at the airport. For Round Valley Airport that aircraft is the Cessna 421, a medium-size, twin-engine, propeller airplane. The Airport's existing layout satisfies safety standards for a B-I (Small) airport with the exception of the Runway Safety Areas (RSAs) located off of each runway end. The RSAs are addressed in a subsequent section of this report. This ALP effort did not analyze any proposed change in the ARC.

Airport Reference Code Criteria		
Approach Category	Approach Speed Range	
B	≥91 kts	< 121 kts
Design Group	Wingspan Range	
I		< 49 feet

The last update of the Round Valley Airport's ALP was completed in 2003. Major changes to Round Valley Airport since 2003 include the following:

- Construction of an aircraft apron and parking area
- Construction of a partial parallel taxiway
- Removal of failing pavement

These changes are reflected in this updated ALP. In addition to these changes, technical analysis was conducted on various facilities that airport management believes would need improvements as the Airport experiences growth in operations and based aircraft. Facilities of significance which were added or modified on this updated ALP include the following features:

- Hangar and apron area – southeast of runway
- Realignment of South Airport Road at both ends of the runway
- Helicopter parking improvements
- Soil stabilization for helicopter rotor wash
- Pavement rehabilitation
- Security lighting
- Perimeter fencing
- Grading and drainage improvements at the approach end of Runway 28
- Creation of an Airspace Plan
- Data collection and creation of a wind rose.

TECHNICAL JUSTIFICATION

Factors considered when analyzing the need for new facilities, taxiways, and aprons include: Federal Aviation Administration (FAA) design standards in Advisory Circular 150/5300-13, the safety and efficient movement of aircraft, and planned improvements.

HANGAR AND APRON AREA

The primary reason for the designation of a new hangar area at the Airport stems from the need to relocate several portable hangars currently located on the north side of the runway. These hangars do not have paved vehicle or aircraft access and are not served by a parallel taxiway. The only way for aircraft housed in these portable hangars to access the runway is to taxi into the middle of the runway, a less than ideal scenario. The proposed hangar development presented in **Exhibit 2** contains two phases of development. The first phase would accommodate the relocated aircraft from the portable hangars across the airfield while the second phase would accommodate additional aircraft relocating to the Airport in the future.

The proposed layout was based on accommodating a single-engine aircraft such as a Cessna 172 or Beech Bonanza and as such, the dimensions of the hangars are 40 feet wide and 38 feet deep. The layout incorporates locations which could serve as a pilots lounge or restroom, both of which are facilities the Airport currently lacks.



Also included in Exhibit 2 are lighting improvements and a future Fixed Base Operator building and airport administration building.

REALIGNMENT OF SOUTH AIRPORT ROAD

Currently South Airport Road passes through the Runway Safety Area (RSA) for both Runway 28 and 10. The FAA specifies that RSAs are to meet strict standards which are intended to protect the aircraft and its occupants in the event of a runway overrun. These standards include requirements that the RSAs be clear of objects and strict grading requirements be met. South Airport Road has been shown on previous ALPs as to be relocated, however the design of relocation has been updated through the course of this ALP update. The portion of South Airport Road to be relocated east of the Runway 28 threshold has been designed to accommodate a 30 mile per hour turn and the relocation of South Airport Road west of Runway 10 was designed to accommodate a 20 mile per hour turn. These relocated portions of South Airport Road are depicted in **Exhibits 3 and 4**.

Object Free Area (OFA): A two-dimensional ground area centered on a runway, taxiway, or taxilane centerline which is clear of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground-maneuvering purposes.

Runway Safety Area (RSA): A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway and provides greater accessibility for fire fighting and rescue equipment during such incidents.

