APPENDIX C

Airport Layout Plans

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

November 4, 2014

Mr. Leander Hauri
Airport Manager
Livermore Municipal Airport
636 Terminal Circle
Livermore, CA 94551-9609

Dear Mr. Hauri,

Subject: Federal Aviation Administration (FAA) Conditional Approval of Airport Layout Plan for Livermore Municipal Airport

The San Francisco Airports District Office (SFO-ADO) has completed the final review of the Livermore Municipal Airport's updated Airport Layout Plan (ALP). Accordingly, a **Conditional Approval** is issued for the enclosed signed ALP, dated **November 4, 2014**.

An aeronautical airspace study No. 2014-AWP-386-NRA (Non-Rule-making Airport) was conducted on proposed development. This determination 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 programs of the FAA, 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 only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environment through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means.

This ALP approval is conditioned on 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. This ALP is also conditioned on 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. At this time, we do not support

disposal of the additional airport property. The City of Livermore needs to provide the required supporting documentation and receive FAA approval prior to any land release.

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 Airport Layout Plan and retain it in the airport. We wish you great success in your plans for the development of the airport.

Sincerely,

Robin K. Hunt
Manager, San Francisco Airports District Office

Enclosure: FAA Conditionally Approved ALP for the Livermore Municipal Airport

cc: CALTRANS Aeronautics Division, ATO Planning and Integration

AIRPORT LAYOUT PLAN

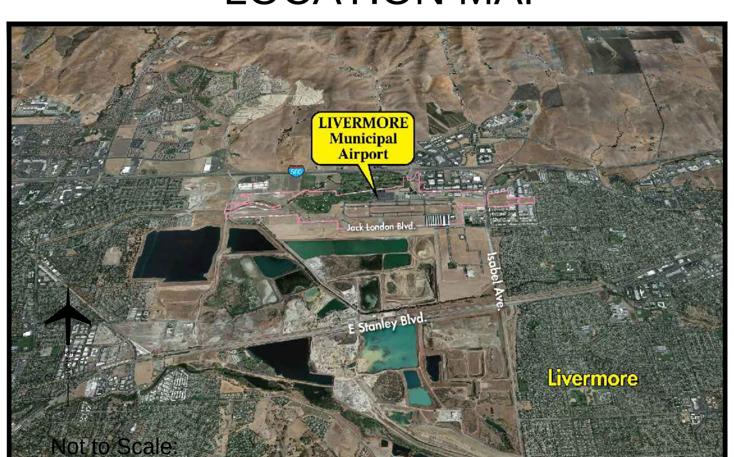
FOR

LIVERMORE MUNICIPAL AIRPORT

LIVERMORE, CALIFORNIA

VICINITY MAP

LOCATION MAP



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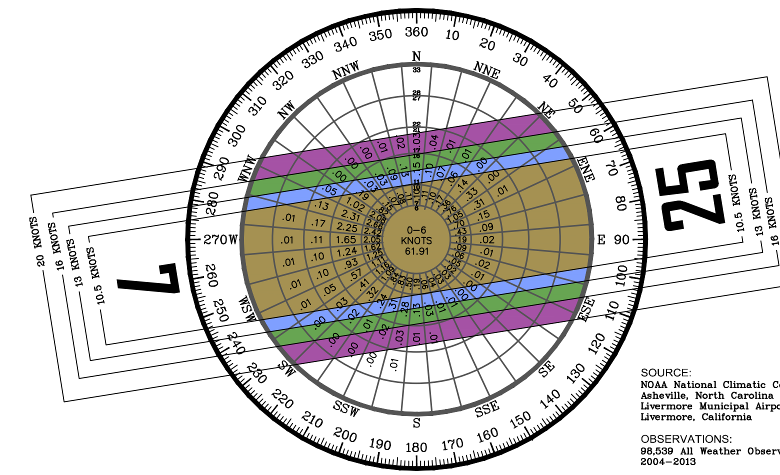
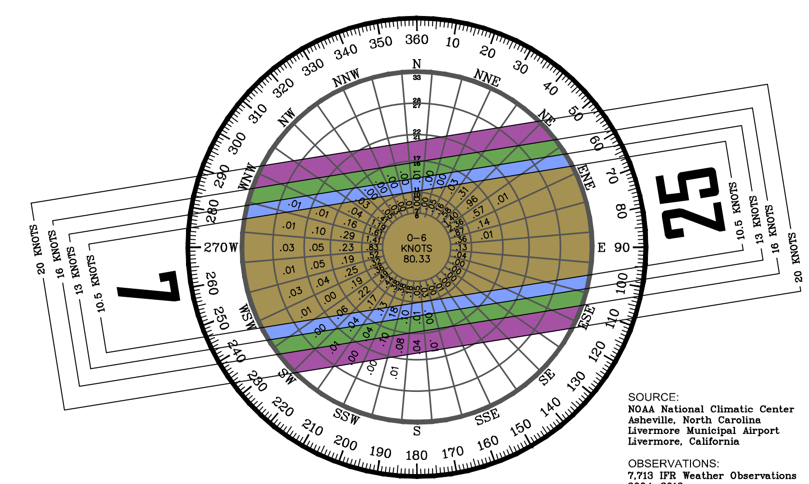
ALL WEATHER WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 7-25	99.56%	99.16%	99.81%	99.97%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Livermore Municipal Airport
Livermore, California

OBSERVATIONS:
98,539 All Weather Observations
2004-2013



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Livermore Municipal Airport
Livermore, California

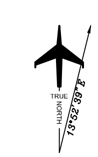
OBSERVATIONS:
7,713 IFR Weather Observations
2004-2013

IFR WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 7-25	99.37	99.68%	99.87%	99.98%

FAA APPROVAL STAMP

APPROVED CONDITIONALLY
FEDERAL AVIATION ADMINISTRATION
AIRPORTS DISTRICT OFFICE
SAN FRANCISCO, CALIFORNIA
By ________ Date 11/4/2014
Manager
Subject to Letter dated 11/4/2014



Magnetic Declination
13° 52' 39" East (APRIL 10, 2013)
Annual Rate of Change 6.2' W Per Year

No.	REVISIONS	DATE	BY	APP'D.
2	AIRPORT LAYOUT PLAN (UPDATE)	9/25/14	Coffman	–
1	AIRPORT LAYOUT PLAN (UPDATED)	11/21/07	Carter/Burgess	

"THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE F.A.A. ACCEPTANCE OF THIS DOCUMENTS BY THE F.A.A. 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."

LIVERMORE MUNICIPAL AIRPORT

COVER SHEET

Livermore, California

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

September 25, 2014 SHEET 1 OF 14

Coffman Associates
Airport Consultants
www.coffmanassociates.com

RUNWAY DATA

RUNWAY DATA	Runway 7L-25R				Runway 7R-25L			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
RUNWAY IDENTIFICATION	GA		GA		Utility		Utility	
DESIGN AIRCRAFT	B-II-3		Same		B-I-1 (Small)		B-I-1 (Small)	
RUNWAY DESIGN CODE (RDC)	B-II-2400		Same		B-I-VIS		B-I-5000	
RUNWAY REFERENCE CODE (RRC)	B-II-4000 / B-I-2400		Same		B-II-4000		B-II-4000	
CRITICAL DESIGN AIRCRAFT TYPE	Falcon 900 / Citation 750		Same		Beech C99 Airliner		Beech C99 Airliner	
RUNWAY DIMENSIONS (L X W)	5,252' x 100'		Same		2,699' x 75'		3,952' x 75'	
RUNWAY BEARING (TRUE)	90.56° / 270.57°		Same		90.58° / 270.58°		90.58° / 270.58°	
RUNWAY WIND COVERAGE (16 KNOTS/18 MPH)	97.7 %		Same		97.7 %		Same	
RUNWAY MAXIMUM ELEVATION (NAVD88)	400.0 MSL		Same		394.5 MSL		Same	
RUNWAY LIGHTING	MIRL		Same		MIRL		MIRL	
RUNWAY EFFECTIVE GRADIENT (MAXIMUM)	0.5 %		Same		0.6 %		0.35%	
RUNWAY PAVEMENT MATERIAL / SURFACE TREATMENT	Asphalt		Same		Asphalt		Asphalt	
RUNWAY PAVEMENT STRENGTH (IN THOUSAND LBS.) 1	45(SW), 60(DW)		Same		12.5(SW)		12.5(SW)	
RUNWAY CENTERLINE TO PARALLEL TAXIWAY CENTERLINE	300'		Same		150'		150'	
TAXIWAY CENTERLINE TO PARALLEL (TWY) CENTERLINE	105'		105'		69'		69'	
TAXIWAY WIDTH (TDG) / TESM / TW SHOULDER WIDTH 2	50' (TDG-3 / TESM 10' / TSW 20')		Same		35' TDG-2 / TESM 7.5' / TSW 10'		35' TDG-2 / TESM 7.5' / TSW 10'	
TAXIWAY LIGHTING	MITL		Same		MITL		MITL	
TAXIWAY SURFACE MATERIAL	Asphalt		Same		Asphalt		Asphalt	
TAXIWAY SAFETY AREA WIDTH	79'		Same		49'		49'	
TAXIWAY CENTERLINE TO FIXED OR MOVABLE OBJECT	65.5' (TOFA 131')		Same		44.5' (TOFA 89')		44.5' (TOFA 89')	
RUNWAY TO TAXIWAY HOLDING POSITION MARKING/SIGN	250'		Same		125'		125'	
RUNWAY PROTECTION ZONE	RPZ 500' x 1000' x 700' (7L) RPZ 1000' x 2500' x 1750' (25R)		RPZ 1000' x 1700' x 1510' (7L) RPZ 1000' x 2500' x 1750' (25R)		RPZ 250' x 1000' x 450' (7R) RPZ 250' x 1000' x 450' (25L)		RPZ 250' x 1000' x 450' (7R) RPZ 250' x 1000' x 450' (25L)	
RUNWAY SHOULDER WIDTH	10'		10'		10'		10'	
RUNWAY ENDS DATA	RUNWAY 7L	RUNWAY 25R	RUNWAY 7L	RUNWAY 25R	RUNWAY 7R	RUNWAY 25L	RUNWAY 7R	RUNWAY 25L
TAKEOFF RUN AVAILABLE (TORA)	5252'	5252'	5252'	5252'	2699'	2699'	3952'	3952'
TAKEOFF DISTANCE AVAILABLE (TODA)	5252'	5252'	5252'	5252'	2699'	2699'	3952'	3952'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	5252'	5252'	5252'	5252'	2699'	2699'	3952'	3952'
LANDING DISTANCE AVAILABLE (LDA)	5252'	5252'	5252'	5252'	2699'	2699'	3952'	3952'
RUNWAY DEPARTURE SURFACE (Yes / No)	Y	Y	Y	Y	N	N	N	N
PART 77 APPROACH SLOPE	20:1	50:1/40:1	34:1	Same	20:1	20:1	20:1	20:1
PART 77 APPROACH (Type Used)	BV	PIR	NP	Same	AV	AV	A-NP	A-NP
TYPE OF AERONAUTICAL SURVEY REQUIRED	N/A	VGAS	VGAS	VGAS	N/A	N/A	N/A	N/A
RUNWAY MARKING	Precision	Precision	Same	Same	Visual (Basic)	Visual (Basic)	NP	NP
RUNWAY APPROACH VISIBILITY MINIMUMS (LOWEST)	Visual	1/2 mile	3/4 mile	Same	Visual	Visual	+1 mile	+1 mile
THRESHOLD SITING REQUIREMENTS (AC 150/5300-13A)	20:1	34:1	20:1	Same	20:1	20:1	20:1	20:1
RUNWAY END ELEVATION (NAVD88)	373.0 MSL	400.0 MSL	Same	Same	378.8 MSL	394.5 MSL	374.0 MSL	394.5 MSL
RUNWAY TOUCHDOWN ZONE ELEVATION (TDZE NAVD88)	386.0 MSL	400.0 MSL	Same	Same	394.5 MSL	394.5 MSL	387.8 MSL	394.5 MSL
RUNWAY SAFETY AREA (RSA BEYOND STOP END / ACTUAL)	600' x 300' (540')	600' x 300'	Same	Same	240' x 120'	240' x 120'	Same	Same
RUNWAY OBJECT FREE AREA (OFA BEYOND STOP END / ACTUAL)	600' x 800' (540')	600' x 800'	Same	Same	240' x 250'	240' x 250'	Same	Same
RUNWAY OBSTACLE FREE ZONE (BEYOND STOP END / ACTUAL)	200' x 400'	200' x 400'	Same	Same	200' x 250'	200' x 250'	Same	Same
ELECTRONIC NAVIGATIONAL AIDS		ILS LOC / GS RNAV (GPS)	GPS-LPV	Same	None	None	RNAV (GPS)	RNAV (GPS) PAPI-4L
RUNWAY VISUAL NAVIGATIONAL AIDS	PAPI-4R	MALSR VASI-4L	PAPI-4R REIL	PAPI-4L	None	None	PAPI-4L	

1 PAVEMENT STRENGTHS ARE EXPRESSED IN SINGLE (SW), DUAL (DW), DUAL TANDEM (DT), AND/OR DOUBLE DUAL TANDEM (DDT) WHEEL LOAD CAPACITIES.
2 Taxiway Width / Taxiway Design Group (TDG) / Taxiway Edge Safety Margin (TESM) / Taxiway Shoulder Width (TSW)

AIRPORT DATA

OWNER: City of Livermore | CITY: Livermore, California | COUNTY: Alameda, California | NPIAS CODE: GA Reliever

LIVERMORE MUNICIPAL AIRPORT LVK		EXISTING	ULTIMATE
AIRPORT REFERENCE CODE		B-II-3	B-II-3
CRITICAL DESIGN AIRCRAFT WINGSPAN / UNDERCARRIAGE / APPROACH SPEED		Falcon 900 / Citation 750 64' / 13' / 130 kts	Falcon 900 / Citation 750 64' / 13' / 130 kts
AIRPORT ELEVATION (NAVD 88)		400.0 MSL	Same
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		89.1° F (July)	Same
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude Longitude	37° 41' 36.200" N 121° 49' 13.300" W	37° 41' 35.82" N 121° 49' 16.68" W
AIRPORT INSTRUMENT APPROACH (ILS, LOC, VOR, NDB)		ILS OR LOC RWY 25R	Same
RNAV (GPS) APPROACH		GPS (LPV 1/2 mile) RWY 25R	GPS (LPV 1/2 mile) RWY 25R RNAV (GPS 3/4 mile) RWY 7L RNAV (GPS 1 mile) RWY 7R-25L
AIRPORT and TERMINAL NAVIGATIONAL AIDS		Rotating Beacon, ASOS, ATCT LOC, GS PAPI, VASI, REIL	Rotating Beacon, ASOS, ATCT LOC, GS PAPI, REIL

RUNWAY COORDINATES (NAD 83)

RUNWAY END		EXISTING	ULTIMATE
Runway 7L	Latitude	37° 41' 38.175" N	37° 41' 38.175" N
	Longitude	121° 49' 45.855" W	121° 49' 45.855" W
Runway 25R	Latitude	37° 41' 37.664" N	37° 41' 37.664" N
	Longitude	121° 48' 40.509" W	121° 48' 40.509" W
Runway 7R	Latitude	37° 41' 33.112" N	37° 41' 33.235" N
	Longitude	121° 49' 30.330" W	121° 49' 45.918" W
Runway 25L	Latitude	37° 41' 32.844" N	37° 41' 32.844" N
	Longitude	121° 48' 56.747" W	121° 48' 56.747" W

TAXIWAY DESIGN GROUP

TW A-50'	TDG-3
TW B-50'	TDG-3
TW C-50'	TDG-3
TW D-50'	TDG-3
TW E-50'	TDG-3
TW F-50'	TDG-3
TW G-50'	TDG-2 & TDG-3
TW H-50'	TDG-2 & TDG-3
TW J-50'	TDG-2 & TDG-3
TW K-50'	TDG-3
TW L-35'	TDG-2
TW M-35'	TDG-2
TW N-35'	TDG-2
TW O-35'	TDG-2
TW P-40'	TDG-2
TW Q-40'	TDG-2
TW R-40'	TDG-2

ULTIMATE BUILDINGS/FACILITIES

No.	FACILITY
49	CORPORATE HANGAR (500' x 140')
50	CORPORATE HANGAR (500' x 140')
51	CORPORATE HANGAR (100' x 100')
52	CORPORATE HANGAR (200' x 100')
53	CORPORATE HANGAR (200' x 100')
54	T-HANGAR (530' x 50')
55	T-HANGAR (530' x 50')
56	T-HANGAR (530' x 50')
57	T-HANGAR (530' x 50')
58	T-HANGAR (530' x 50')
59	BOX HANGAR (520' x 50')
60	BOX HANGAR (500' x 100')
61	T-HANGAR (528' x 60')
62	T-HANGAR (480' x 60')
63	CORPORATE HANGAR (200' x 100')
64	CORPORATE HANGAR (200' x 100')
65	CORPORATE HANGAR (200' x 100')
66	CORPORATE HANGAR (200' x 100')
* 67	CORPORATE HANGAR (200' x 100')
68	FBO HANGAR (530' x 110')
69	ADMINISTRATIVE BUILDING
70	FBO HANGARS (A-100 to A-700)
71	FBO HANGARS (A-800 & A-900)
72	FBO HANGARS (A-1000 to A-1200)
73	FUEL FARM
74	ASOS/CRITICAL AREA 500' R
75	SEGMENTED CIRCLE/WINDSOCK

* SEE GENERAL NOTE NO. 6

EXISTING BUILDINGS/FACILITIES

NO.	FAA airspace review to determine lighting/marking requirement.	ELEV. MSL
1	TERMINAL/ADMINISTRATION BUILDING	407.5
2	AIR TRAFFIC CONTROL TOWER (OL ATCT)	439.2
3	WASH RACK	N/A
4	FUEL FARM	N/A
5	HANGAR	410.9
6	AIRPORT ROTATING BEACON (OL)	436.5
7	FIRE STATION (ARFF)	447.1
8	T-HANGAR	412.0
9	T-HANGAR	412.2
10	T-HANGAR	415.5
11	T-HANGAR	415.0
12	T-HANGAR	413.4
13	T-HANGAR	413.6
14	OFFICE	419.9
15	OFFICE	420.8
16	T-HANGAR	413.7
17	T-HANGAR	414.1
18	T-HANGAR	414.1
19	T-HANGAR	418.3
20	T-HANGAR	413.6
21	T-HANGAR	414.3
22	T-HANGAR	414.9
23	T-HANGAR	415.3

EXISTING BUILDINGS/FACILITIES

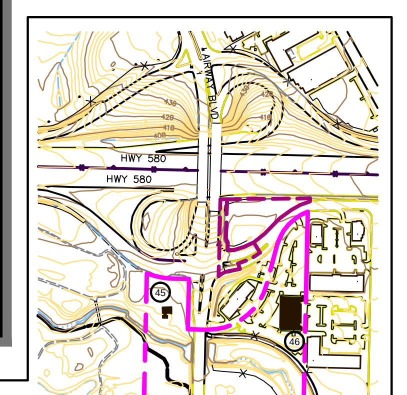
NO.	FAA airspace review to determine lighting/marking requirement.	ELEV. MSL
24	T-HANGAR	418.2
25	T-HANGAR	418.2
26	T-HANGAR	420.1
27	CORPORATE HANGAR	427.2
28	CORPORATE HANGAR	429.8
29	CORPORATE HANGAR	427.6
30	CORPORATE HANGAR	430.7
31	CORPORATE HANGAR	436.6
32	HANGAR (OL)	444.7
33	WINDSOCK	399.3
34	ILS GLIDE SLOPE (OL)	427.8
35	ANTENNA	403.6
36	SEGMENTED CIRCLE/WIND INDICATOR (OL)	386.3
37	ASOS/CRITICAL AREA 500' R	391.1
38	COMPASS PAD	N/A
39	LOCALIZER ANTENNA (OL)	385
40	LOC EQUIPMENT BUILDING	373.9
41	BUILDING	378.6
42	BUILDING	378.2
43	BUILDING	384.0
44	BUILDING (Golf Course Pro Shop/Restaurant)	408.2
45	BUILDING	405.1
46	BUILDING (Restaurant)	419.9
47	SOLAR ARRAY FACILITY	-

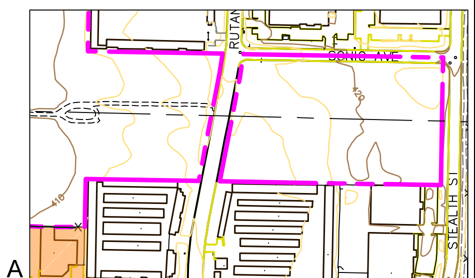
LEGEND

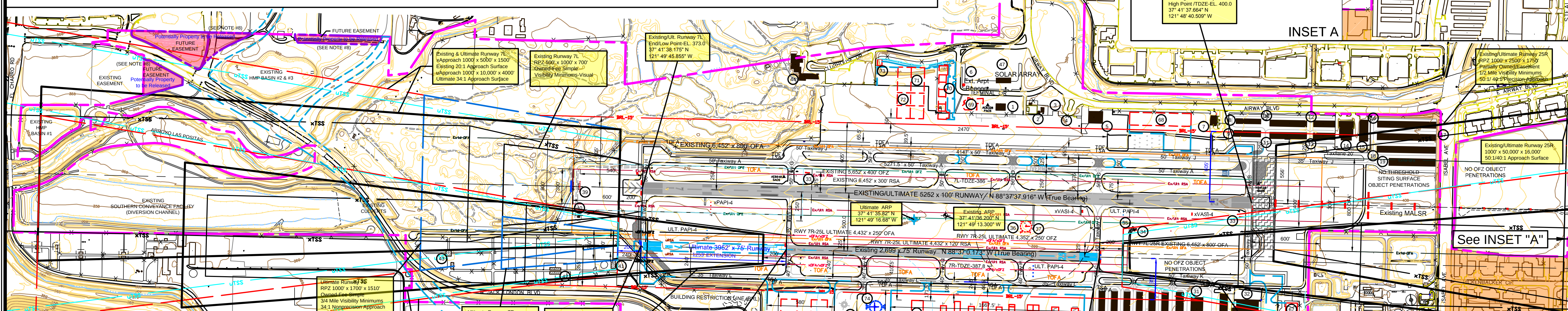
EXISTING	ULTIMATE	DESCRIPTION
	SAME	ABANDONED PAVEMENT (To Be Removed)
	SAME	AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
	SAME	AIRPORT ROTATING BEACON
	SAME	BUILDING ABANDONMENT (To Be Removed)
		BUILDING
	SAME	DRAINAGE
		PAVEMENT
		FENCING (up to 10 AGL)
VASI-4	N/A	NAVIGATIONAL AID INSTALLATION
PAPI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION (PAPI-4)
		RUNWAY THRESHOLD LIGHTS and REIL
34 35 / 3 2	SAME	SECTION CORNER (None Available)
	SAME	SEGMENTED CIRCLE/WIND INDICATOR
350	SAME	TOPOGRAPHY (NAVD 88)
		HOLDING POSITION MARKING
	SAME	PARCELS
TOFA	SAME	TAXIWAY OBJECT FREE AREA
TSA	SAME	TAXIWAY SAFETY AREA
Extd OFA	SAME	EXTENDED OBJECT FREE AREA
Ex/Ult OFZ	uOFZ	OBSTACLE FREE ZONE
Ex/Ult RSA	uRSA	RUNWAY SAFETY AREA
Ex/Ult OFA	uOFA	OBJECT FREE AREA
xOFA/xOFZ	uOFA/uOFZ	OBJECT FREE AREA/OBSTACLE FREE ZONE
	SAME	SURVEY MONUMENT (PACS/SACS)
		RUNWAY PROTECTION ZONE (RPZ)
BRL	SAME	BUILDING RESTRICTION LINE (BRL)
		ASOS/CRITICAL AREA 500' R
xLOC	uLOC	LOCALIZER CRITICAL AREA
xGS	SAME	GLIDE SLOPE CRITICAL AREA
		LOCALIZER ANTENNA
	SAME	GLIDE SLOPE ANTENNA
	SAME	MALSR APPROACH LIGHT SYSTEM
	SAME	PRECISION OBSTACLE FREE ZONE (POFZ 200' x 800')
	SAME	TIE-DOWNS
N/A		RUNWAY SHADE
		EASEMENT
xTSS	uTSS	THRESHOLD SITING SURFACE

Building Restriction Line (15')

Penetrating Objects	Proposed Disposition
Bldg No. 9	Add Obstruction Light
Bldg No. 11	Add Obstruction Light
Bldg No. 13	Add Obstruction Light
Bldg No. 14	Add Obstruction Light
Bldg No. 20	Add Obstruction Light
Bldg No. 21	Add Obstruction Light
Bldg No. 22	Add Obstruction Light
Bldg No. 23	Add Obstruction Light
Bldg No. 24	Add Obstruction Light
Bldg No. 25	Add Obstruction Light
Bldg No. 26	Add Obstruction Light
Bldg No. 31	Add Obstruction Light







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. NAVD 88 Datum was used for all vertical elevations and NAD 83 for all horizontal elevations.
5. See the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS for TSS Object Penetrations.
6. All future structures will be constructed so that they do not penetrate any of the airport Imaginary surfaces, unless approved by the FAA.
7. All structures within the BRL will be evaluated for obstruction lighting needs.
8. Potential Property Release subject to FAA Approval.
9. Request FAA airspace review to determine obstruction lighting/marking requirement.
10. Date of mapping 2/21/2013, date of Photography: 12-20-2012.

NON-STANDARD CONDITIONS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
Runway 7L-25R CL to Runway 7R-25L CL	Runway Centerline to Parallel Runway Centerline Separation Distance	700' Separation	500' Separation	No change - Operations not Independent ATCT provides aircraft sequencing
Runway 7L-25R Centerline to Taxiway A Centerline	Runway Centerline to Parallel Taxiway Centerline Separation Distance	300' Separation	250' Separation	No change - Infrequent use by Design Group II airplanes (existing equals standard for Group I)
Rwy 7L-25R Centerline to (North Side) Taxiway A Holdlines	Taxiway Holding Position Markings & Signs Location	250' Separation	175'' Separation	No change - location dictated by parallel taxiway location
Runway OFA Setback	Golf Course fence at northwest corner Rwy 7L-25R	400' from Runway centerline	350' from Runway centerline	No change - Fence not a significant factor
RPZ Compatible Land Use and Extended OFA	Hangar east of Runway 25r Approach end	450'	350'	Removal of building desirable, but not required by FAA standards
Approach Surface Penetration	Hangar on edge of Runway 25R Approach Surface	50:1 Approach Slope	18:1 Clearance Slope	No change - unless adverse affect on ILS documented
RSA and OFA Length	Existing Localizer Antenna	600' from Runway End	540' from Runway 7L End	No change unless replaced or Removed by FAA
Taxiway J Object Free Area (TOFA)	TOFA penetrated by marked Tie-down Positions	TOFA 131'	89'	Relocate 1st row of Aircraft Tie-downs

FOR APPROVAL BY:

Daniel McIntyre – Director of Public Works — DATE 10/2/14

Leander Hauri – Airport Manager — DATE 10-2-14

For Cheri Sheets - City Engineer — DATE 10-2-14

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

By ____________ Date ________
Manager

Subject to Letter dated ____________

Existing/Ult. Runway 25L
High Point /TDZE-EL. 394.5
37° 41' 32.844" N
121° 48' 56.747" W

Existing/Ultimate Runway 25L
RPZ 250' x 1000' x 450'
Owned-Fee Simple
Ext. 20:1 Visual Approach
Ult. 1 mile Visibility Minimum
Ult. 20:1 Approach (ANP)

Existing & Ultimate Runway 25L
xApproach 250' x 5000' x 1250'
Existing 20:1 Approach Surface
uApproach 500' x 5000' x 2000'
Ultimate 20:1 Approach Surface

TRUE NORTH 13°52'39"E

Magnetic Declination
13° 52' 39" East (APRIL 10, 2013)
Annual Rate of Change 6.2' W Per Year

0 400 800 1200
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
2	AIRPORT LAYOUT PLAN (UPDATE)	9/25/14	Coffman	–
1	AIRPORT LAYOUT PLAN (UPDATED)	11/21/07	Carter/Burgess	

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LIVERMORE MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

Livermore, California

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

September 25, 2014 — SHEET 2 OF 14

Coffman Associates
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11/21/14 - 9:32am - ljohnson - R:\CAD\JohnsonL\Project\LVK-LIVERMORE_2013\alpset\lvk_sht_2_ALP__Approved.dwg

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	SAME	ABANDONED PAVEMENT (To Be Removed)
	SAME	AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
	SAME	AIRPORT ROTATING BEACON
	SAME	BUILDING ABANDONMENT (To Be Removed)
		BUILDING
	SAME	DRAINAGE
		PAVEMENT
		FENCING (up to 10 AGL)
VASI–4	N/A	NAVIGATIONAL AID INSTALLATION
PAPI–4	PAPI–4	NAVIGATIONAL AID INSTALLATION (PAPI-4)
		RUNWAY THRESHOLD LIGHTS and REIL
34 35 / 3 2	SAME	SECTION CORNER (None Available)
	SAME	SEGMENTED CIRCLE/WIND INDICATOR
350	SAME	TOPOGRAPHY (NAVD 88)
		HOLDING POSITION MARKING
	SAME	PARCELS
TOFA	SAME	TAXIWAY OBJECT FREE AREA (B-II 131')
TSA	SAME	TAXIWAY SAFETY AREA (B-II 79')
Extd OFA	SAME	EXTENDED OBJECT FREE AREA
Ex/Ult OFZ	uOFZ	OBSTACLE FREE ZONE
Ex/Ult RSA	uRSA	RUNWAY SAFETY AREA
Ex/Ult OFA	uOFA	OBJECT FREE AREA
xOFA/xOFZ	uOFA/uOFZ	OBJECT FREE AREA/OBSTACLE FREE ZONE
	SAME	SURVEY MONUMENT (PACS/SACS)
		RUNWAY PROTECTION ZONE (RPZ)
BRL	SAME	BUILDING RESTRICTION LINE (BRL)
		ASOS/CRITICAL AREA 500' R
xLOC	uLOC	LOCALIZER CRITICAL AREA
xGS	SAME	GLIDE SLOPE CRITICAL AREA
		LOCALIZER ANTENNA
	SAME	GLIDE SLOPE ANTENNA
	SAME	MALSR APPROACH LIGHT SYSTEM
	SAME	PRECISION OBSTACLE FREE ZONE (POFZ 200' x 800')
	SAME	TIE-DOWNS
N/A		RUNWAY SHADE
	SAME	TAXIWAY EDGE SAFETY MARGIN (10')