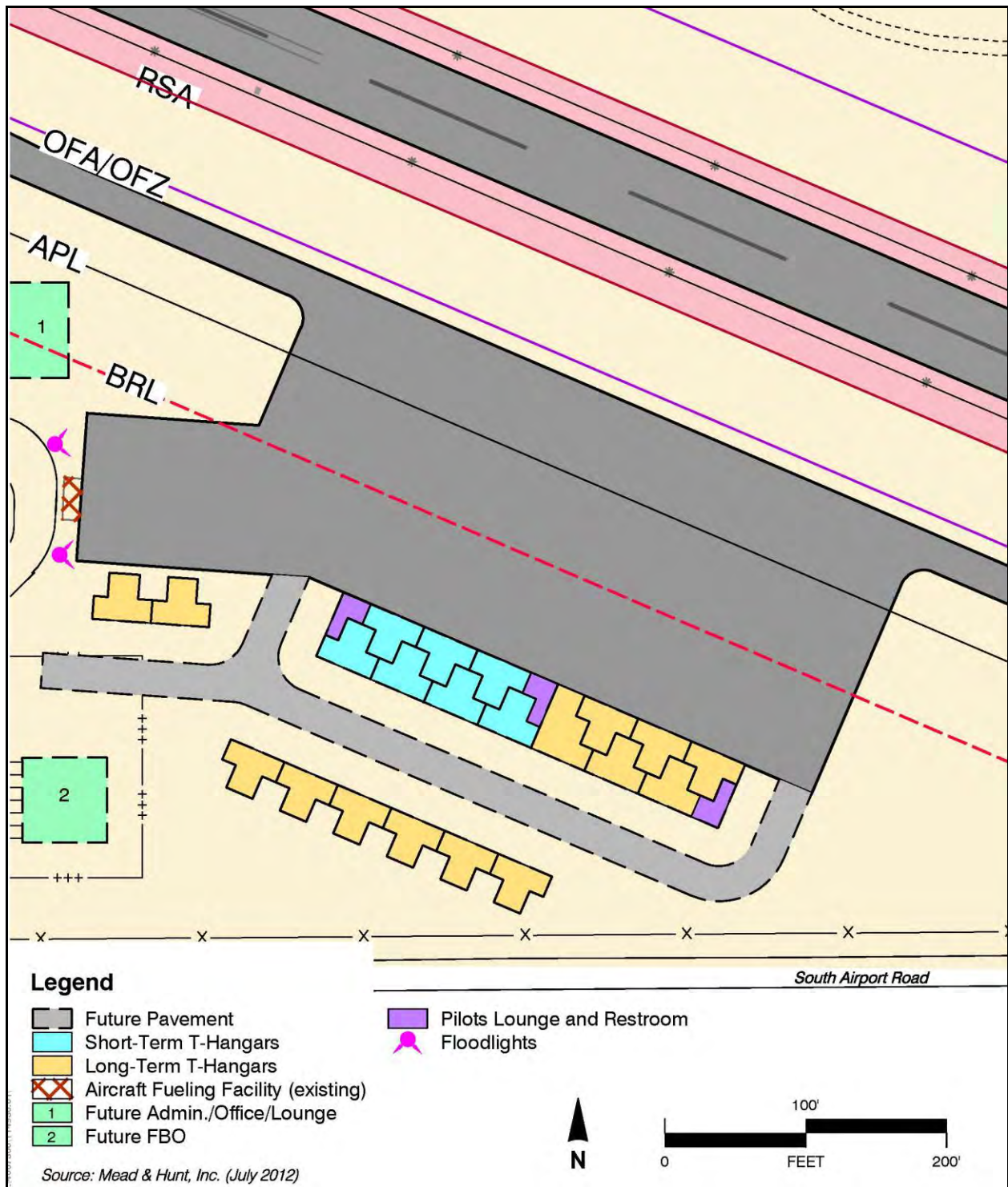


Exhibit 2
APRON AREA IMPROVEMENTS

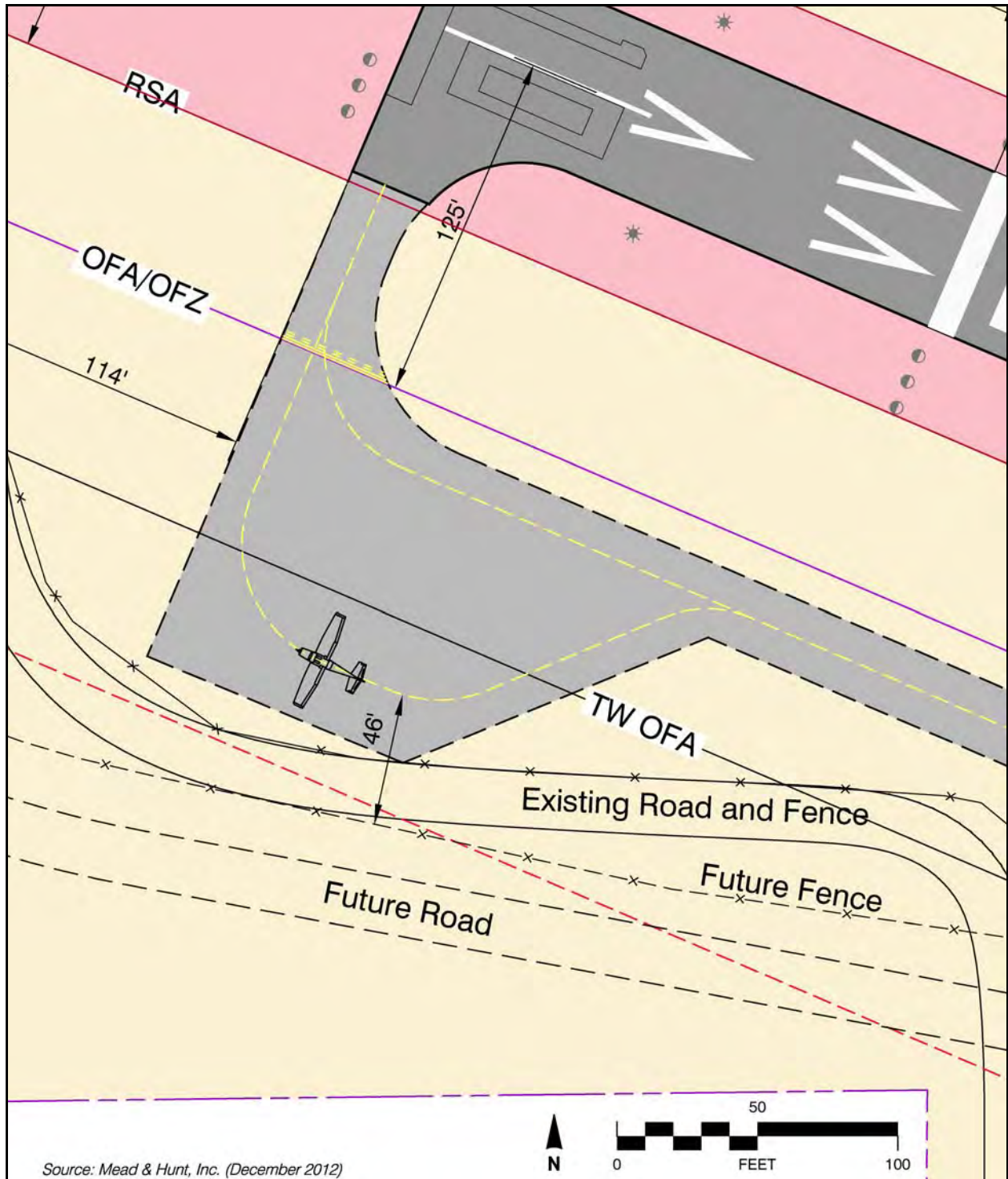


Exhibit 3
NORTHWEST PORTION OF SOUTH AIRPORT ROAD IMPROVEMENTS

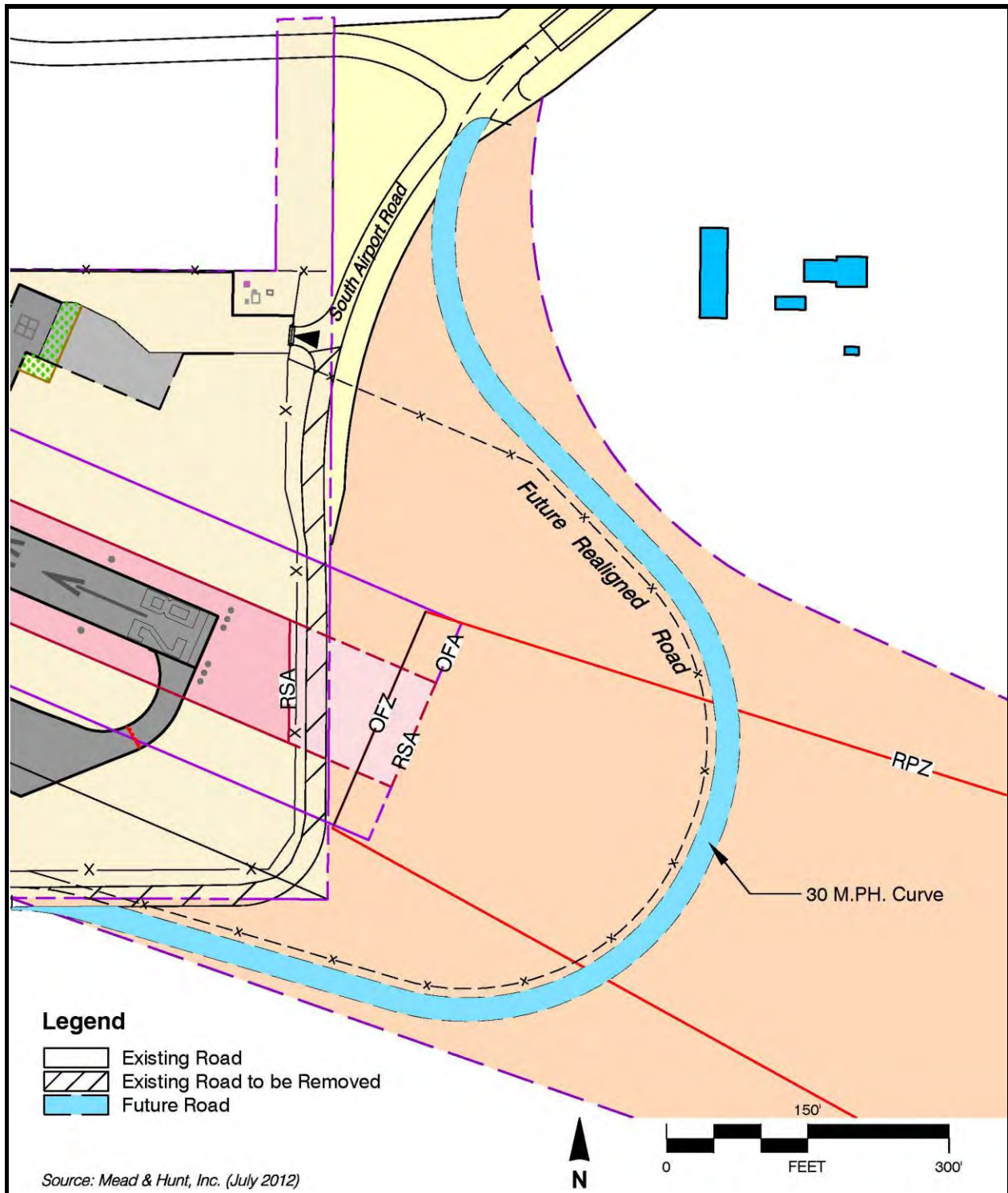


Exhibit 4
SOUTHEAST PORTION OF SOUTH AIRPORT ROAD IMPROVEMENTS

HELICOPTER PARKING AREA IMPROVEMENTS

Round Valley Airport is the principal point of access for local emergency airlift equipment. Emergency flights in this area are most often conducted by helicopters. When helicopters do utilize the Airport they park in an isolated area north of the runway. Several problems exist with the existing facilities: lack of a stabilized surface around the parking position, insufficient number of parking positions, and deteriorating pavement used by emergency ground vehicles to transport the patients to the helicopters. **Exhibit 5** depicts the proposed improvements which will address the inadequacies at the existing helicopter parking position. The short-term solution is to apply a soil stabilization technique to the bare earth immediately surrounding the helicopter parking position. This will alleviate the flying debris which interferes with aircrew and ground crew in emergency situations. In the long term, the Airport will construct an expanded helicopter parking area which can better accommodate multiple emergency helicopters and ground vehicles. The ALP also shows improved lighting for the area surrounding the helicopter parking positions as there are no lights at present, making night-time emergency operations difficult.

PERIMETER FENCING

A fence surrounding the entire airport does not currently exist at Round Valley Airport. A perimeter fence will likely be required by the FAA should Round Valley Airport choose to invest the monetary resources into upgrading facilities as presented in this report. The ALP sheet shows the proposed location of future fencing as well as additional access gates.

GRADING AND DRAINAGE IMPROVEMENTS

Currently, the area immediately east the Runway 28 approach end does not have sufficient drainage to accommodate winter rains. The problem is severe enough to flood the runway end lights on occasion. The ALP contains a note stating that grading and drainage improvements will be completed in this area at the time the southeastern portion of South Airport Road is relocated.

CREATION OF A WIND ROSE

The FAA requires all ALPs to contain a wind rose depicting the direction and speed of wind occurrences at the airport. The wind rose shows what percent of time the winds favor the runway available at an airport. If the airport does not have 95 percent coverage, FAA criteria would suggest construction of a crosswind runway. The lack of available wind data at Round Valley Airport dictated using the next closest source which is Ukiah Municipal Airport. Based on Ukiah Municipal Airport's wind rose data, Round Valley Airport has 99 percent coverage with the current runway configuration.

CREATION OF AN AIRSPACE PLAN

The previous versions of the ALP set for Round Valley Airport did not contain an Airspace Plan sheet, so in order to provide a complete set of airport plans, one was developed from scratch. Although there are currently no instrument approach procedures to either runway end at Round Valley Airport, the Airspace Plan is still of value in depicting where objects penetrate the FAR Part 77 Surfaces. No survey was conducted as part of this ALP update. Objects shown on the Airspace Plan are known obstacles taken from United States Geographic Survey (USGS) topographic quadrangle maps.

UPDATE OF EXHIBIT "A" PROPERTY MAP

Subsequent to the 2003 ALP, the County purchased some of the parcels adjacent to the airport which were designated as "to be acquired". This ALP update reflects those changes in ownership and has also brought forward the remaining parcels to be acquired.