FAA APPROVAL STAMP

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

By ______________________ Date ____________
Manager

Subject to Letter dated ____________

EXISTING BUILDINGS/FACILITIES

NO.	FAA airspace review to determine lighting/marking requirement.	ELEV. MSL
1	TERMINAL/ADMINISTRATION BUILDING	407.5
2	AIR TRAFFIC CONTROL TOWER (OL ATCT)	439.2
3	WASH RACK	N/A
4	FUEL FARM	N/A
5	HANGAR	410.9
6	AIRPORT ROTATING BEACON (OL)	436.5
7	FIRE STATION (ARFF)	447.1
8	T-HANGAR	412.0
9	T-HANGAR	412.2
10	T-HANGAR	415.5
11	T-HANGAR	415.0
12	T-HANGAR	413.4
13	T-HANGAR	413.6
14	OFFICE	419.9
15	OFFICE	420.8
16	T-HANGAR	413.7
17	T-HANGAR	414.1
18	T-HANGAR	414.1
19	T-HANGAR	418.3
20	T-HANGAR	413.6
21	T-HANGAR	414.3
22	T-HANGAR	414.9
23	T-HANGAR	415.3

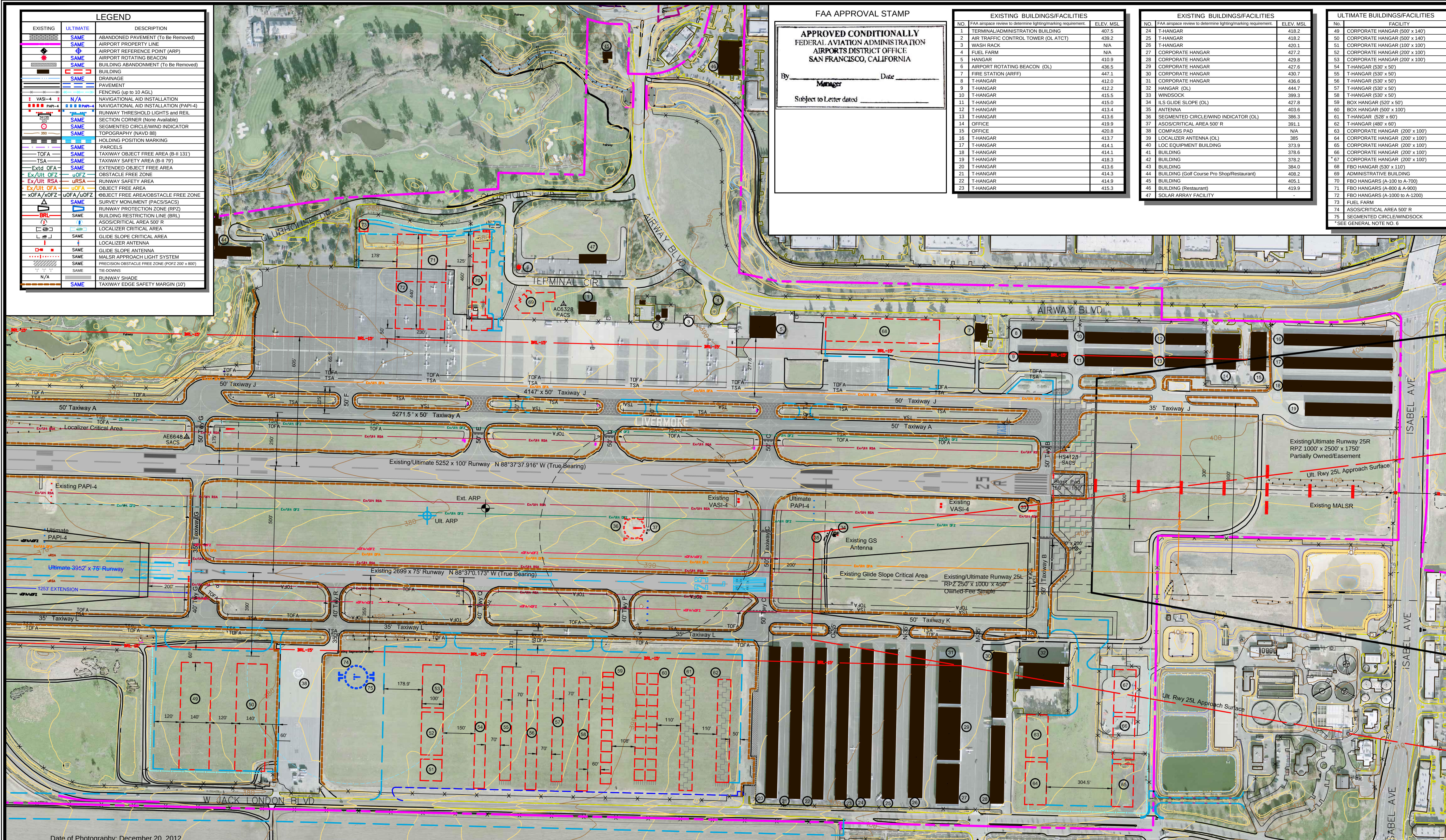
EXISTING BUILDINGS/FACILITIES

NO.	FAA airspace review to determine lighting/marking requirement.	ELEV. MSL
24	T-HANGAR	418.2
25	T-HANGAR	418.2
26	T-HANGAR	420.1
27	CORPORATE HANGAR	427.2
28	CORPORATE HANGAR	429.8
29	CORPORATE HANGAR	427.6
30	CORPORATE HANGAR	430.7
31	CORPORATE HANGAR	436.6
32	HANGAR (OL)	444.7
33	WINDSOCK	399.3
34	ILS GLIDE SLOPE (OL)	427.8
35	ANTENNA	403.6
36	SEGMENTED CIRCLE/WIND INDICATOR (OL)	386.3
37	ASOS/CRITICAL AREA 500' R	391.1
38	COMPASS PAD	N/A
39	LOCALIZER ANTENNA (OL)	385
40	LOC EQUIPMENT BUILDING	373.9
41	BUILDING	378.6
42	BUILDING	378.2
43	BUILDING	384.0
44	BUILDING (Golf Course Pro Shop/Restaurant)	408.2
45	BUILDING	405.1
46	BUILDING (Restaurant)	419.9
47	SOLAR ARRAY FACILITY	-

ULTIMATE BUILDINGS/FACILITIES

No.	FACILITY
49	CORPORATE HANGAR (500' x 140')
50	CORPORATE HANGAR (500' x 140')
51	CORPORATE HANGAR (100' x 100')
52	CORPORATE HANGAR (200' x 100')
53	CORPORATE HANGAR (200' x 100')
54	T-HANGAR (530' x 50')
55	T-HANGAR (530' x 50')
56	T-HANGAR (530' x 50')
57	T-HANGAR (530' x 50')
58	T-HANGAR (530' x 50')
59	BOX HANGAR (520' x 50')
60	BOX HANGAR (500' x 100')
61	T-HANGAR (528' x 60')
62	T-HANGAR (480' x 60')
63	CORPORATE HANGAR (200' x 100')
64	CORPORATE HANGAR (200' x 100')
65	CORPORATE HANGAR (200' x 100')
66	CORPORATE HANGAR (200' x 100')
* 67	CORPORATE HANGAR (200' x 100')
68	FBO HANGAR (530' x 110')
69	ADMINISTRATIVE BUILDING
70	FBO HANGARS (A-100 to A-700)
71	FBO HANGARS (A-800 & A-900)
72	FBO HANGARS (A-1000 to A-1200)
73	FUEL FARM
74	ASOS/CRITICAL AREA 500' R
75	SEGMENTED CIRCLE/WINDSOCK

* SEE GENERAL NOTE NO. 6



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. NAVD 88 Datum was used for all vertical elevations and NAD 83 for all horizontal elevations.
5. See the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS for TSS Object Penetrations.
6. All future structures will be constructed so that they do not penetrate any of the airport Imaginary surfaces, unless approved by the FAA.
7. All structures within the BRL will be evaluated for obstruction lighting needs.
8. Potential Property Release subject to FAA Approval.
9. Request FAA airspace review to determine obstruction lighting/marking requirement.

Magnetic Declination
13° 52' 39" East (APRIL 10, 2013)
Annual Rate of Change 6.2' W Per Year

0 200 400 600
HORIZONTAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
2	AIRPORT LAYOUT PLAN (UPDATE)	9/25/14	Coffman	–
1	AIRPORT LAYOUT PLAN (UPDATED)	11/21/07	Carter/Burgess	

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LIVERMORE MUNICIPAL AIRPORT

TERMINAL AREA DRAWING

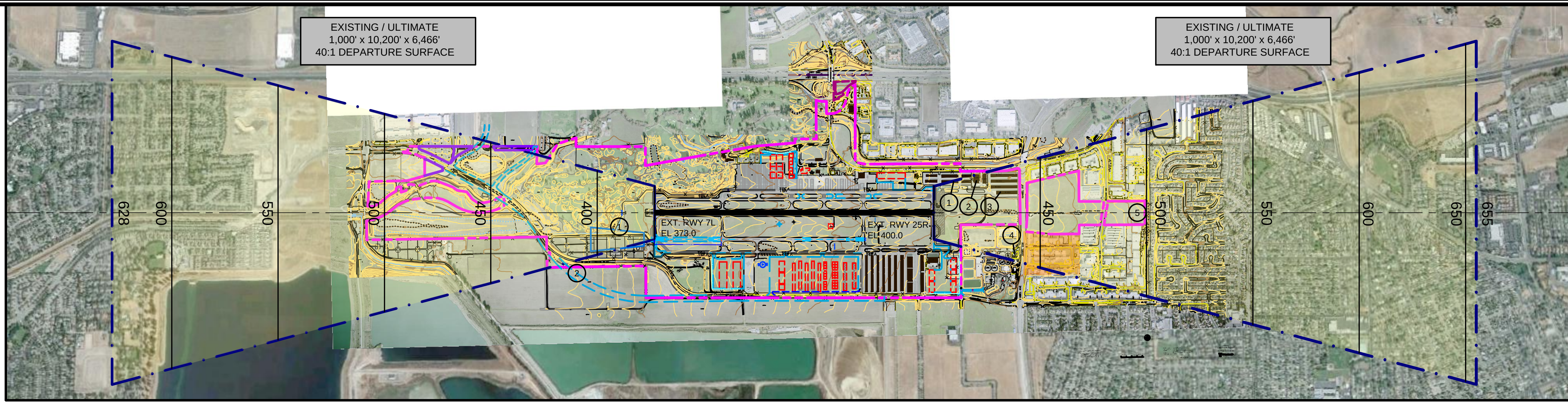
Livermore, California

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

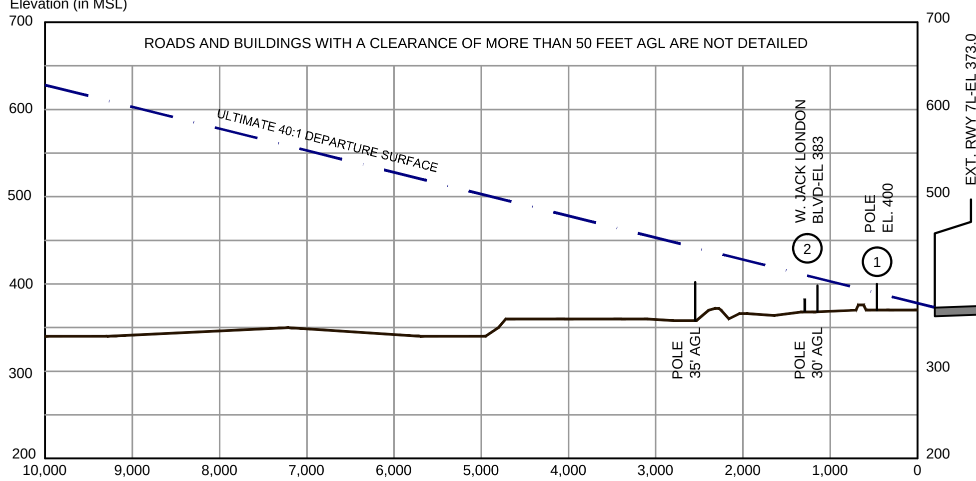
September 25, 2014

SHEET 3 OF 14

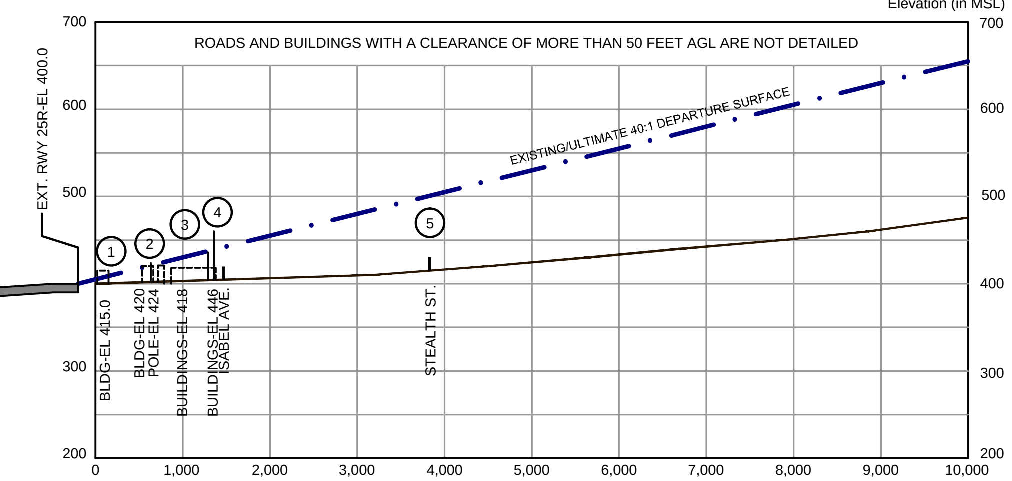
Coffman Associates
Airport Consultants
www.coffmanassociates.com



RUNWAY 7L DEPARTURE SURFACE



RUNWAY 25R DEPARTURE SURFACE



DEPARTURE SURFACE OBSTRUCTION TABLE			
Runway 7L Object Description/Elevation	Obstructed Surface	Object Penetration	Proposed Object Disposition
1. POLE-EL 400.0	40:1 Surface	11'	REMOVE POLE/BURY LINES
Date of Obstruction Survey ANALPV 5-22-2009 Third Party. Date of Mapping 2-21-2013.			