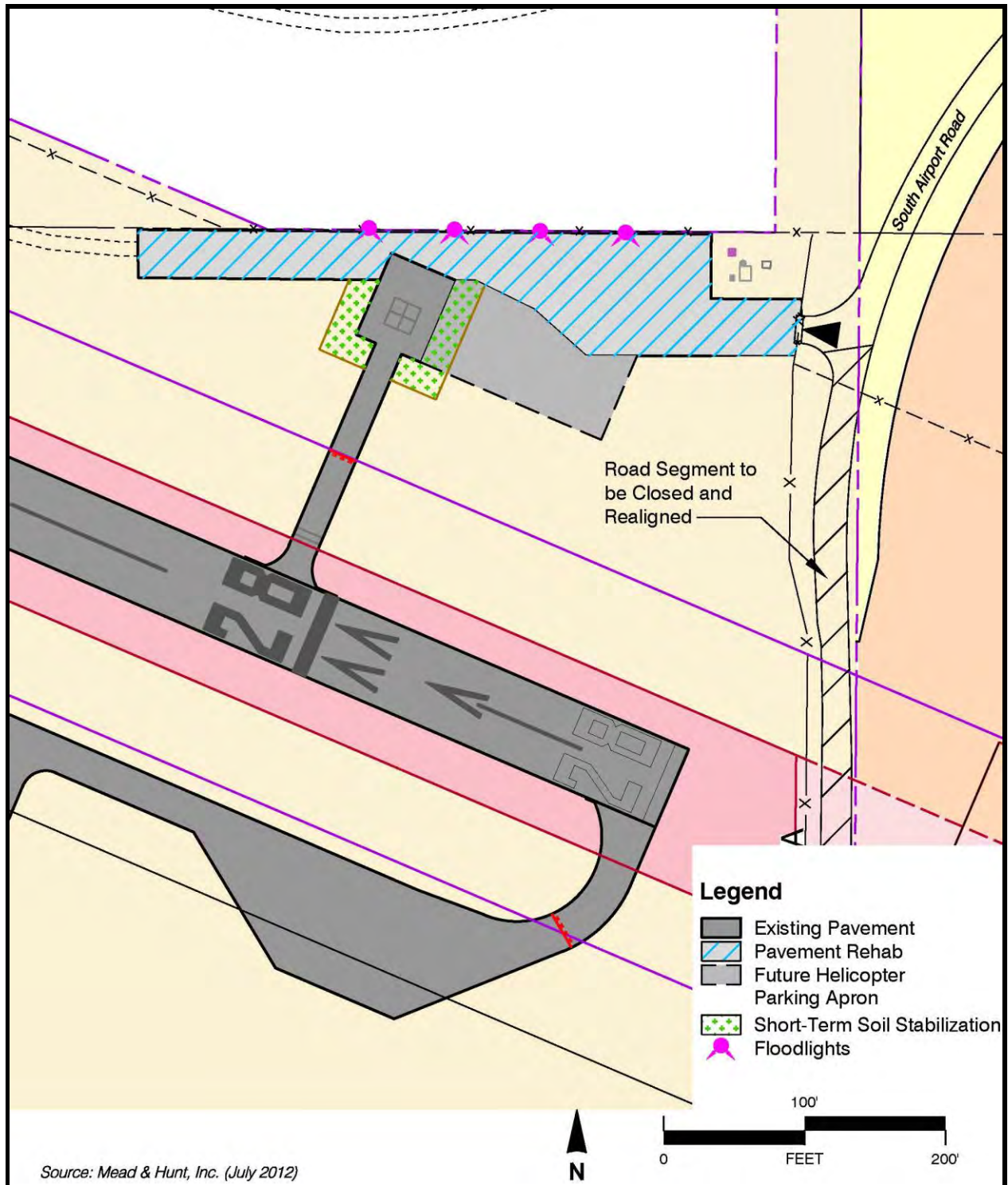


Exhibit 5
HELICOPTER PARKING IMPROVEMENTS

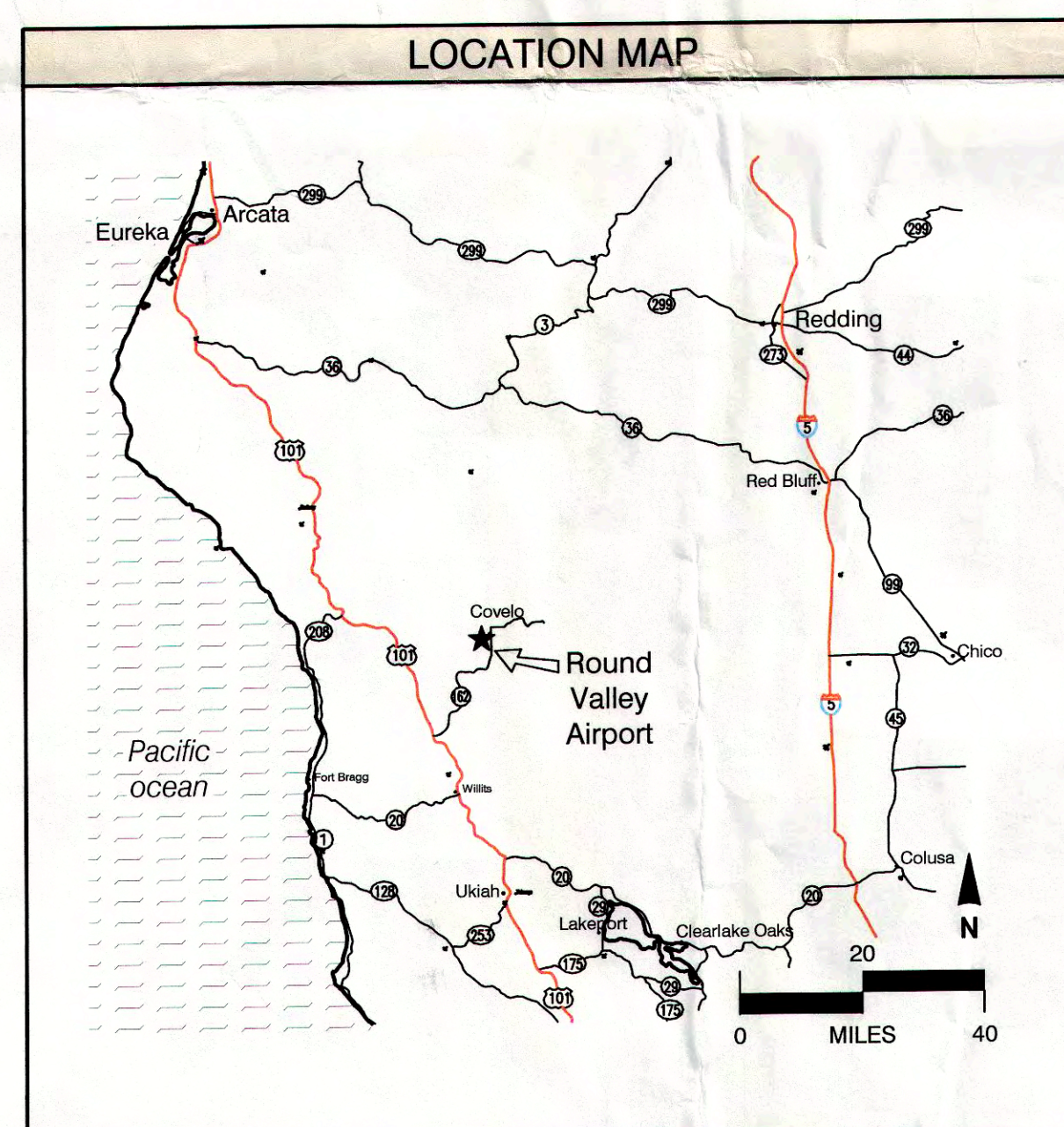
Round Valley Airport Airport Layout Plan