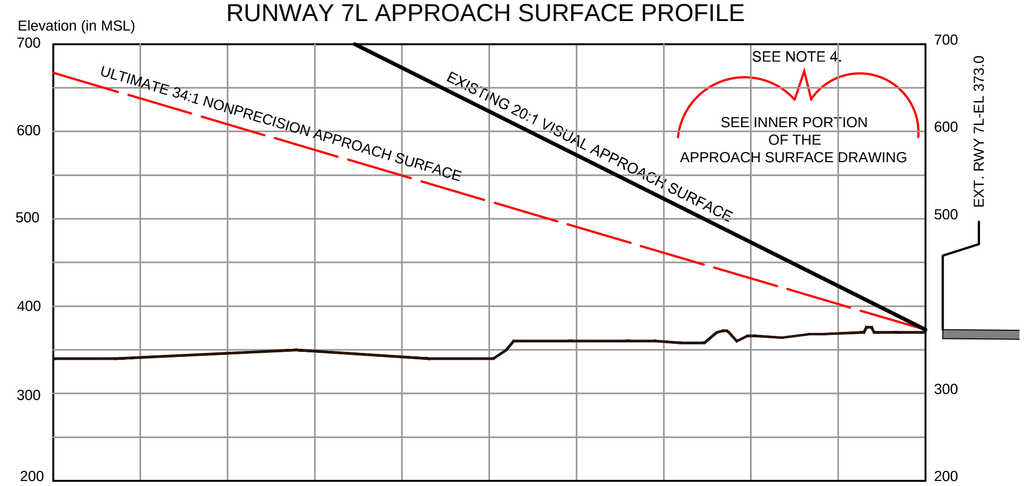
DEPARTURE SURFACE OBSTRUCTION TABLE			
Runway 25R Object Description/Elevation	Obstructed Surface	Object Penetration	Proposed Object Disposition
1. BUILDING-415.0	40:1 SLOPE	10'	ADD OBST. LIGHT
2. BUILDING-419.9	40:1 SLOPE	1.4'	ADD OBST. LIGHT
4. BUILDING-446	40:1 SLOPE	21.1'	ADD OBST. LIGHT
Date of Obstruction Survey ANALPV 5-22-2009 Third Party. Date of Mapping 2-21-2013.			

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
3. Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the RUNWAY APPROACH SURFACE PROFILES.
4. Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
5. Airport Datum in NAD-83 AND NAVD-88, USGS MAPS NAD-27.
6. Date of Obstruction Survey ANALPV 5/22/2009 Third Party.

OBSTRUCTION TABLE				
Runway 7L Object Description/Elevation	Obstructed Part 77 Surface	Object Penetration	TSS 20:1 Penetration	Proposed Object Disposition
None	-	-	-	-
Date of Obstruction Survey ANALPV 5-22-2009 Third Party. Date of Mapping 2-21-2013.				

RUNWAY 7L APPROACH SURFACE PROFILE



FAA APPROVAL STAMP

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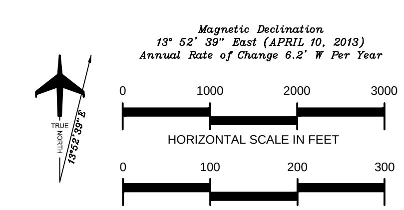
FEDERAL AVIATION ADMINISTRATION
AIRPORTS DISTRICT OFFICE
SAN FRANCISCO, CALIFORNIA

By__________ Date ________
Manager

Subject to Letter dated __________



No.	REVISIONS	DATE	BY	APP'D.
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1	AIRPORT LAYOUT PLAN (UPDATED)	11/21/07	Carter/Burgess	

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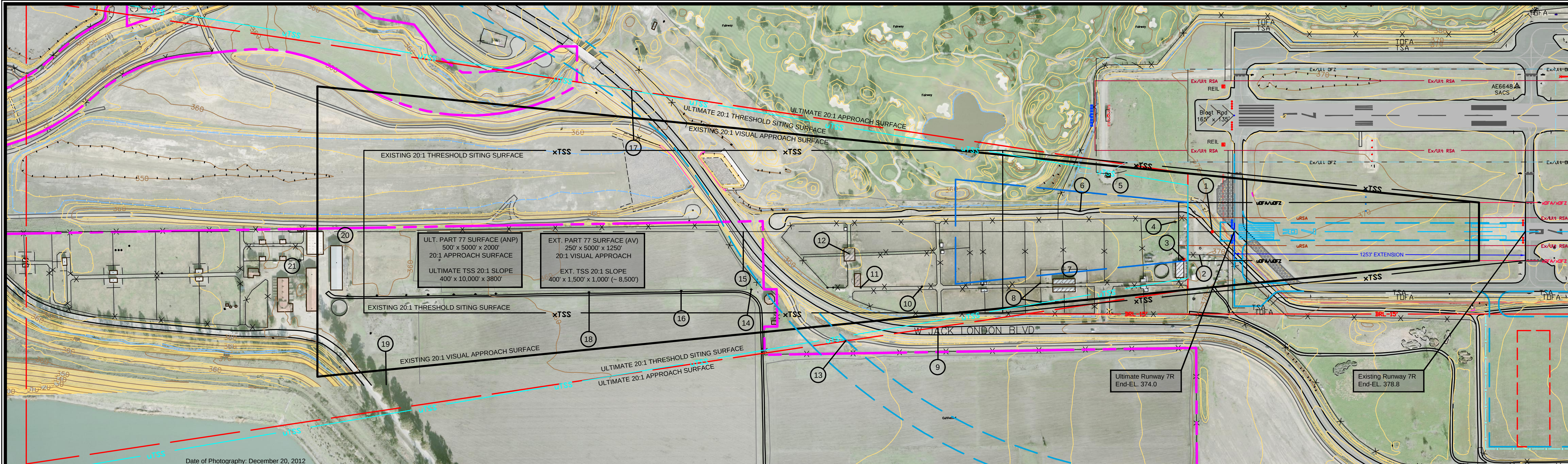
LIVERMORE MUNICIPAL AIRPORT
RUNWAY 7L APPROACH PROFILE & DEPARTURE SURFACES DRAWING

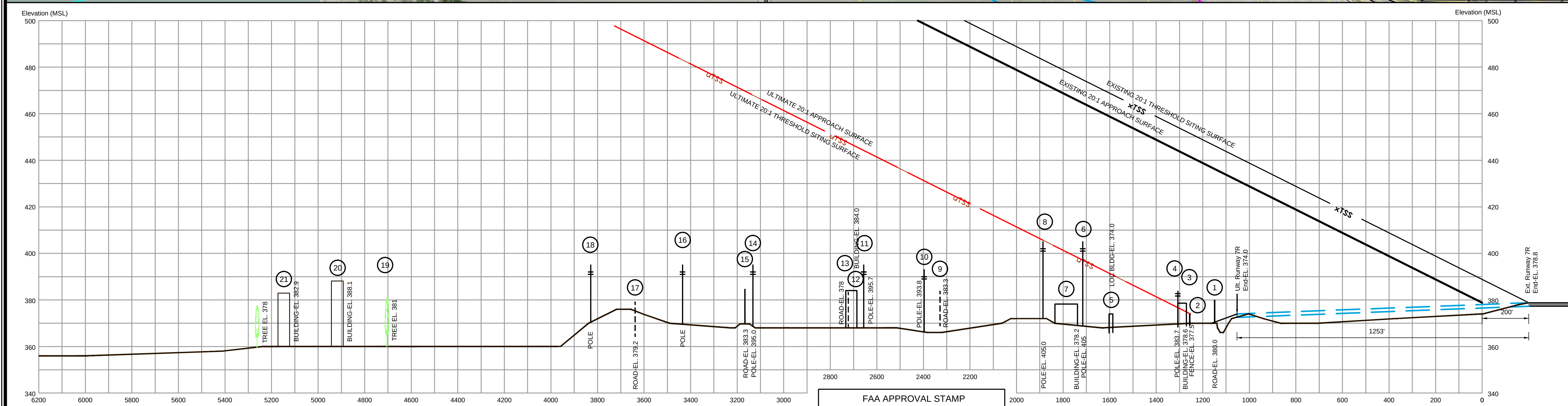
Livermore, California

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

September 25, 2014 SHEET 4 OF 14

Coffman Associates
Airport Consultants
www.coffmanassociates.com





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AIRPORTS DISTRICT OFFICE
SAN FRANCISCO, CALIFORNIA

By ____________ Date ________
Manager

Subject to Letter dated ____________

OBSTRUCTION TABLE				
Runway Object Description/Elevation	Obstructed Part 77 Surface	Object Penetration	TSS 20:1 Penetration	Proposed Object Disposition
1. ROAD–EL. 380.0	20:1 APPROACH	10'	10'	REMOVE/ RELOCATE
2. FENCE–EL. 374	20:1 APPROACH	4'	4'	RELOCATE
3. BUILDING–EL 378.6	20:1 APPROACH	4'	4'	REMOVE ALL BUILDINGS IN RPZ
4. POLE–EL. 383.7	20:1 APPROACH	7'	7'	BURY LINES/REMOVE POLES
5. POLE–EL. 405.0	20:1 APPROACH	9'	9'	BURY LINES/REMOVE POLES
6. POLE–EL. 405.0	20:1 APPROACH	0'	0'	BURY LINES/REMOVE POLES
Date of Obstruction Survey ANALPV 5–22–2009 Third Party. Date of Mapping 2–21–2013.				

GENERAL NOTES:

1. 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.
2. The Existing/Ultimate Approach Surfaces Profiles Drawing and the Inner portion of the Approach surface drawing are shown on one sheet when the Approach Surface length is less than 10,000', Runway 7R is (500' x 5000' x 2000').
3. Potential Property Release subject to FAA Approval.
4. Request FAA airspace review to determine obstruction lighting/marking requirement.

TRUE NORTH
13°52'39"E

Magnetic Declination
13° 52' 39" East (APRIL 10, 2013)
Annual Rate of Change 6.2' W Per Year

0 20 40 60
VERTICAL SCALE IN FEET

0 200 400 600
HORIZONTAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
2	AIRPORT LAYOUT PLAN (UPDATE)	9/25/14	Coffman	–
1	AIRPORT LAYOUT PLAN (UPDATED)	11/21/07	Carter/Burgess	

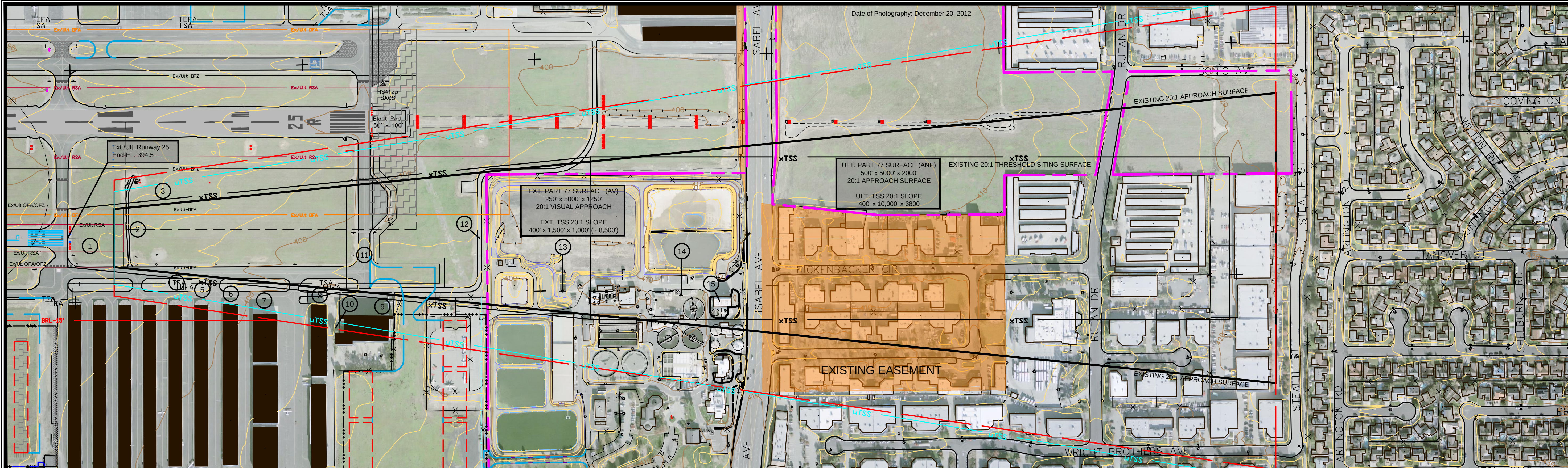
LIVERMORE MUNICIPAL AIRPORT
RUNWAY 7R
APPROACH SURFACE DRAWING

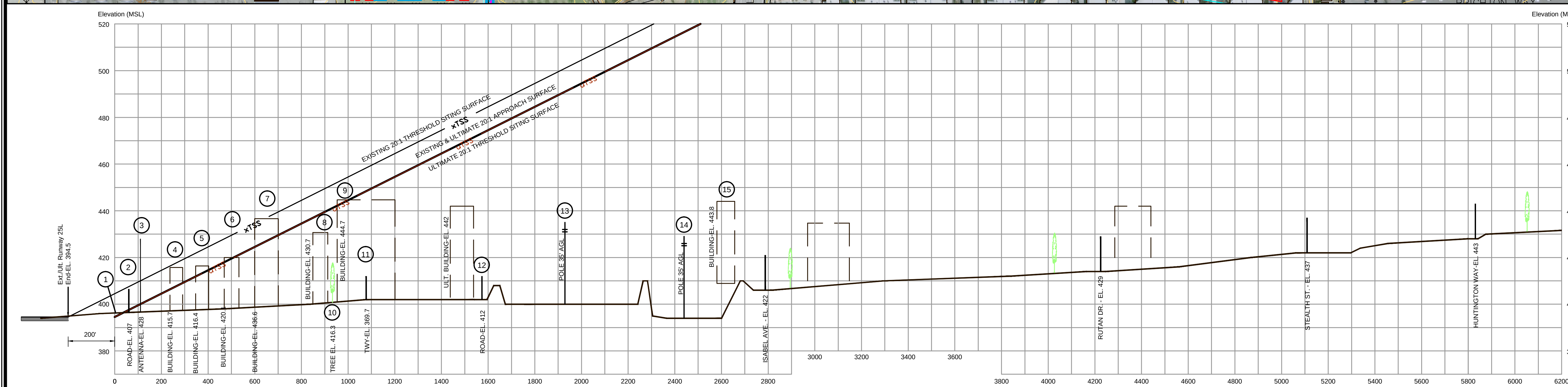
Livermore, California

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

Coffman Associates
Airport Consultants
www.coffmanassociates.com

September 25, 2014





Runway Object Description/Elevation	Obstructed Part 77 Surface	Object Penetration	TSS 20:1 Penetration	Proposed Object Disposition
1. GROUND–EL. 396.2	394.6	1.6'	1.6'	GRADE RSA
2. ROAD–EL. 407	395	9'	9'	PRIVATE NO ACTION
3. ANTENNA–EL 428	400	28'	0'	SEE NOTE 4.
4. BUILDING–EL. 415.7	406.3	9.4'	9.4'	SEE NOTE 4.
5. BUILDING–EL. 416.4	411.8	4.6'	4.6'	SEE NOTE 4.
6. BUILDING–EL. 420.1	418	2.1'	2.1'	SEE NOTE 4.
7. BUILDING–EL. 436.6	424.6	12'	12'	SEE NOTE 4.
9. BUILDING–EL. 444.7	442.2	2.5'	2.5'	SEE NOTE 4.

OBSTRUCTION TABLE

Date of Obstruction Survey ANALPV 5–22–2009 Third Party. Date of Mapping 2–21–2013.

GENERAL NOTES:

1. 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.
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3. Potential Property Release subject to FAA Approval.
4. Request FAA airspace review to determine obstruction lighting/marking requirement.

FAA APPROVAL STAMP

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

By________________ Date ________
Manager

Subject to Letter dated ____________

TRUE NORTH 13°52'39"E

Magnetic Declination
13° 52' 39" East (APRIL 10, 2013)
Annual Rate of Change 6.2' W Per Year

0 20 40 60
VERTICAL SCALE IN FEET

0 200 400 600
HORIZONTAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
2	AIRPORT LAYOUT PLAN (UPDATE)	9/25/14	Coffman	–
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LIVERMORE MUNICIPAL AIRPORT
RUNWAY 25L
APPROACH SURFACE DRAWING

Livermore, California

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

September 25, 2014

SHEET 6 OF 14

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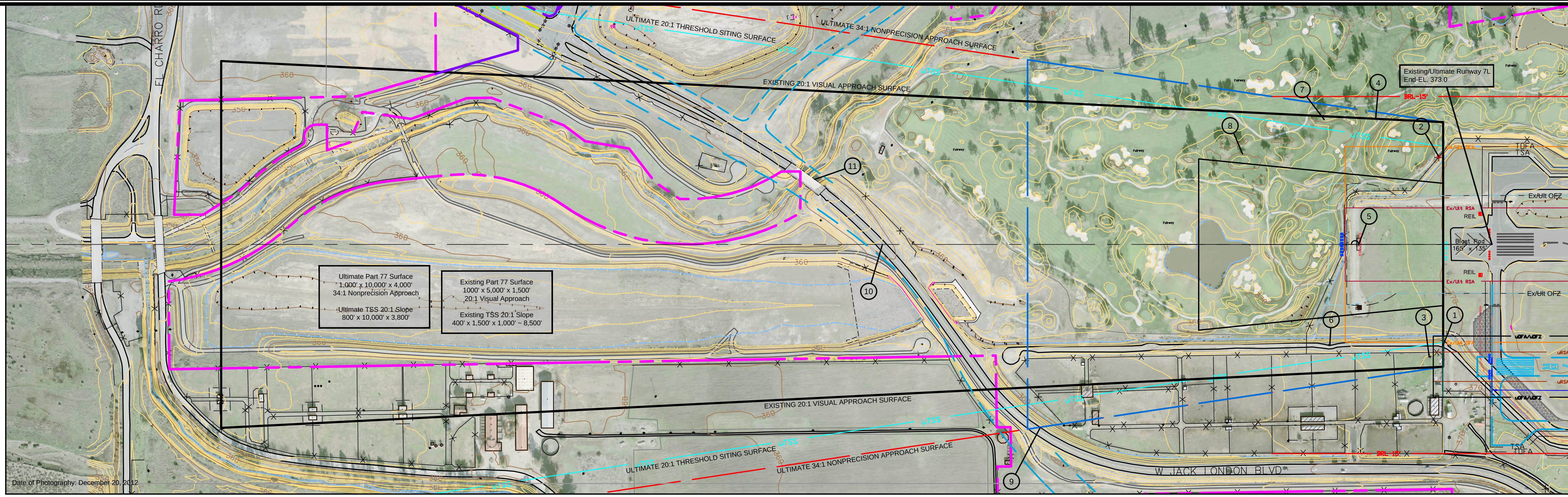

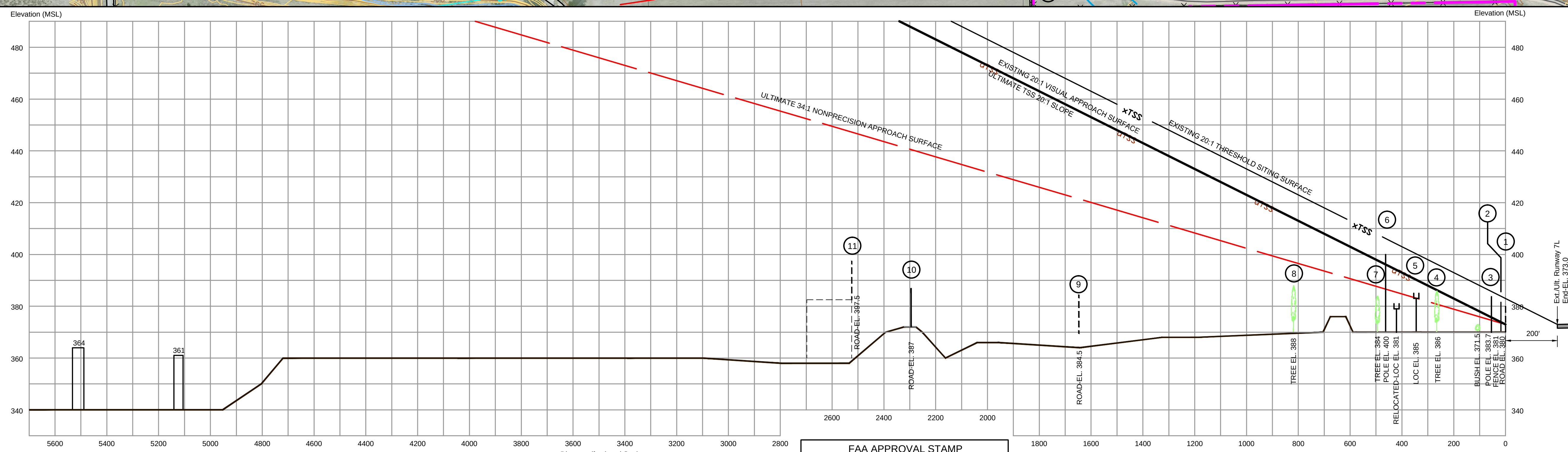

FAA APPROVAL STAMP

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

By______________ Date ________
Manager

Subject to Letter dated ______________

OBSTRUCTION TABLE

Object Description/Elevation	Obstructed Part 77 Surface	Object Penetration	TSS 20:1 Penetration	Proposed Object Disposition
1. ROAD–EL 380	34:1 APPROACH	7'	7'	CLOSED/RELOCATE
2. FENCE–EL 382	34:1 APPROACH	9'	8'	LOWER OR RELOCATE
3. POLE–EL 383.7	34:1 APPROACH	10'	7.4'	RELOCATE
4. TREE EL. 386	34:1 APPROACH	5'	0'	TRIM/REMOVE
5. OL LOC ANTENNA–EL 385	34:1 APPROACH	2'	0'	NO ACTION
6. POLE EL. 400	34:1 APPROACH	13.4'	0'	SEE NOTE 4.

Date of Obstruction Survey ANALPV 5–22–2009 Third Party. Date of Mapping 2–21–2013.

GENERAL NOTES:

1. 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.
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3. Potential Property Release subject to FAA Approval.
4. Request FAA airspace review to determine obstruction lighting/marking requirement.

TRUE NORTH 13°52'39"E

Magnetic Declination
13° 52' 39" East (APRIL 10, 2013)
Annual Rate of Change 6.2' W Per Year

VERTICAL SCALE IN FEET (0, 20, 40, 60)

HORIZONTAL SCALE IN FEET (0, 200, 400, 600)

No.	REVISIONS	DATE	BY	APP'D.
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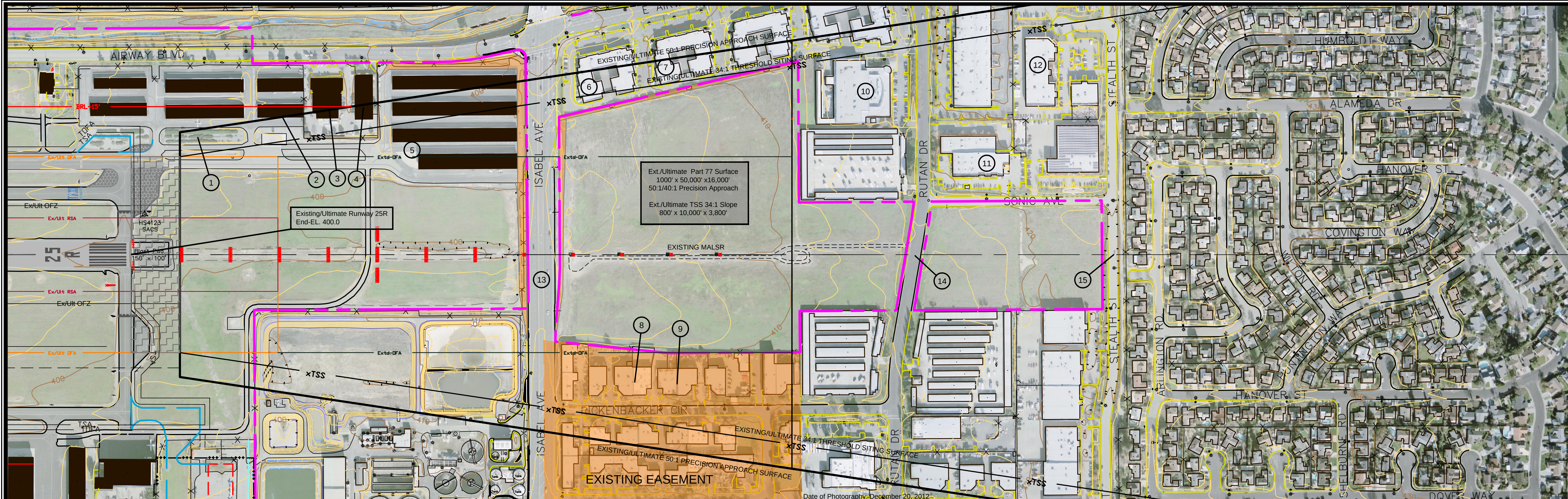
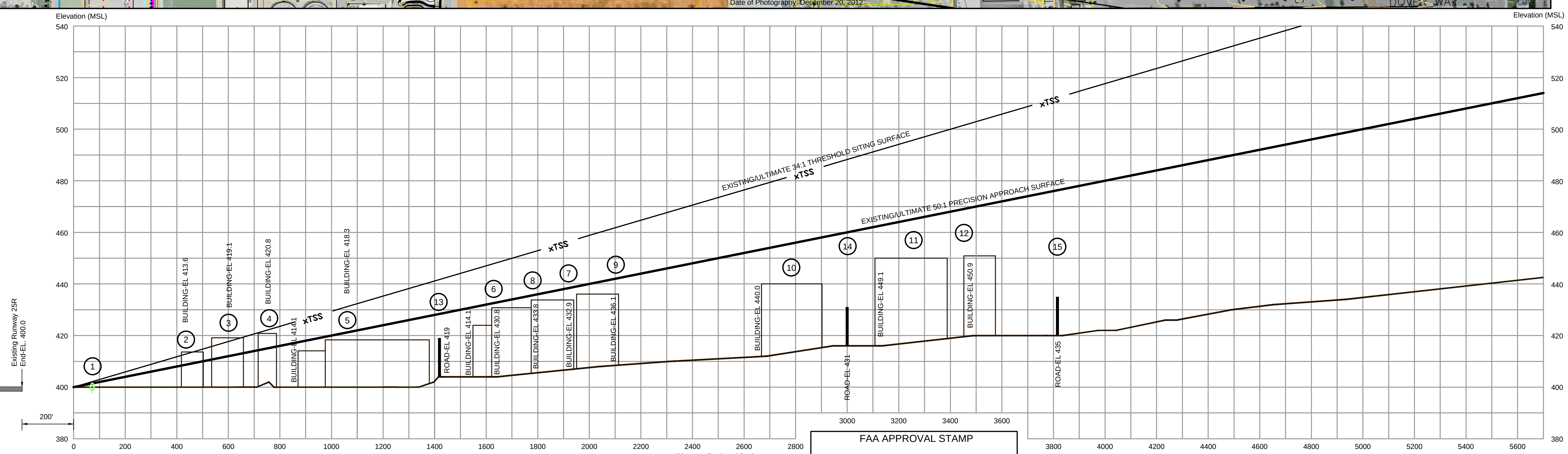
LIVERMORE MUNICIPAL AIRPORT
INNER PORTION OF RUNWAY 7L APPROACH SURFACE DRAWING

Livermore, California

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

September 25, 2014





OBSTRUCTION TABLE

Object Description / Elevation	Obstructed Part 77 Surface	Object Penetration	TSS 34:1 Penetration	Proposed Object Disposition
1. BUSH–EL 401	50:1 Approach	1'	0'	REMOVE
2. BUILDING–EL 413.6	50:1 Approach	5.3'	0'	SEE NOTE 4.
3. BUILDING–419.1	50:1 Approach	8.2'	0'	SEE NOTE 4.
4. BUILDING–420.8	50:1 Approach	6.5'	0'	SEE NOTE 4.

Date of Obstruction Survey ANALPV 5–22–2009 Third Party. Date of Mapping 2–21–2013.

GENERAL NOTES:

1. 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.
2. The Existing/Ultimate Approach Surfaces Profiles Drawing and the Inner portion of the Approach surface drawing are shown on one sheet when the Approach Surface length is less than 10,000', Runway 7R is (500' x 5000' x 2000').
3. Potential Property Release subject to FAA Approval.
4. Request FAA airspace review to determine obstruction lighting/marking requirement.