County of Mendocino, California

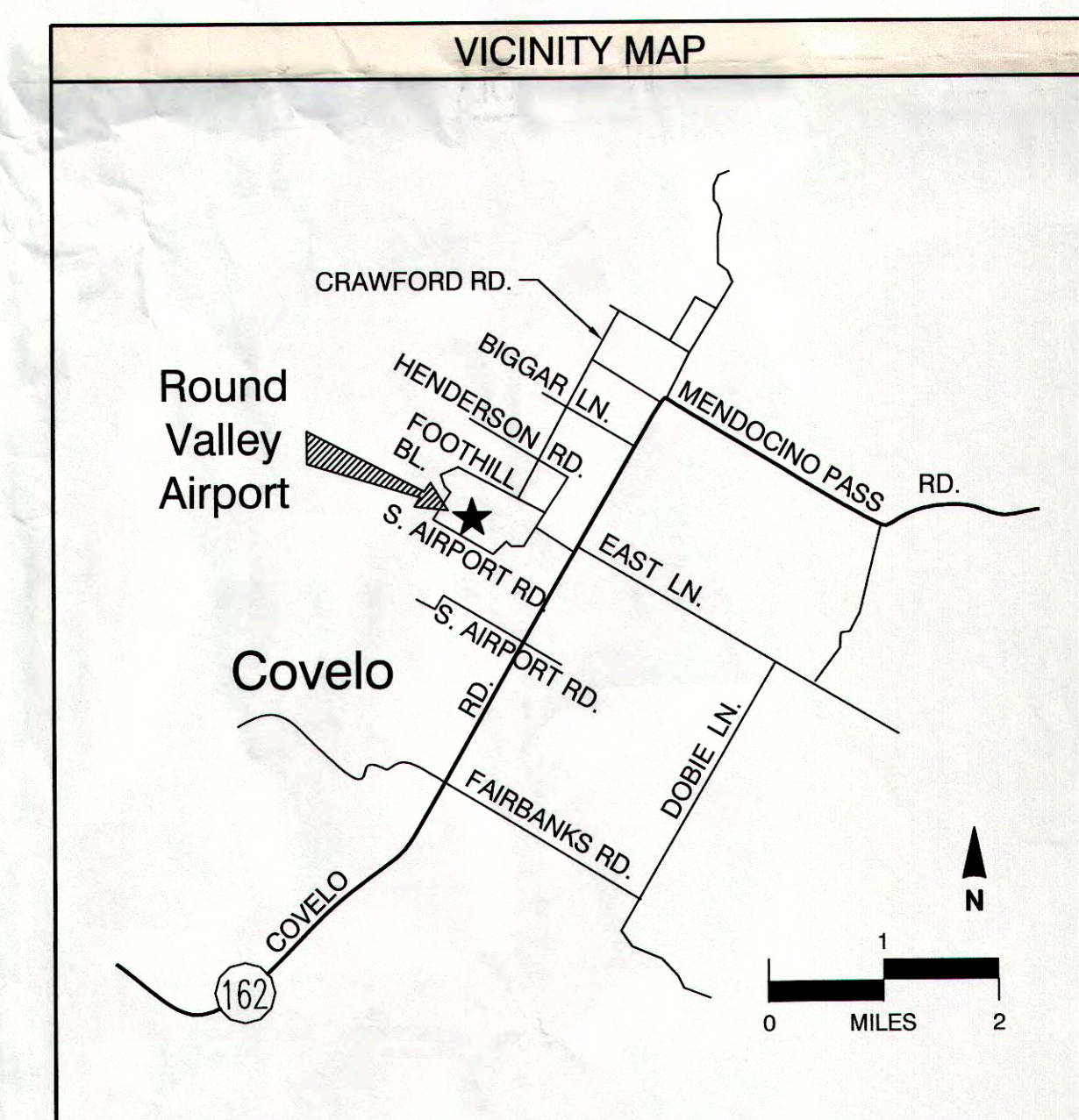
June 2013

AIP No. 3-06-0056-05

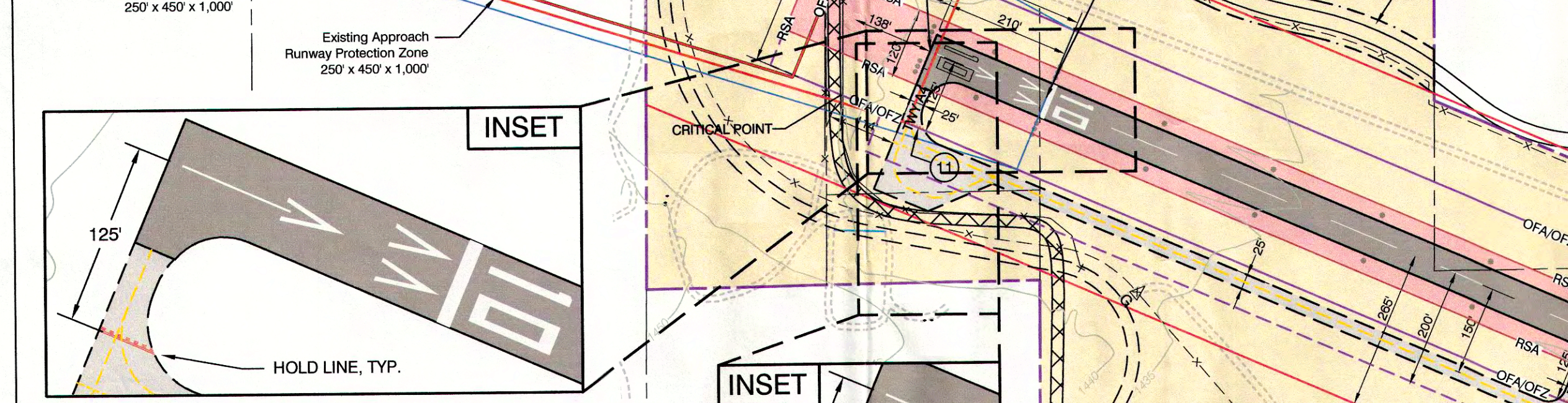
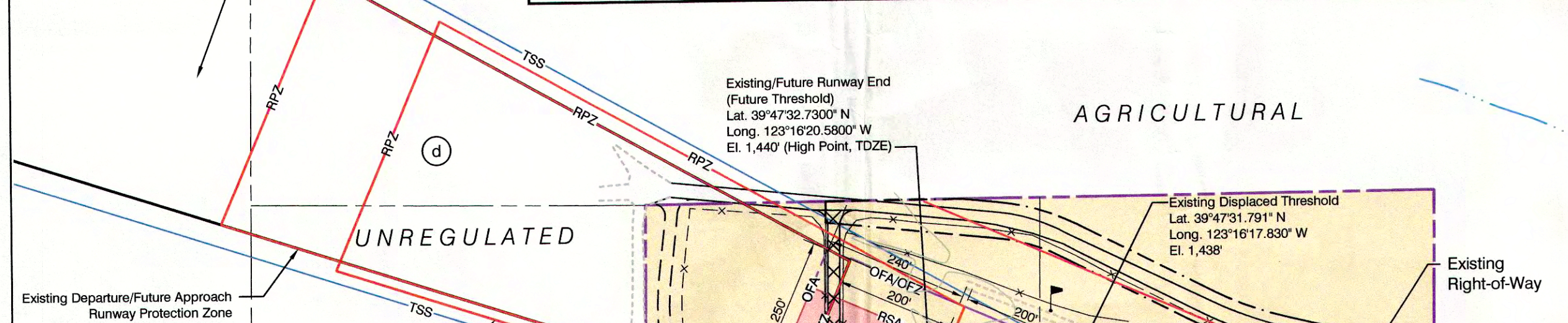
1. TITLE SHEET
2. AIRPORT LAYOUT PLAN
3. AIRSPACE PLAN
4. EXHIBIT A PROPERTY MAP



Mead
& Hunt



NON-STANDARD CONDITIONS			
DEVIATION DESCRIPTION	STANDARD	EXISTING*	PROPOSED DISPOSITION
Runway 10, Runway Safety Area	240'	138'	Realign west portion of South Airport Road ±400' west to meet RSA, OFA, OFZ, and provide threshold siting clearance over the road. Requires removal of existing displaced threshold markings and relocation of runway lights.
Runway 10, Object Free Zone	200'	114'	
Runway 10, Threshold Siting Surface	20:1 slope	8:1 slope	
Runway 28, Runway Safety Area	240'	72'	Realign east portion of South Airport Road 450' east of the existing runway end to meet RSA, OFA, OFZ, threshold siting surface and FAR Part 77 requirements. Requires land acquisition of 17± acres, relocation of threshold lights and new runway end markings. Eliminates the existing displaced threshold.
Runway 28, Object Free Zone	200'	70'	
Runway 28, Threshold Siting Surface	20:1 slope	5:1 slope	

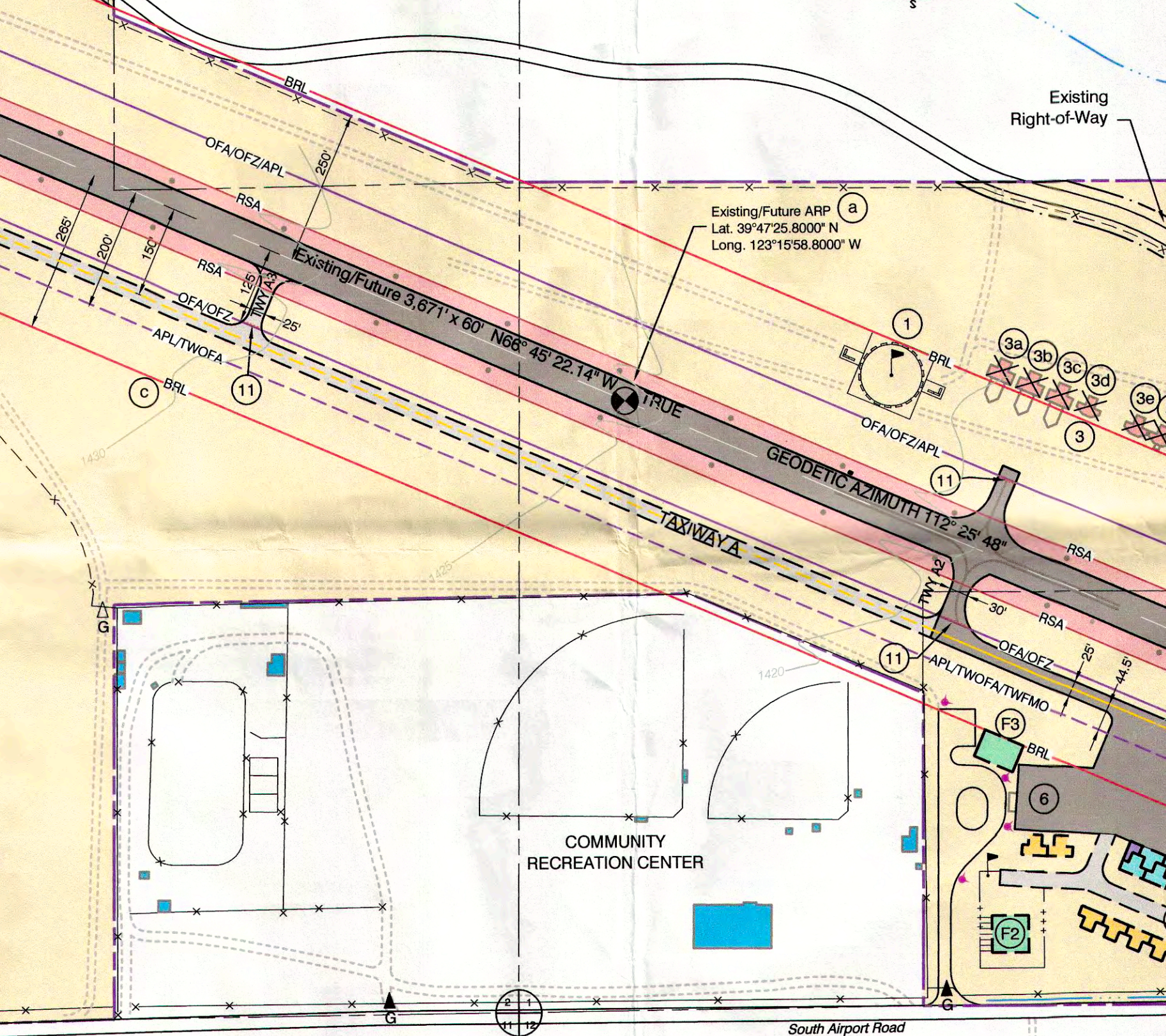
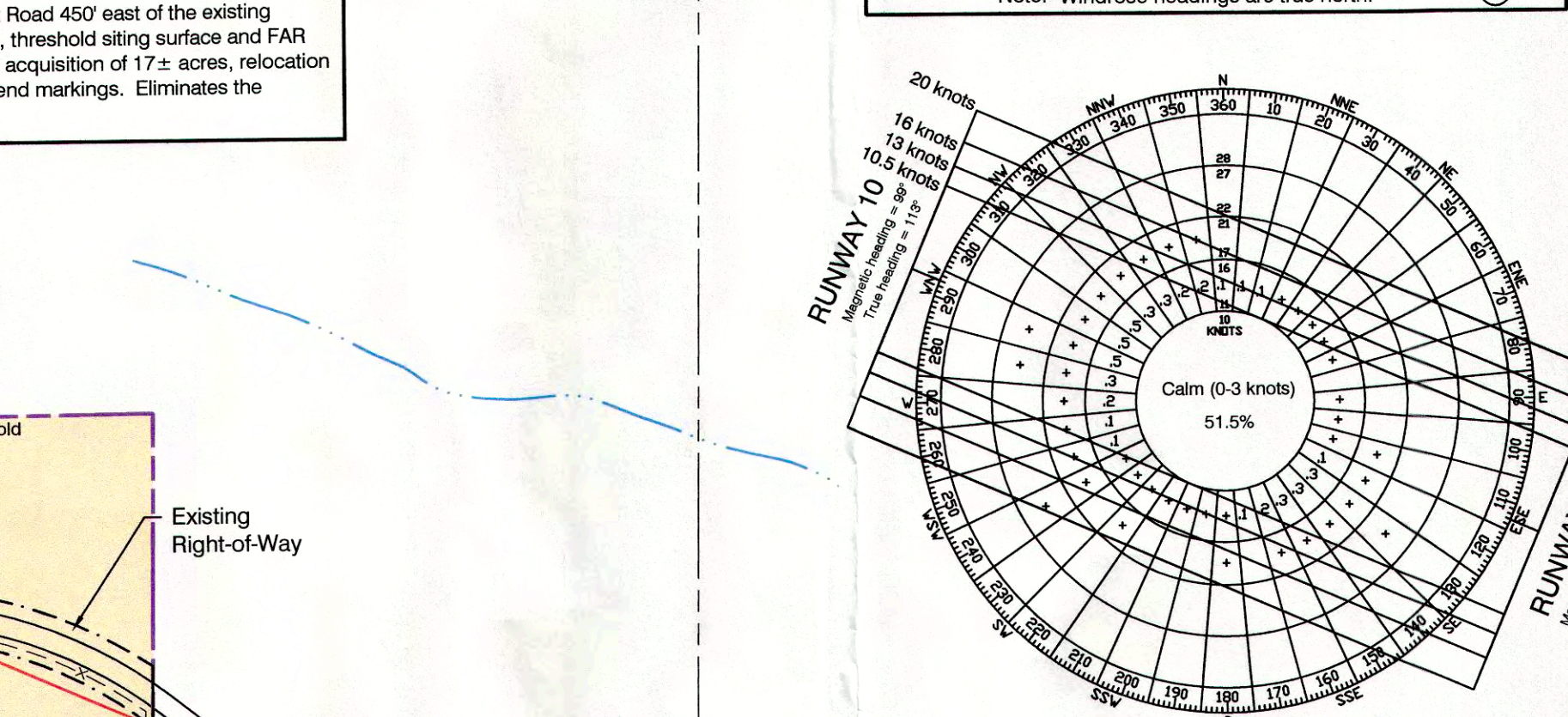