FAA APPROVAL STAMP

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

By ______________ Date ________
Manager

Subject to Letter dated ______________

TRUE NORTH 13°52'39"E

Magnetic Declination
13° 52' 39" East (APRIL 10, 2013)
Annual Rate of Change 6.2' W Per Year

0 20 40 60
VERTICAL SCALE IN FEET

0 200 400 600
HORIZONTAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
2	AIRPORT LAYOUT PLAN (UPDATE)	9/25/14	Coffman	–
1	AIRPORT LAYOUT PLAN (UPDATED)	11/21/07	Carter/Burgess	

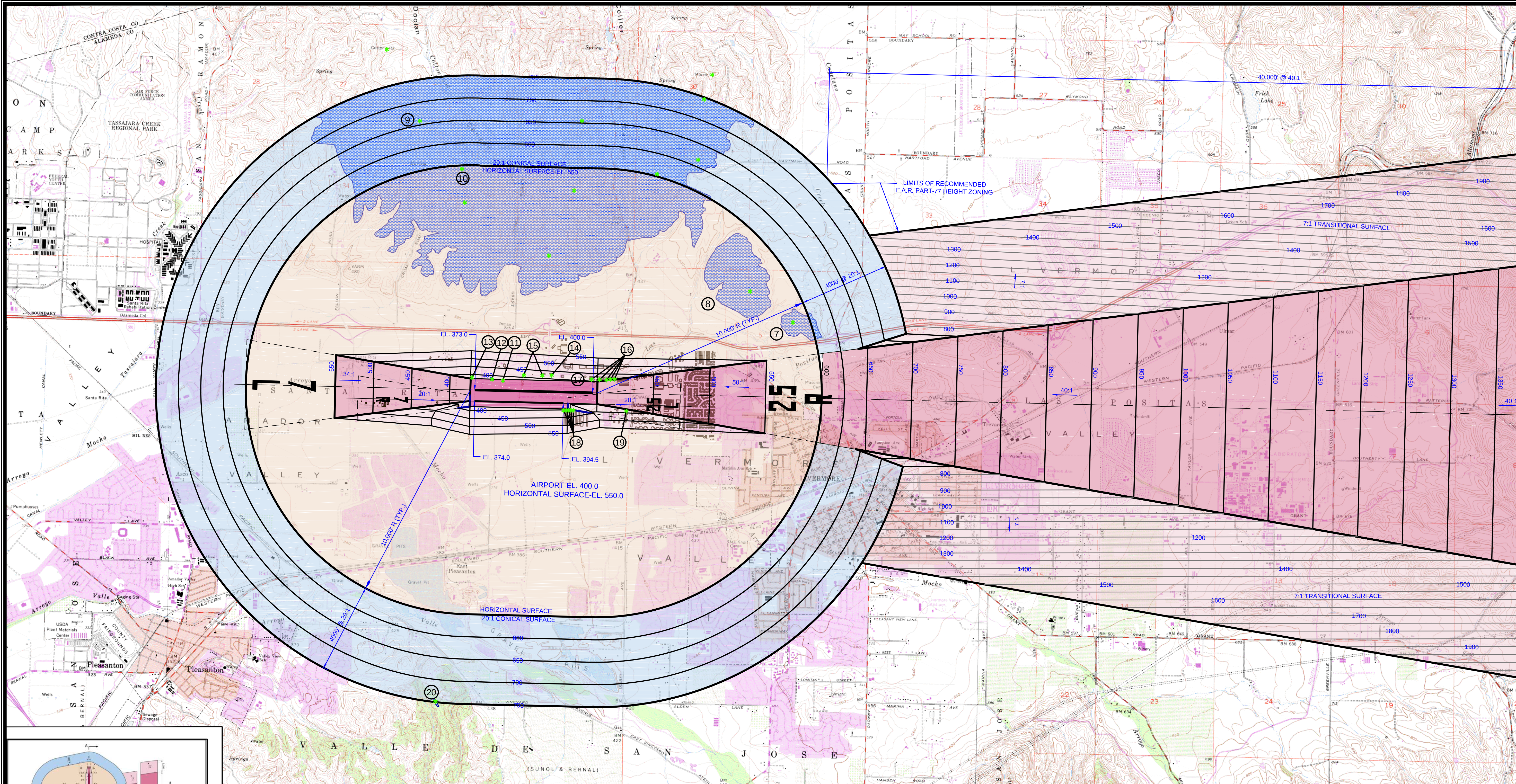
LIVERMORE MUNICIPAL AIRPORT
INNER PORTION OF RUNWAY 25R APPROACH SURFACE DRAWING

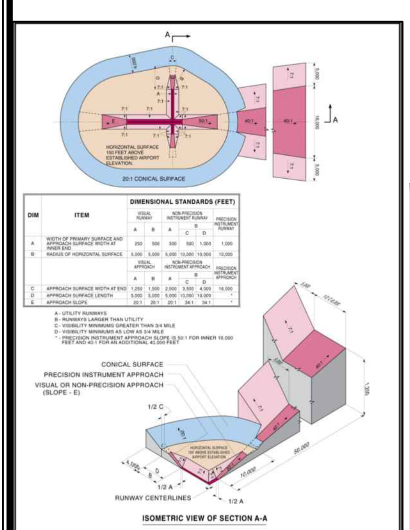
Livermore, California

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

September 25, 2014

Coffman Associates
Airport Consultants
www.coffmanassociates.com





OBSTRUCTION TABLE

Object Description/Elevation	Obstructed Part 77 Surface	Object Penetration	Proposed Object Disposition
7. TERRAIN EL 618	HORIZONTAL	68' +	ADD OBSTRUCTION LIGHT POLE
8. TERRAIN EL 668	HORIZONTAL	118' +	ADD OBSTRUCTION LIGHT POLE
9. TERRAIN EL 964	20:1 CONICAL	305' +	ADD OBSTRUCTION LIGHT POLE
10. TERRAIN EL 947	HORIZONTAL	397' +	ADD OBSTRUCTION LIGHT POLE
11. FENCE EL 381	PRIMARY SURFACE	6'	RELOCATE
12. TREES EL 382	PRIMARY SURFACE	7'	REMOVE ALL TREES
13. TREES EL 395	7:1 TRANSITIONAL	15'	REMOVE ALL TREES
14. ATCT EL 439.2	7:1 TRANSITIONAL	17'	TO REMAIN LIGHTED
15. POLES-427	7:1 TRANSITIONAL	12.8'	ADD OBSTRUCTION LIGHT
16. BUILDING EL 421	7:1 TRANSITIONAL	4'	ADD OBSTRUCTION LIGHT
17. BUSH EL 420	PRIMARY SURFACE	0'	REMOVE ALL
18. T-HANGARS EL 413+	7:1 TRANSITIONAL	13'	ADD OBSTRUCTION LIGHT
19. ANT ON BUILDING EL 444	7:1 TRANSITIONAL	4'	ADD OBSTRUCTION LIGHT
20. TERRAIN EL 732	CONICAL SURFACE	0'	ADD OBSTRUCTION LIGHT POLE

Date of Obstruction Survey ANALPV 5-22-2009 Third Party. Date of Mapping 2-21-2013.

OBSTRUCTION LEGEND

- OBSTRUCTION
- TOPOGRAPHIC OBSTRUCTION

GENERAL NOTES:

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

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FEDERAL AVIATION ADMINISTRATION
AIRPORTS DISTRICT OFFICE
SAN FRANCISCO, CALIFORNIA

By ____________ Date ________
Manager

Subject to Letter dated ____________

TRUE NORTH — 13°52'39"E

Magnetic Declination
13° 52' 39" East (APRIL 10, 2013)
Annual Rate of Change 6.2' W Per Year

0 — 2000 — 4000 — 6000
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
2	AIRPORT LAYOUT PLAN (UPDATE)	9/25/14	Coffman	–
1	AIRPORT LAYOUT PLAN (UPDATED)	11/21/07	Carter/Burgess	

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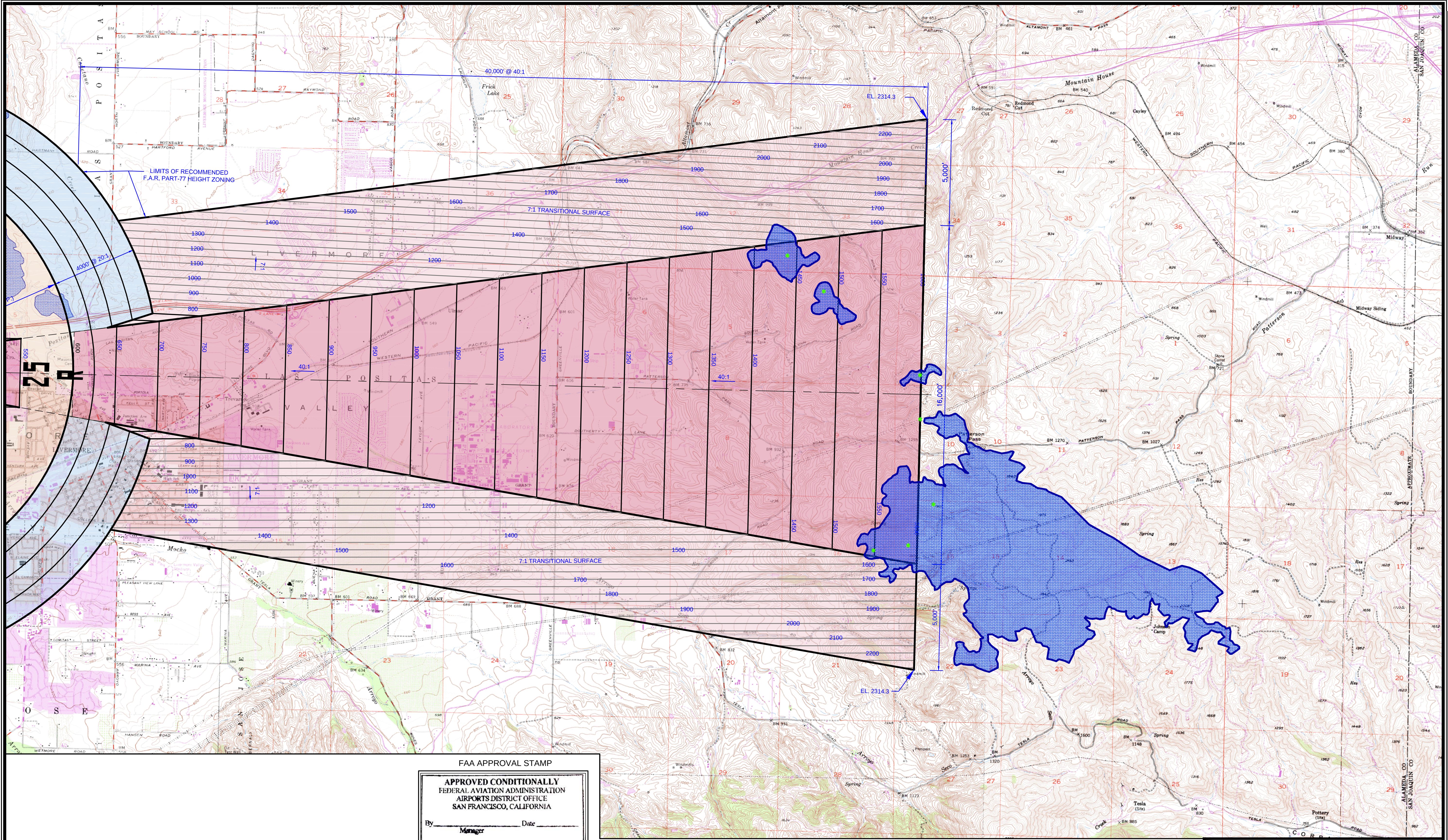
LIVERMORE MUNICIPAL AIRPORT
AIRPORT AIRSPACE DRAWING
PART 77 CONICAL SURFACE
Livermore, California

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

September 25, 2014

Coffman Associates
Airport Consultants
www.coffmanassociates.com



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FEDERAL AVIATION ADMINISTRATION
AIRPORTS DISTRICT OFFICE
SAN FRANCISCO, CALIFORNIA

By____________________ Date __________
Manager

Subject to Letter dated ________________

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2. Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
3. Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the RUNWAY APPROACH SURFACE PROFILES.
4. Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.

TRUE NORTH
13°52'39"E

Magnetic Declination
13° 52' 39" East (APRIL 10, 2013)
Annual Rate of Change 6.2' W Per Year

0 2000 4000 6000
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
2	AIRPORT LAYOUT PLAN (UPDATE)	9/25/14	Coffman	–
1	AIRPORT LAYOUT PLAN (UPDATED)	11/21/07	Carter/Burgess	

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LIVERMORE MUNICIPAL AIRPORT
AIRPORT AIRSPACE DRAWING
PART 77 OUTER LIMITS
Livermore, California

PLANNED BY: *Patrick C. Taylor*
DETAILED BY: *Larry D. Johnson*
APPROVED BY: *James M. Harris, P.E.*

September 25, 2014 SHEET 10 OF 14

Coffman Associates
Airport Consultants
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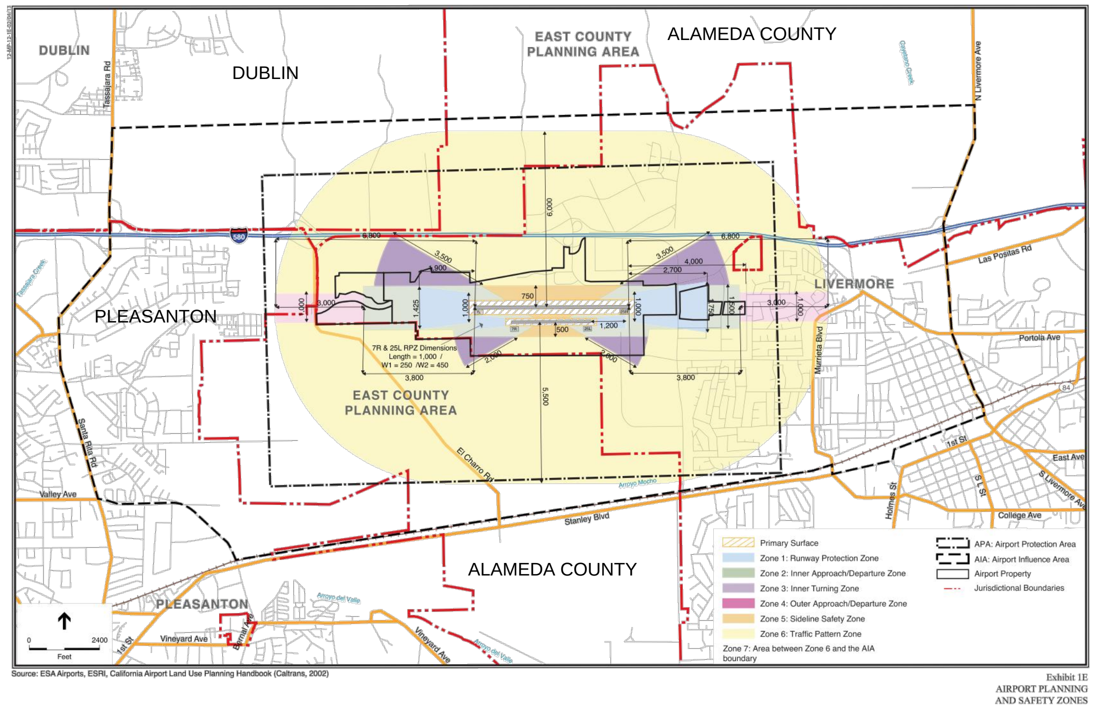
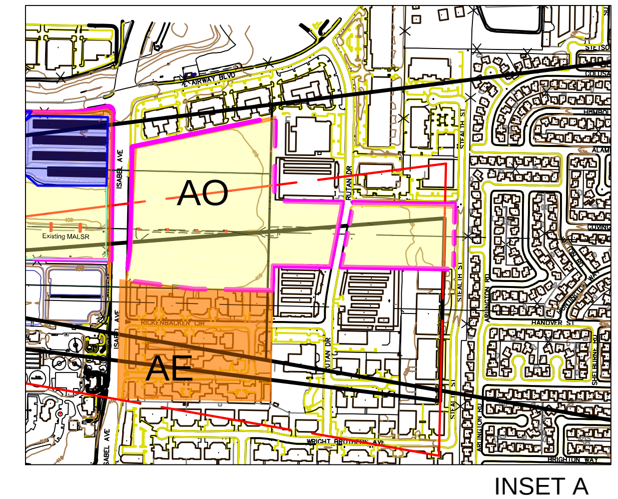
11/21/14 - 9:58am - ljohnson - R:\CAD\JohnsonL\Project\LVK-LIVERMORE_2013\alpset\lvk_sht_9-10_part77_Approved.dwg