AIRPORT DATA		
AIRPORT SERVICE LEVEL (NPIAS)	General Aviation	No Change
AIRPORT REFERENCE CODE	B-1 (Small)	No Change
CRITICAL AIRCRAFT	Light Twin (1)	No Change
AIRPORT REFERENCE POINT (a)	Latitude 39°47'25.8000" N Longitude 123°15'58.8000" W	No Change
AIRPORT ELEVATION (Above Mean Sea Level)	1,440' (7)	No Change
MEAN MAX. TEMP. (Hottest Month)	83.4° (July)	No Change
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	Rotating Beacon	No Change
GPS APPROACH ESTABLISHED	No	No Change
AIRPORT ACREAGE	Fee Simple 95 Easement 0	115 No Change
AIRCRAFT PARKING SPACES	Tiedowns 10 Individual Hangar Units 9 Helicopter Spaces 1	No Change 23 No Change

DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT	N/A	
PAVEMENT REHABILITATION	N/A	
SHORT-TERM SOIL STABILIZATION	N/A	
GRAVEL ROAD		
PAVED ROAD		
PAVED ROAD REMOVAL	N/A	
AIRPORT PROPERTY		N/A
OTHER PROPERTY LINES		N/A
INTERNAL BOUNDARY (lease, R.O.W., etc.)		N/A
COUNTY ROAD R.O.W.		N/A
RUNWAY SAFETY AREA	RSA	RSA
AIRCRAFT PARKING LIMIT	APL	N/A
BUILDING RESTRICTION LINE	BRL	N/A
RUNWAY PROTECTION ZONE	RPZ	N/A
OBJECT FREE AREA	OFA	N/A
OBSTACLE FREE ZONE	OFZ	N/A
THRESHOLD SITING SURFACE	TSS	N/A
BUILDING		
BUILDING TO BE REMOVED	N/A	
BUILDING TO BE RELOCATED	N/A	
SHORT TERM T-HANGARS	N/A	
LONG TERM T-HANGARS	N/A	
PILOTS' LOUNGE AND RESTROOM	N/A	
FENCE		
VEHICLE GATE/PEDESTRIAN GATE		
WIND CONE		N/A
AIRFIELD LIGHTS: SINGLE/GROUP		N/A
BEACON		N/A
FLOODLIGHT		N/A
TOPOGRAPHIC CONTOURS		N/A
WATERWAY / CULVERT		N/A
AIRPORT REFERENCE POINT		No Change
SECTION CORNER		N/A
HELICOPTER PARKING POSITION		N/A

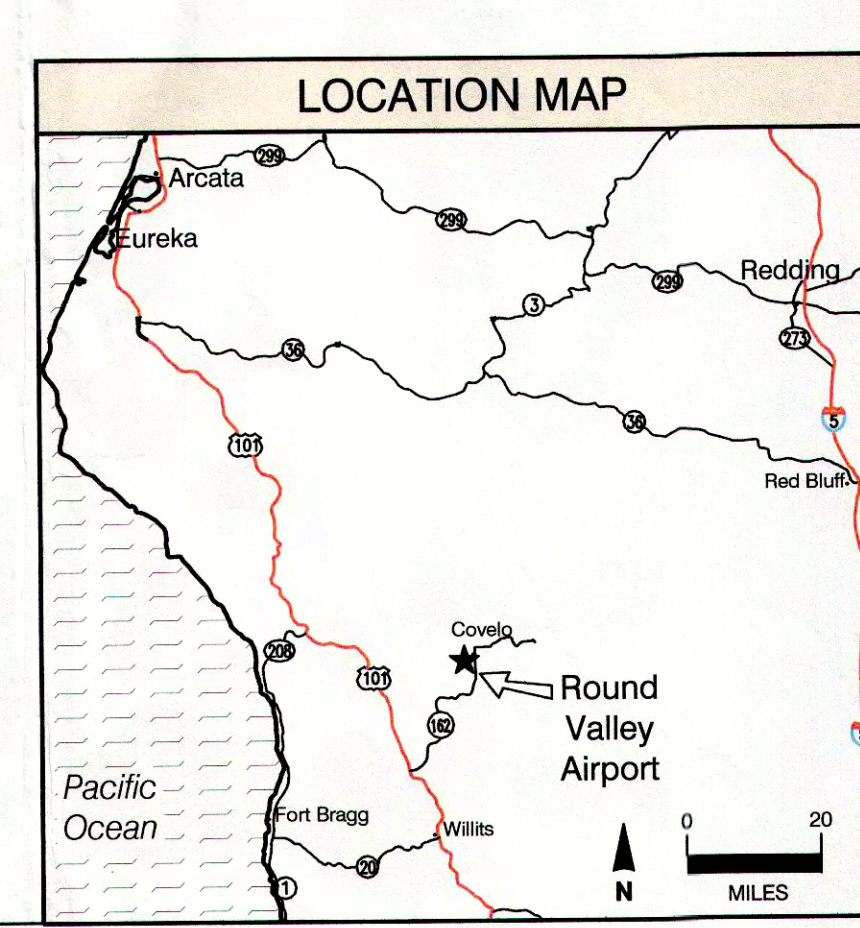
BUILDING AND FACILITY LEGEND (9)		
	EXISTING	ULTIMATE
(1) Lighted Segmented Circle & Wind Cone		N/A
(2) Rotating Beacon		N/A
(3) T-Hangars (to be relocated to future building area)		N/A
(3a) T-Hangar		1434.4'
(3b) T-Hangar		1431.9'
(3c) T-Hangar		1431.5'
(3d) T-Hangar		1427.0'
(3e) T-Hangar		1426.3'
(3f) T-Hangar		1425.9'
(3g) T-Hangar		1425.5'
(4) Tiedowns		N/A
(5) Electrical Vault		1421.5'
(6) Above Ground Fuel Storage/Dispensing Area		1431.8'
(7) Helicopter Parking Position Taxiway		N/A
(8) Helicopter Parking Position		N/A
(9) Emergency Vehicle Staging Area		N/A
(10) Well		N/A
(11) Hold Line (see inset)		N/A
(F1) Emergency Vehicle Parking & Helicopter Apron (Future)		N/A
(F2) Fixed Base Operator (Future)		N/A
(F3) Administration/Office/Lounge (Future)		1430.6' est.
(F4) 4-Box PAPI (Future)		N/A
(F5) T-Hangars (Future)		1429.5' est.

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.)
10-28	99.18 %	99.72 %	99.98 %
Number of Observations: 74,163			
Wind Data Source: Ukiah Municipal Airport, Ukiah, CA			
Period of Time: January, 2000 - December, 2009			
Note: Windrose headings are true north.			



RUNWAY END COORDINATES NAD83 (9)		
	EXISTING	ULTIMATE
LAT. 10	39° 47' 32.7300" N	No Change
LONG. 10	123° 16' 20.5800" W	No Change
LAT. 28	39° 47' 18.8800" N	No Change
LONG. 28	123° 15' 37.1200" W	No Change

- ALP NOTES**
- Airport coordinate data source: FAA 5010 Airport Master Record.
 - Wind data obtained from Ukiah Municipal Airport (45 miles south of Round Valley).
 - Building Restriction Line (BRL) is based on an 18' high building.
 - No future land acquisition of RPZ area for Runway 10, due to Bureau of Indian Affairs land ownership.
 - Upon completion of road relocation, grading and drainage improvements will be required off the approach end of Runway 28.
 - The ARC is based on a family of aircraft which have been observed to be operating at the airport. There is no based or annual itinerant aircraft that meets the NPIAS substantial use threshold. Records indicate that the current and projected predominate fleet mix utilizing the facility are generally ARC B-1 (small) equipment.
 - All elevations reported in NAVD 88



RUNWAY DATA (1)		
	EXISTING	FUTURE
RUNWAY REFERENCE CODE	B-1 (Small)	No Change
CRITICAL AIRCRAFT	Light Twin (1)	No Change
WINGSPAN	41.7'	No Change
UNDERCARRIAGE WIDTH	14.25'	No Change
APPROACH SPEED	96 knots	No Change
MAX. TAKEOFF WT. (lbs.)	7,450'	No Change
WIND COVERAGE	(b)	No Change
PHYSICAL LENGTH AND WIDTH	3,671' X 60'	No Change
MAXIMUM ELEVATION (Above Mean Sea Level)	1,440'	No Change
EFFECTIVE/MAXIMUM GRADIENT (%)	0.79/0.97	No Change
RUNWAY/TAXIWAY SURFACE TYPE	Asphalt	No Change
MAXIMUM CERTIFIED LANDING WEIGHT (1,000#) - S/D/D/T	30/-/-	No Change
RUNWAY SAFETY AREA - STD. (Length Beyond Runway End)	10 240' 28 240'	10 240' 28 240'
RUNWAY SAFETY AREA - STD. (Width)	28 240' 28 240'	No Change
OBJECT FREE AREA - STD. (Length Beyond Runway End)	10 240' 28 240'	No Change
OBJECT FREE AREA WIDTH - STD.	28 250'	No Change
OBSTACLE FREE ZONE - STD. (Length Beyond Runway End)	10 200' 28 200'	No Change
OBSTACLE FREE ZONE WIDTH - STD.	28 250'	No Change

TAXIWAY DATA		
TAXIWAY	DESIGN GROUP	WIDTH
A	B-1	No Change
A1	B-1	No Change
A2	B-1	No Change
A3	B-1	No Change
A4	B-1	No Change

TAXIWAY DATA (continued)		
TAXIWAY	DESIGN GROUP	WIDTH
A	B-1	No Change
A1	B-1	No Change
A2	B-1	No Change
A3	B-1	No Change
A4	B-1	No Change

TAXIWAY DATA (continued)		
TAXIWAY	DESIGN GROUP	WIDTH
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A2	B-1	No Change
A3	B-1	No Change
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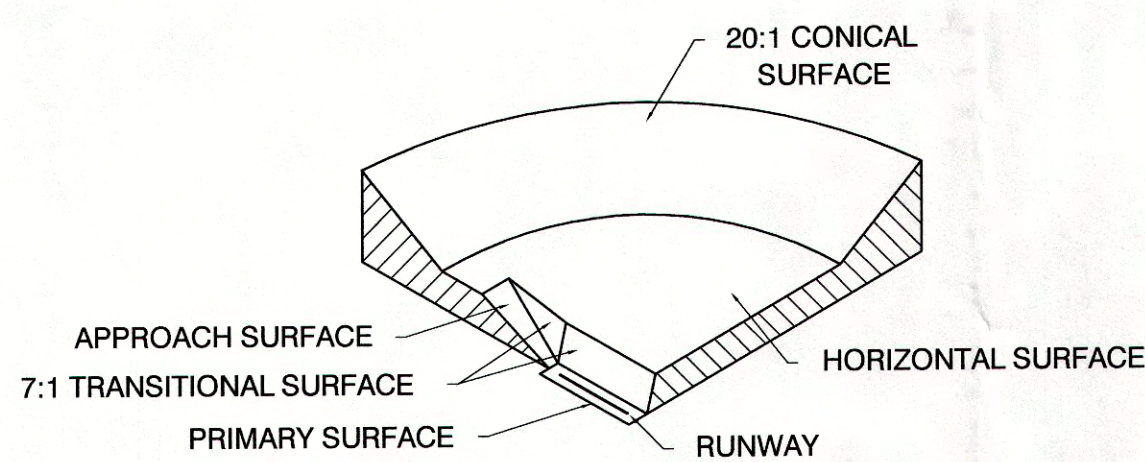
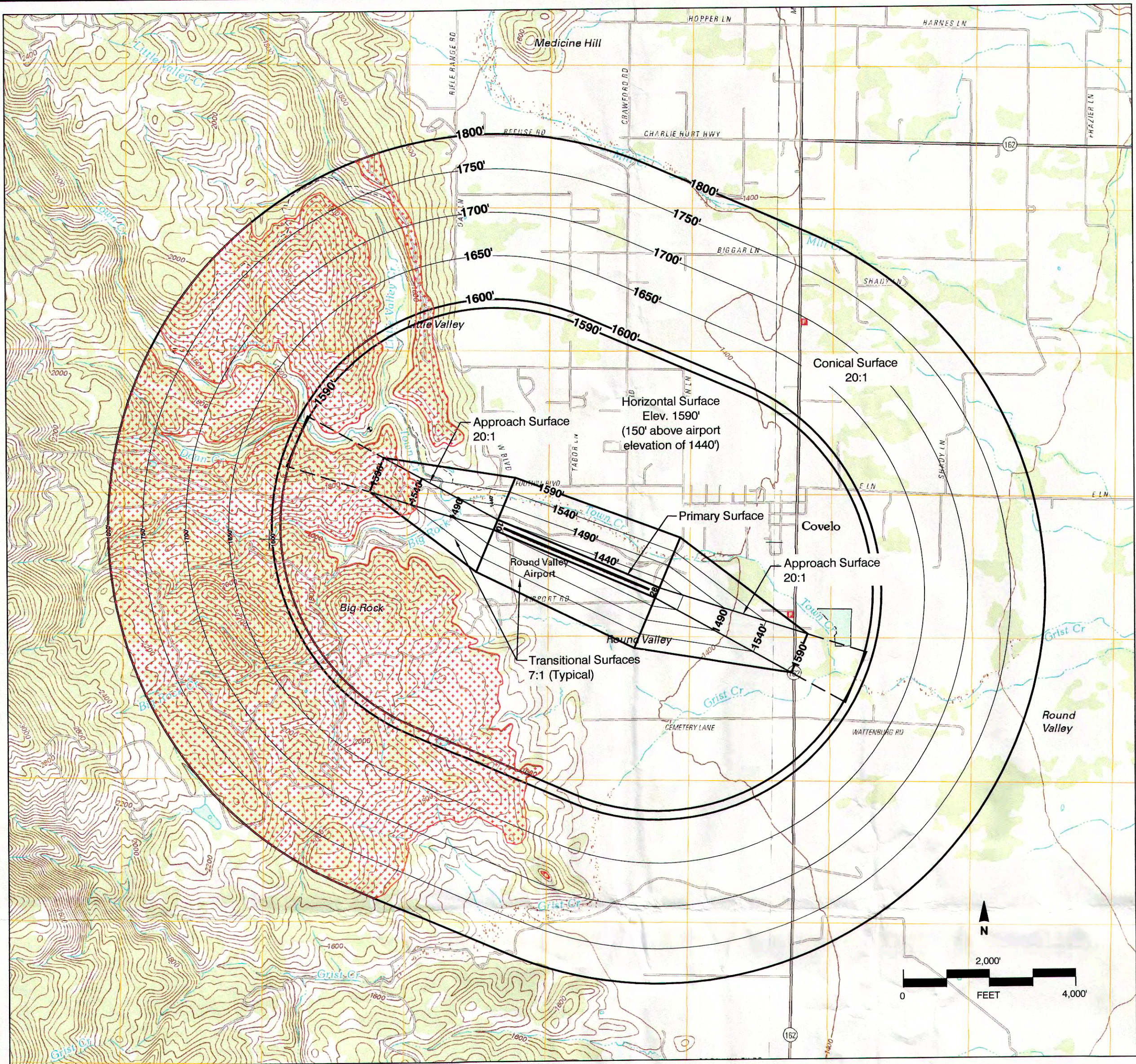
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TAXIWAY DATA (continued)		
TAXIWAY	DESIGN GROUP	WIDTH
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A1	B-1	No Change
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TAXIWAY DATA (continued)		
TAXIWAY	DESIGN GROUP	WIDTH
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TAXIWAY DATA (continued)		
TAXIWAY	DESIGN GROUP	WIDTH
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A1	B-1	No Change
A2	B-1	No Change
A3	B-1	No Change
A4	B-1	No Change

		DESIGN: 11/CS
		The preparation of these documents under the Airway Improvement Act of 1982, does not in any way constitute a commitment by the FAA to any particular action, nor does it constitute an environmentally acceptable action.