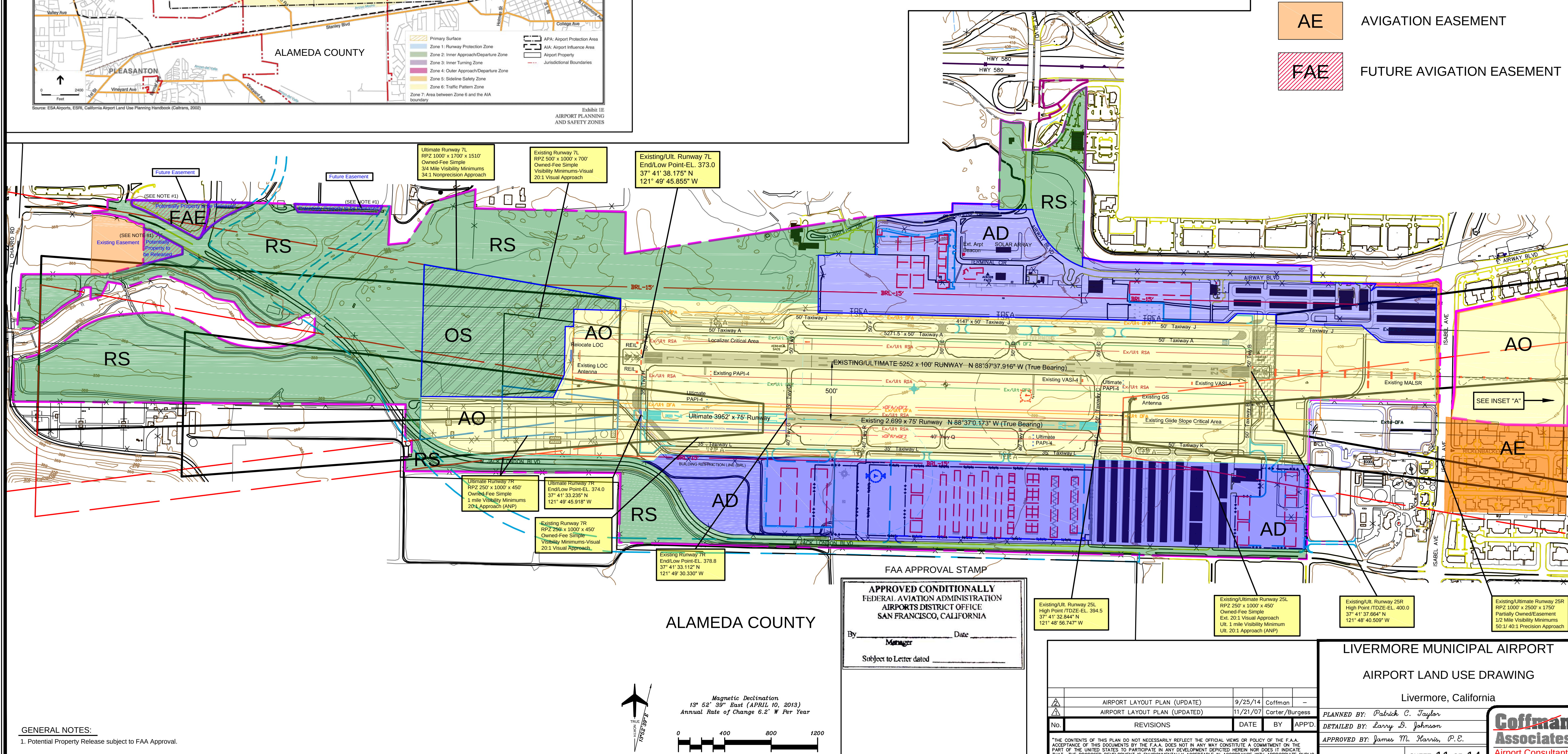


DUBLIN
EAST COUNTY PLANNING AREA
ALAMEDA COUNTY
PLEASANTON
LIVERMORE
EAST COUNTY PLANNING AREA
ALAMEDA COUNTY
PLEASANTON
Primary Surface
Zone 1: Runway Protection Zone
Zone 2: Inner Approach/Departure Zone
Zone 3: Inner Turning Zone
Zone 4: Outer Approach/Departure Zone
Zone 5: Sideline Safety Zone
Zone 6: Traffic Pattern Zone
Zone 7: Area between Zone 6 and the AIA boundary
APA: Airport Protection Area
AIA: Airport Influence Area
Airport Property
Jurisdictional Boundaries
Source: ESA Airports, ESRI, California Airport Land Use Planning Handbook (Caltrans, 2002)
Exhibit 1E
AIRPORT PLANNING AND SAFETY ZONES



AIRPORT LAND USE LEGEND

AO	AIRFIELD OPERATIONS
AD	AVIATION DEVELOPMENT
RS	NON-AVIATION REVENUE SUPPORT
OS	OPEN SPACE
AE	AVIGATION EASEMENT
FAE	FUTURE AVIGATION EASEMENT



Future Easement
Future Easement
(SEE NOTE #1)
(SEE NOTE #1)
Potentially Property to be Released
(SEE NOTE #1)
Existing Easement
Ultimate Runway 7L
RPZ 1000' x 1700' x 1510'
Owned-Fee Simple
3/4 Mile Visibility Minimums
34:1 Nonprecision Approach
Existing Runway 7L
RPZ 500' x 1000' x 700'
Owned-Fee Simple
Visibility Minimums-Visual
20:1 Visual Approach
Existing/Ult. Runway 7L
End/Low Point-EL. 373.0
37° 41' 38.175" N
121° 49' 45.855" W
FAE
RS
RS
RS
OS
AO
AO
RS
RS
AD
AD
AD
RS
AO
AE
HWY 580
HWY 580
AIRWAY BLVD
JACK LONDON BLVD
ISABEL AVE
SEE INSET "A"
EXISTING/ULTIMATE 5252 x 100' RUNWAY N 88°37'37.916" W (True Bearing)
Ultimate 3952' x 75' Runway
Existing 2,699 x 75' Runway N 88°37'0.173" W (True Bearing)
BRL-15'
Ultimate Runway 7R
RPZ 250' x 1000' x 450'
Owned-Fee Simple
1 mile Visibility Minimums
20:1 Approach (ANP)
Ultimate Runway 7R
End/Low Point-EL. 374.0
37° 41' 33.235" N
121° 49' 45.918" W
Existing Runway 7R
RPZ 250' x 1000' x 450'
Owned-Fee Simple
Visibility Minimums-Visual
20:1 Visual Approach
Existing Runway 7R
End/Low Point-EL. 378.8
37° 41' 33.112" N
121° 49' 30.330" W
Existing/Ult. Runway 25L
High Point /TDZE-EL. 394.5
37° 41' 32.844" N
121° 48' 56.747" W
Existing/Ultimate Runway 25L
RPZ 250' x 1000' x 450'
Owned-Fee Simple
Ext. 20:1 Visual Approach
Ult. 1 mile Visibility Minimum
Ult. 20:1 Approach (ANP)
Existing/Ult. Runway 25R
High Point /TDZE-EL. 400.0
37° 41' 37.664" N
121° 48' 40.509" W
Existing/Ultimate Runway 25R
RPZ 1000' x 2500' x 1750'
Partially Owned/Easement
1/2 Mile Visibility Minimums
50:1/40:1 Precision Approach
ALAMEDA COUNTY
Magnetic Declination
13° 52' 39" East (APRIL 10, 2013)
Annual Rate of Change 6.2' W Per Year
0 400 800 1200
SCALE IN FEET

FAA APPROVAL STAMP

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

By________________ Date __________
Manager

Subject to Letter dated ________________

GENERAL NOTES:
1. Potential Property Release subject to FAA Approval.

No.	REVISIONS	DATE	BY	APP'D.
	AIRPORT LAYOUT PLAN (UPDATE)	9/25/14	Coffman	–
	AIRPORT LAYOUT PLAN (UPDATED)	11/21/07	Carter/Burgess	

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LIVERMORE MUNICIPAL AIRPORT

AIRPORT LAND USE DRAWING

Livermore, California

PLANNED BY: *Patrick C. Taylor*
DETAILED BY: *Larry D. Johnson*
APPROVED BY: *James M. Harris, P.E.*

September 25, 2014 — SHEET 11 OF 14

Coffman Associates
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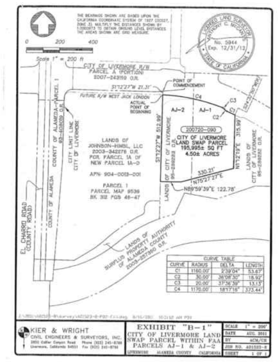
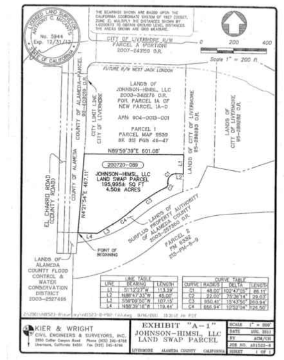
	8/8/2012 BASINS / FLOOD PROTECTIONS EASEMENT DATA					
	PARCEL	ACREAGE	PROPERTY INTEREST	RECORDED	BOOK/PAGE	CITY SERIES NO.
H1	portion of AJ-1	4.5 ±	Hydromodification Basin-1	6/11/2003		2003-342276
H2	portion of AJ-1	5.3 ±	Flood Protection Area	12/14/1995		95-289282
H3	portion of AJ-1	6.6 ±	Hydromodification Basin 2/3	12/14/1995		95-289282
H4	portion of AH-1	4.5 ±	Hydromodification Basin 2/3	4/18/1995		95-082194
H5	portion of AH-1	0.3 ±	Flood Protection Area	4/18/1995		95-082194
H6	portion of AG-1, AG-2	0.07±	Flood Protection Area	5/12/1995		95-104567
H7	portion of AH-1	2.2 ±	Flood Protection Area	4/18/1995		95-082194
H8	V-1	0.04±	Flood Protection Area	2/16/1991		91-075036
SCF	AF-2, portion of AF-1, Y	30.3±	Southern Conveyance Facility	2/24/1994	2/24/94 BK213/PG6-9	91-075035

	ROAD (ROW) EASEMENT DATA					
	PARCEL	ACREAGE	PROPERTY INTEREST	RECORDED	BOOK/PAGE	CITY SERIES NO.
R1	portion of AJ-2	0.29±	W. Jack London Blvd R.O.W.	12/12/1995	2/24/94 BK213/PG6-9	95-28983
R2	portion of AJ-1	5.3 ±	W. Jack London Blvd & Road A (R.O.W.)	12/14/1995	2/24/94 BK213/PG6-9	95-289282
R3	portion of AH-1	0.73±	W. Jack London Blvd R.O.W.	4/18/1995	2/24/94 BK213/PG6-9	95-082194
R4	portion of AG-1 AG-2	0.05±	Road B (60' R.O.W.)	5/12/1995	2/24/94 BK213/PG6-9	95-104567
R5	portion of Y, X, W	4.5 ±	W. Jack London Blvd R.O.W.	2/26/1991	2/24/94 BK213/PG6-9	91-075035
R6	portion of V	0.08±	W. Jack London Blvd R.O.W.	2/26/1991	2/24/94 BK213/PG6-9	91-075036
R7	portion of AE	7.6 ±	W. Jack London Blvd R.O.W.	9/11/1992	2/24/94 BK213/PG6-9	92-295699
R8	portion of T	4.3 ±	Road B (60' R.O.W.)	6/9/1983	2/24/94 BK213/PG6-9	83-099594
R9	portion of S	1.0 ±	W. Jack London Blvd R.O.W.	6/9/1983	2/24/94 BK213/PG6-9	83-099594
R10	portion of AH-1	1.6 ±	W. Jack London Blvd R.O.W.	4/18/1995	2/24/94 BK213/PG6-9	95-082194

EXISTING EASEMENT DATA					
PARCEL	ACREAGE	PROPERTY INTEREST	DATE ACQUIRED	BOOK/PAGE	FEDERAL PROJECT
K1	.59 ±	PUBLIC UTILITY	-	-	-
K2	.46 ±	SLOPE EASEMENT	-	-	-
Q1	1.47±	ROW & UTILITY	-	-	N/A
200720-090	4.5 ±	EASEMENT	August 2011	-	LAND SWAP 200720-089





EXISTING AIRPORT PROPERTY

PARCEL ID	ACREAGE	GRANTOR	GRANTEE	TYPE OF CONVEYANCE	PROPERTY INTEREST	DATE ACQUIRED	RECORDING INFORMATION	USAGE	FAA FUND SOURCE	FAA PROJECT
A	53.38	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	2/2/1965	AX-14844	AIRFIELD OPERATION	53.38	9-04-134-0501
B	90.09	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	2/2/1965	AX-14844	AIRFIELD OPERATION	FAA (89.42 Ac.)	9-04-134-0501
B-1	9.88	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	2/2/1965	AX-14844	AIRFIELD OPERATION	FAA (9.66 Ac.)	9-04-134-0501
C	37.82	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	2/2/1965	AX-14845	AIRFIELD OPERATION	37.82	9-04-134-0501
D	20.00	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	2/2/1965	AX-14845, AX-2549	GENERAL AVIATION	20.00	9-04-134-0501
E	.17	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	2/2/1965	AX-14845, AX-2549	REVENUE SUPPORT	0.17	9-04-134-0501
F-3	.54	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	2/2/1965	AX-14844	REVENUE SUPPORT	0.54	9-04-134-0501
H	6.33	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	3/16/1965	AX-35190	REVENUE SUPPORT	FAA (3.32 Ac.)	5-06-0123-02
I	1.73	Hagemann Property	Livermore Airport	Sale	FEE SIMPLE	5/10/1966	REEL1781, IMAGE 689	REVENUE SUPPORT	FAA (0.49 Ac.)	9-04-134-0501
K	24.06	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	9/23/1996	REEL 2179, IMAGE 529	APPROACH PROTECTION	24.06	3-06-0123-14
L-1	13.00	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	6/24/1974	79-257848	APPROACH PROTECTION	13.00	AIP 8-06-0123-01
N	18.54	City of Livermore	Livermore Airport	Transfer	EASEMENT	1/23/1980	80-013379	APPROACH PROTECTION	18.54	AIP 5-06-0123-02
P	16.84	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	-	-	REVENUE SUPPORT	NONE	N/A
Q	26.14	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	-	AM-128409	APPROACH PROTECTION	NONE	N/A
R	33.44	Hagemann Property	Livermore Airport	Sale	FEE SIMPLE	6/24/1983	82-020637	GENERAL AVIATION	33.44	AIP 3-06-0123-02
S	74.03	Pleasanton Gravel Co.	Livermore Airport	Sale	FEE SIMPLE	5/23/1983	83-099594	GENERAL AVIATION	74.03	AIP 3-06-0123-01
T	28.58	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	9/23/1983	83-099594	AIRFIELD OPERATION	28.58	AIP 3-06-0123-03
TT	8.12	Pleasanton Gravel Co.	Livermore Airport	Save	FEE SIMPLE	9/23/1983	83-099594	REVENUE SUPPORT	8.12	AIP 3-06-0123-03
U	22.96	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	12/29/1986	86-329071	APPROACH PROTECTION	22.96	AIP 3-06-0123-06
U-1	1.03	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	12/29/1986	86-329071	REVENUE SUPPORT	1.03	AIP 3-06-0123-06
V	14.56	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	3/22/1991	91-075036	APPROACH PROTECTION	14.56	AIP 3-06-0123-11
V-1	6.70	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	3/22/1991	91-075036	REVENUE SUPPORT	6.70	AIP 3-06-0123-11
W	7.57	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	3/22/1991	91-075035	REVENUE SUPPORT	7.57	AIP 3-06-0123-11
X	7.92	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	3/22/1991	91-075035	REVENUE SUPPORT	7.92	AIP 3-06-0123-11
Y	6.13	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	3/22/1991	91-075035	REVENUE SUPPORT	6.13	AIP 3-06-0123-11
Z	14.09	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	4/7/1992	92-104002	REVENUE SUPPORT	14.09	AIP 3-06-0123-10
AA	9.17	Hagemann Property	Livermore Airport	Sale	FEE SIMPLE	5/10/1966	REEL1781, IMAGE 689	REVENUE SUPPORT	NONE	N/A
AB	4.41	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	4/1/1987	87-089756	APPROACH PROTECTION	4.41	AIP 3-06-0123-07
AC	3.81	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	4/1/1987	87-089756	APPROACH PROTECTION	3.81	AIP 3-06-0123-08
AD	3.64	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	12/27/1991	91-343769	APPROACH PROTECTION	3.64	AIP 3-06-0123-09
AE	24.41	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	9/11/1992	92-295699	APPROACH PROTECTION	24.41	AIP 3-06-0123-10
AF-1	31.76	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	6/27/1994	95-212891	REVENUE SUPPORT	31.76	AIP 3-06-0123-12
AF-2	3.53	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	6/27/1994	95-212892	REVENUE SUPPORT	3.53	AIP 3-06-0123-12
AG-1	0.47	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	6/27/1994	95-104567	REVENUE SUPPORT	0.47	AIP 3-06-0123-12
AG-2	0.05	R. C. Johnson	Livermore Airport	Sale	FEE SIMPLE	6/27/1994	95-104567	REVENUE SUPPORT	0.05	AIP 3-06-0123-12
AH-1	12.85	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	6/27/1994	95-082194	REVENUE SUPPORT	12.85	AIP 3-06-0123-12
ah-2	1.44	R. C. Johnson	Livermore Airport	Transfer	FEE SIMPLE	6/27/1994	95-082194	APPROACH PROTECTION	1.43	AIP 3-06-0123-12
AJ-1	27.75	City of Livermore	Livermore Airport	Transfer	FEE SIMPLE	9/22/1995	95-289282	APPROACH PROTECTION	27.75	3-06-0123-13
B1A	4.5	City of Livermore	Johnson-Himsl	LAND SWAP	FEE SIMPLE	Aug 2011	200720-089	APPROACH PROTECTION	N/A	N/A