TYPICAL FAR PART 77 SURFACES

LEGEND

- Part 77 Surfaces
- Penetrating Terrain
- Object is below indicated surface
- Object penetrates indicated surface

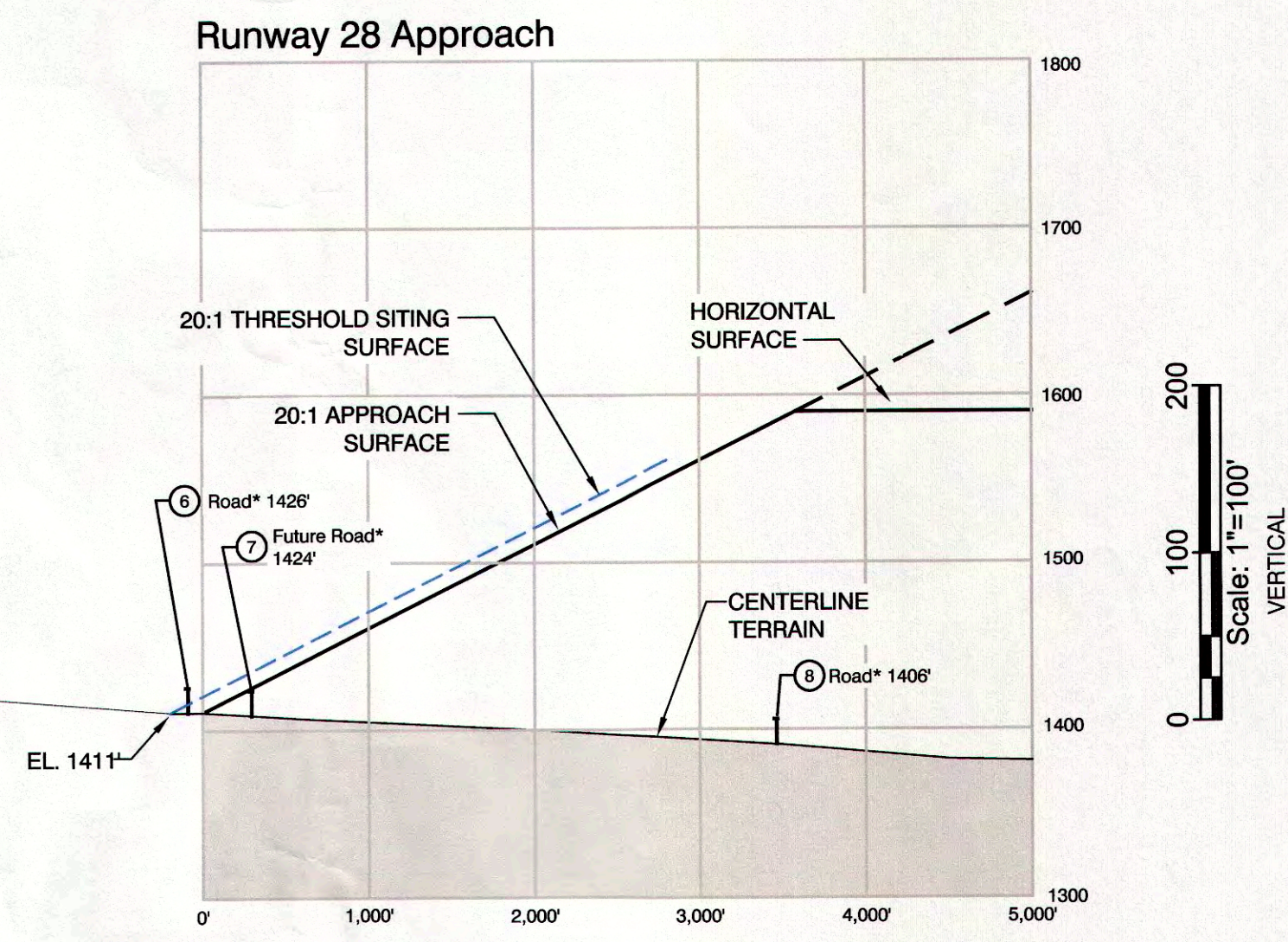
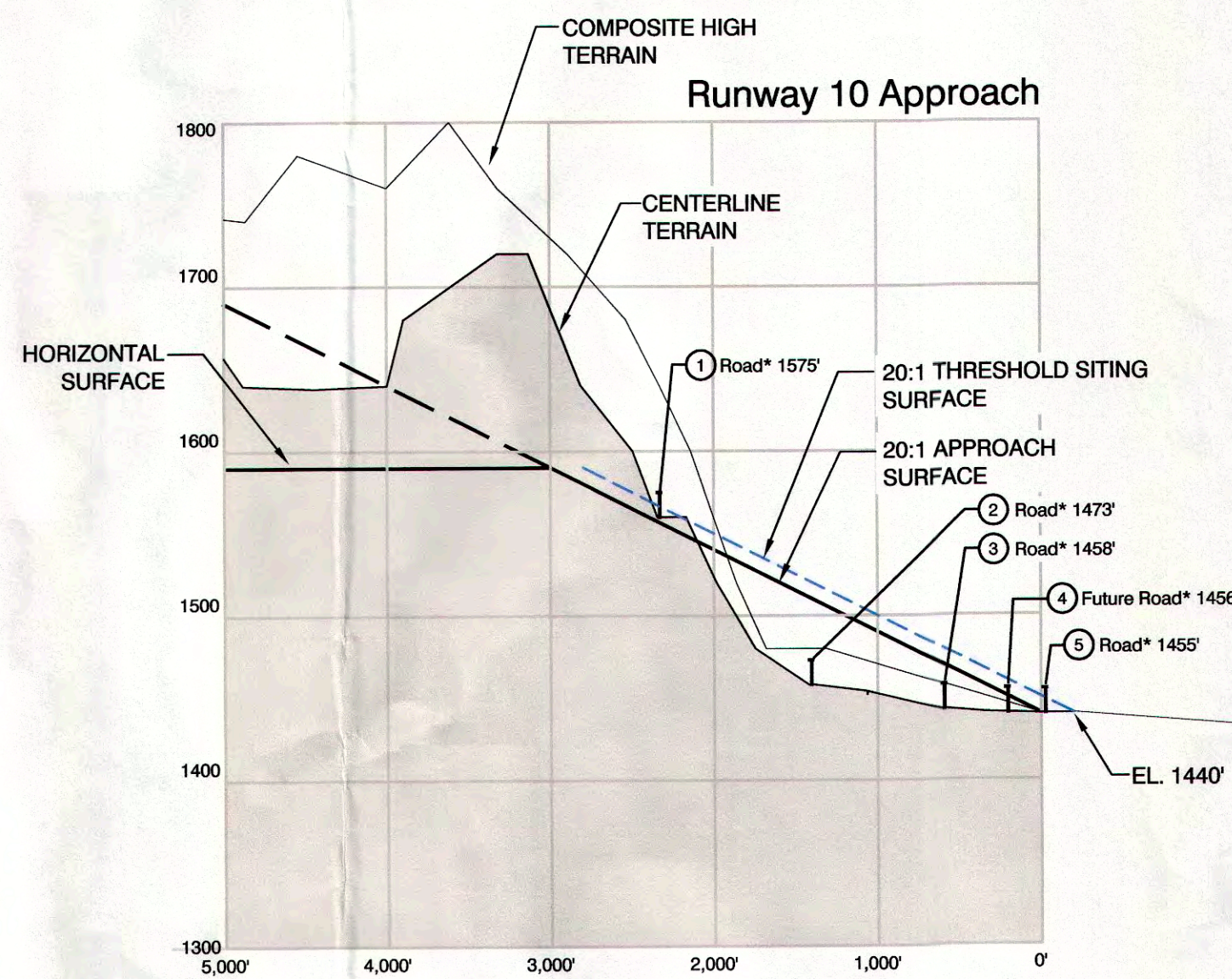
MAP SOURCE:

USGS Topographic Survey Map
coordinates: NAD27, Terrain
contours: NGVD29

NOTES:

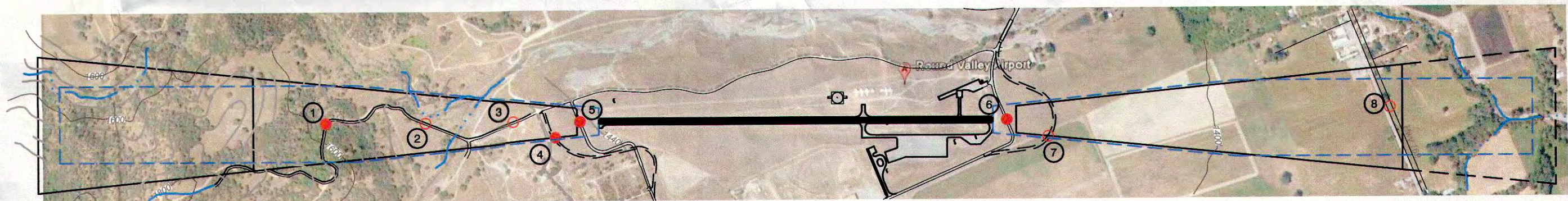
Part 77 surface contours and obstruction
elevations are shown in NAVD88.

* Indicates 15' added to all road elevations



Scale: 1"=1000'
HORIZONTAL

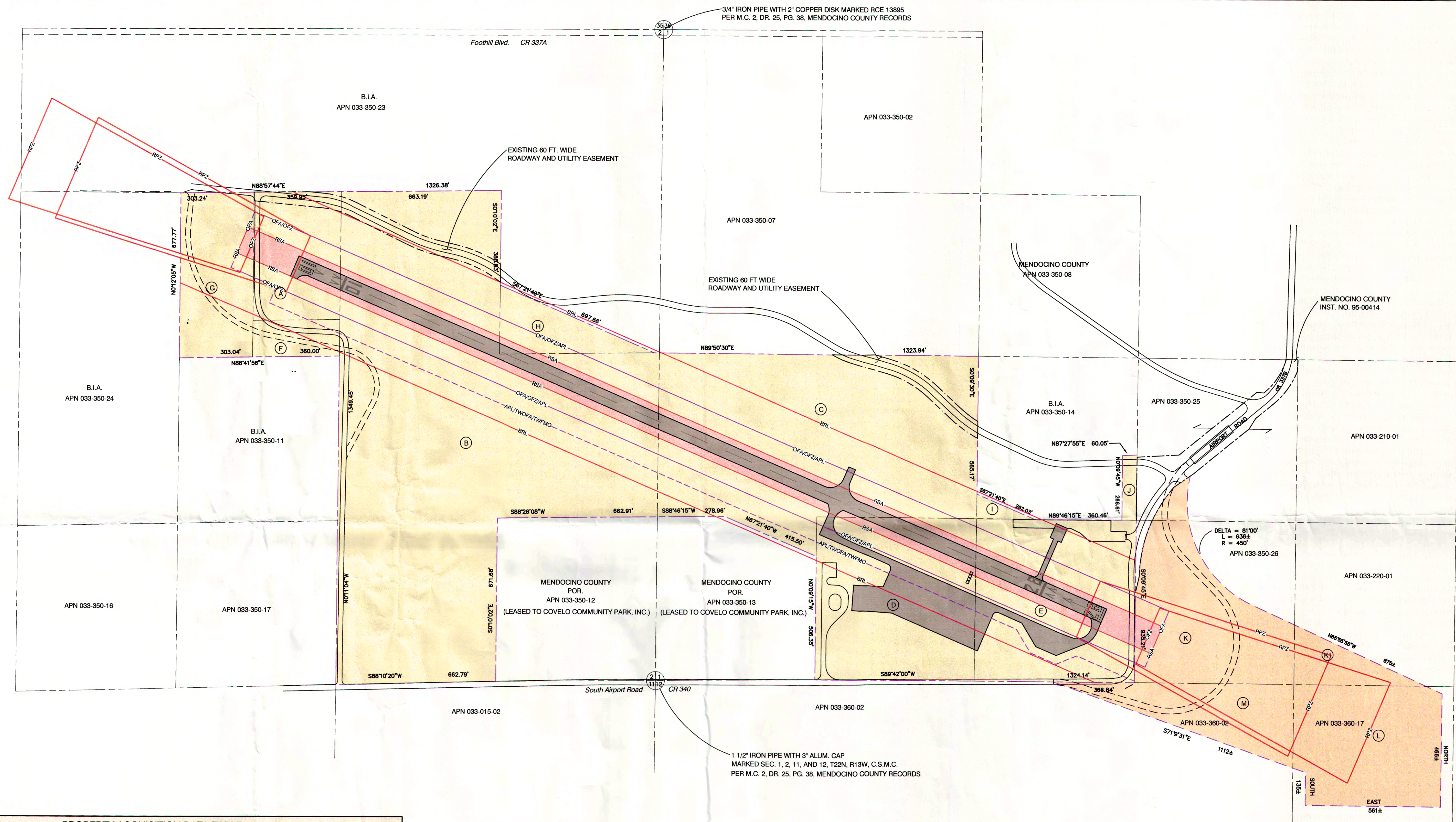
Scale: 1"=100'
VERTICAL



OBSTRUCTION DATA								
POINT #	DESCRIPTION	TOP ELEV. (MSL)	AFFECTED PART 77 SURFACE	PART 77 SURFACE HT.	PART 77 PENETRATION	THRESHOLD SITING SURFACE HT.	THRESHOLD SITING PENETRATION	DISPOSITION
1	Road*	1575'	Approach	1556'	19'	1577'	-2'	None
2	Road*	1473'	Approach	1510'	-37'	1531'	-58'	None
3	Road*	1458'	Approach	1469'	-11'	1490'	-32'	None
4	Road*	1456'	Approach	1450'	6'	1470'	-14'	None
5	Road*	1455'	Approach	1440'	15'	1459'	6'	Road to be Relocated
6	Road*	1426'	Approach	1411'	15'	1430'	9'	Road to be Relocated
7	Road*	1424'	Approach	1425'	-1'	1449'	-25'	None
8	Road*	1406'	Approach	1584'	-178'	1608'	-202'	None
Note: A Negative Penetration Number Indicates Distance Object is Below Surface.								

Note: A Negative Penetration Number Indicates Distance Object is Below Surface.

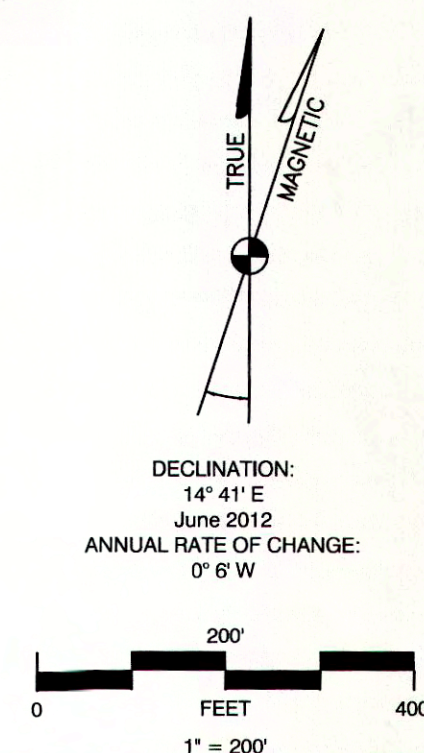
NO.	REVISION	SPONSOR	DATE
ROUND VALLEY AIRPORT MENDOCINO COUNTY, CALIFORNIA			
AIRSPACE PLAN			
		133 Aviation Boulevard, Suite 100 Santa Rosa, California 95403 (707) 526-5010 Fax (707) 526-9721 www.meadhunt.com	
DESIGN: TT/CS	DRAWN: TE	DATE: June 2013	SHEET 3 OF 4
<small>The preparation of these documents 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>			



PROPERTY ACQUISITION DATA TABLE						
PARCEL	A.P. NO.	OWNER	TYPE OF ACQUISITION	PURPOSE OF ACQUISITION	ACRES	AIP#
A	033-350-06	COUNTY OF MENDOCINO	FEE TITLE	CURRENT AERONAUTICAL	4.34 AC±	N/A
B	033-350-12	COUNTY OF MENDOCINO	FEE TITLE	CURRENT AERONAUTICAL*	40.93 AC±	N/A
C	033-350-13	COUNTY OF MENDOCINO	FEE TITLE	CURRENT AERONAUTICAL*	20.95 AC±	N/A
D	033-360-18	COUNTY OF MENDOCINO	FEE TITLE	CURRENT AERONAUTICAL	10.14 AC±	N/A
E	033-350-19	COUNTY OF MENDOCINO	FEE TITLE	CURRENT AERONAUTICAL	10.13 AC±	3-06-0056-01
F	033-350-21	COUNTY OF MENDOCINO	FEE TITLE	CURRENT AERONAUTICAL	1.24 AC±	3-06-0056-01
G	033-350-24	COUNTY OF MENDOCINO	FEE TITLE	CURRENT AERONAUTICAL	4.71 AC±	N/A
H	033-350-23 (POR.)	COUNTY OF MENDOCINO	FEE TITLE	CURRENT AERONAUTICAL	2.09 AC±	N/A
I	033-350-14 (POR.)	COUNTY OF MENDOCINO	FEE TITLE	CURRENT AERONAUTICAL	0.28 AC±	N/A
J	033-350-14 (POR.)	COUNTY OF MENDOCINO	EASEMENT	UTILITY ACCESS	0.37 AC±	N/A
K	033-350-25,26 &	BAXMAN, RICHARD & NANCY	FEE TITLE (TBA)	ROAD REALIGNMENT/RPZ CONTROL	10.35 AC±	N/A
K1	033-210-01 (POR.)	BAXMAN, RICHARD & NANCY	FEE TITLE (TBA)	ROAD REALIGNMENT/RPZ CONTROL	1.54 AC±	N/A
L	033-360-17 (POR.)	HURT, BRIAN K.	FEE TITLE (TBA)	ROAD REALIGNMENT/RPZ CONTROL	7.25 AC±	N/A
M	033-360-02 (POR.)	MOUNTAIN VALLEY COMPANY, LLC	FEE TITLE (TBA)	ROAD REALIGNMENT/RPZ CONTROL	4.00 AC±	N/A
		(TBA) = TO BE ACQUIRED		* Portion of this parcel first leased to Covelo Community Park Inc. in October, 1983		

ROUND VALLEY AIRPORT
LOCATED IN
SW 1/4 SEC. 1, SE 1/4 SEC. 2 AND N 1/2 SEC. 12
T22N, R13W, M.D.B.&M.

DRAWING LEGEND		
	EXISTING	FUTURE
AIRPORT PROPERTY		
RUNWAY SAFETY AREA		
COUNTY ROAD RIGHT OF WAY		
PARCEL LINE		
PARCEL NUMBER (SEE TABLE)		
ROAD		
BUILDING RESTRICTION LINE		
RUNWAY PROTECTION ZONE		
SECTION CORNER		



NO.	REVISION	SPONSOR	DATE
ROUND VALLEY AIRPORT COVELO, CALIFORNIA			
EXHIBIT A PROPERTY MAP			
		133 Aviation Boulevard, Suite 100 Santa Rosa, California 95403 (707) 526-5010 Fax (707) 526-9721 www.meadhunt.com	
DESIGN:	TT/CS	DRAWN:	TE
DATE:	June 2013	SHEET	4 OF 4

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.