"-" : No Data Available from Airport; N/A Not Applicable.

Release of Airport Property					
Parcel ID	Acreage	Grantor	Grantee	FAA Approved Release	FAA Project
aj-1 & aj-2	4.5	Johnson-Himl	City of Livermore	November 4, 2014	3-06-0123-12

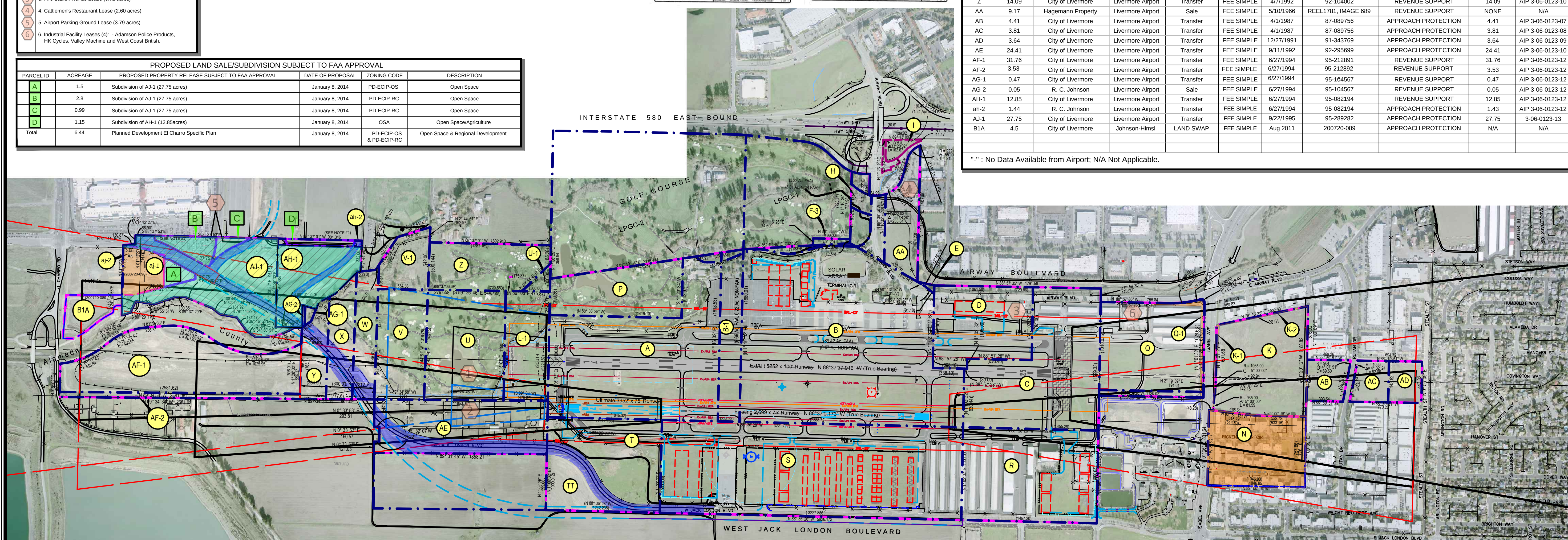
NON-AERONAUTICAL LEASES

1. Las Positas Golf Course Ground Lease (118.5 acres)
2. Airdance Horse & Livestock Ranch Property Lease (17 acres)
3. Fire Station No. 10 Lease (0.72 acres)
4. Cattlemen's Restaurant Lease (2.60 acres)
5. Airport Parking Ground Lease (3.79 acres)
6. Industrial Facility Leases (4): - Adamson Police Products, HK Cycles, Valley Machine and West Coast British.

GENERAL NOTES:

1. Federally obligated property for proposed release is in the Proposed Land Sale/Subdivision Subject to FAA Approval table.
2. Airport existing land is accounted for in the Existing Airport table.
3. Federally obligated property released is accounted for in the Release of Airport Property table. "(See Exhibits A-1 and B-1)".
4. Parcels use upper case labels and proposed subdivided parcels use lower case labels.

PROPOSED LAND SALE/SUBDIVISION SUBJECT TO FAA APPROVAL					
PARCEL ID	ACREAGE	PROPOSED PROPERTY RELEASE SUBJECT TO FAA APPROVAL	DATE OF PROPOSAL	ZONING CODE	DESCRIPTION
A	1.5	Subdivision of AJ-1 (27.75 acres)	January 8, 2014	PD-ECIP-OS	Open Space
B	2.8	Subdivision of AJ-1 (27.75 acres)	January 8, 2014	PD-ECIP-RC	Open Space
C	0.99	Subdivision of AJ-1 (27.75 acres)	January 8, 2014	PD-ECIP-RC	Open Space
D	1.15	Subdivision of AH-1 (12.85acres)	January 8, 2014	OSA	Open Space/Agriculture
Total	6.44	Planned Development El Charro Specific Plan	January 8, 2014	PD-ECIP-OS & PD-ECIP-RC	Open Space & Regional Development



FAA APPROVAL STAMP

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	SAME	ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
	SAME	BUILDING ABANDONMENT (To Be Removed)
		BUILDING
	SAME	DRAINAGE
		PAVEMENT
	SAME	PARCELS
		RUNWAY PROTECTION ZONE (RPZ)
BRL	SAME	BUILDING RESTRICTION LINE (BRL)
	SAME	MALSR APPROACH LIGHT SYSTEM
	SAME	PRECISION OBSTACLE FREE ZONE (POFZ)
N/A		RUNWAY SHADE
		APPROACH SURFACE

PROPERTY LEGEND

- Existing Road R.O.W.
- Existing Easements
- Existing Airport Land for Revenue Support and Approach Protection

TRUE NORTH 13°52'39" E

Magnetic Declination
13° 52' 39" East (APRIL 10, 2013)
Annual Rate of Change 6.2' W Per Year

0 500 1000 1500
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
2	AIRPORT LAYOUT PLAN (UPDATE)	9/25/14	Coffman	–
1	AIRPORT LAYOUT PLAN (UPDATED)	11/21/07	Carter/Burgess	

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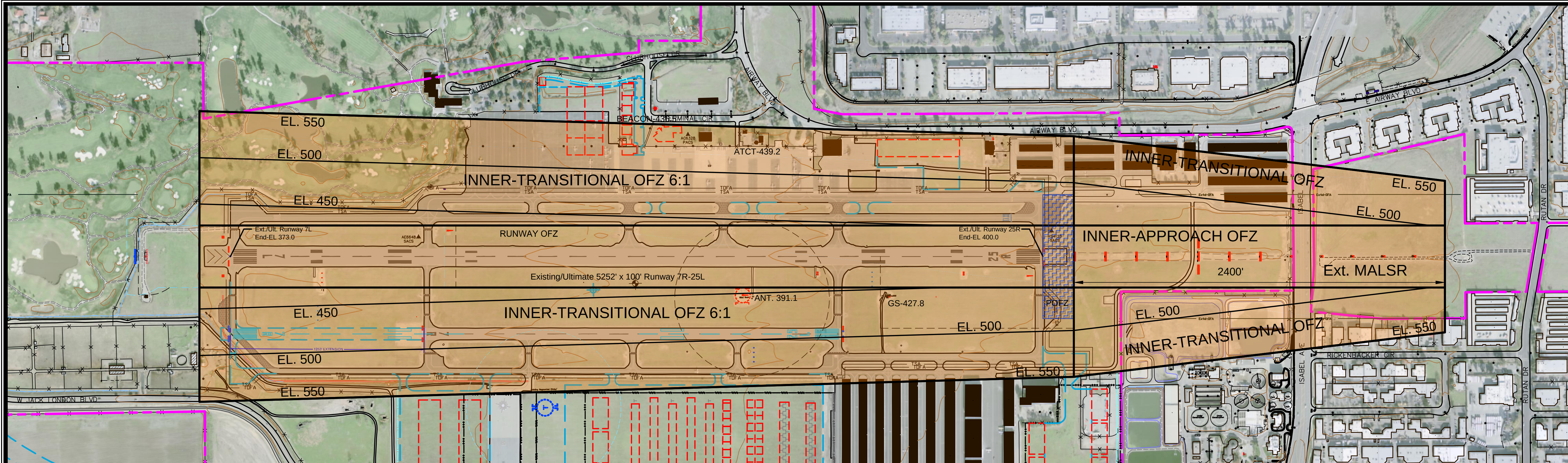
LIVERMORE MUNICIPAL AIRPORT
EXHIBIT A
AIRPORT PROPERTY INVENTORY MAPS
Livermore, California

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

September 25, 2014

Coffman Associates
Airport Consultants
www.coffmanassociates.com



FAA APPROVAL STAMP

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

By_______________ Date ________
Manager

Subject to Letter dated _______________

11/21/14 - 10:11am - ljohnson - R:\CAD\JohnsonL\Project\LVK-LIVERMORE_2013\alpset\LVK_sht_13_ofz_Approved.dwg

Inner-Transitional OFZ Definition, Calculations AC 150/5300-13A

c. Inner-transitional OFZ. The inner-transitional OFZ is a defined volume of airspace along the sides of the runway OFZ and inner-approach OFZ. It applies only to runways with lower than 3/4-statute mile (1 200 m) approach visibility minimums.

(1) For runways serving small airplanes exclusively, the inner-transitional OFZ slopes 3 (horizontal) to 1 (vertical) out from the edges of the runway OFZ and inner-approach OFZ to a height of 150 feet (45 m) above the established airport elevation.

(2) For runways serving large airplanes, separate inner-transitional OFZ criteria apply for Category (CAT) I and CAT II/III runways.

(a) For CAT I runways, the inner-transitional OFZ begins at the edges of the runway OFZ and inner-approach OFZ, then rises vertically for a height "H", and then slopes 6 (horizontal) to 1 (vertical) out to a height of 150 feet (45 m) above the established airport elevation.

1) In U.S. customary units,
$H_{feet} = 61 - 0.094(S_{feet}) - 0.003(E_{feet})$.

2) In SI units,
$H_{meters} = 18.4 - 0.094(S_{meters}) - 0.003(E_{meters})$.

3) S is equal to the most demanding wingspan of the airplanes using the runway and E is equal to the runway threshold elevation above sea level.

(b) For CAT II/III runways, the inner-transitional OFZ begins at the edges of the runway OFZ and inner-approach OFZ, then rises vertically for a height "H", then slopes 5 (horizontal) to 1 (vertical) out to a distance "Y" from runway centerline, and then slopes 6 (horizontal) to 1 (vertical) out to a height of 150 feet (45 m) above the established airport elevation.

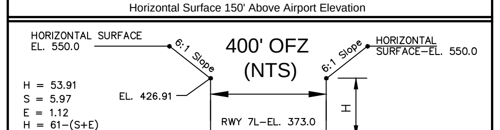
1) In U.S. customary units,
$H_{feet} = 53 - 0.13(S_{feet}) - 0.0022(E_{feet})$ and distance
$Y_{feet} = 440 + 1.08(S_{feet}) - 0.024(E_{feet})$.

2) In SI units,
$H_{meters} = 16 - 0.13(S_{meters}) - 0.0022(E_{meters})$ and distance
$Y_{meters} = 132 + 1.08(S_{meters}) - 0.024(E_{meters})$.

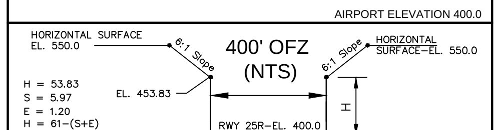
3) S is equal to the most demanding wingspan of the airplanes using the runway and E is equal to the runway threshold elevation above sea level. Beyond the distance "Y" from runway centerline the inner-transitional CAT II/III OFZ surface is identical to that for the CAT I OFZ.

INNER APPROACH OFZ

Horizontal Surface 150' Above Airport Elevation



AIRPORT ELEVATION 400.0



OBSTACLE FREE ZONE (OFZ)

OBJECT	OFZ SURFACE	PENETRATION	DISPOSITION
NONE	–	–	–
– –	–	–	–
– –	–	–	–
– –	–	–	–
– –	–	–	–

GENERAL NOTES:

1. 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.

Magnetic Declination
13° 52' 39" East (APRIL 10, 2013)
Annual Rate of Change 6.2' W Per Year

TRUE NORTH 13°52'39"E

0 300 600 900
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
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1	AIRPORT LAYOUT PLAN (UPDATED)	11/21/07	Carter/Burgess	

LIVERMORE MUNICIPAL AIRPORT

RUNWAY 7L-25R INNER-TRANSITIONAL OFZ DRAWING

Livermore, California

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

September 25, 2014

Coffman Associates
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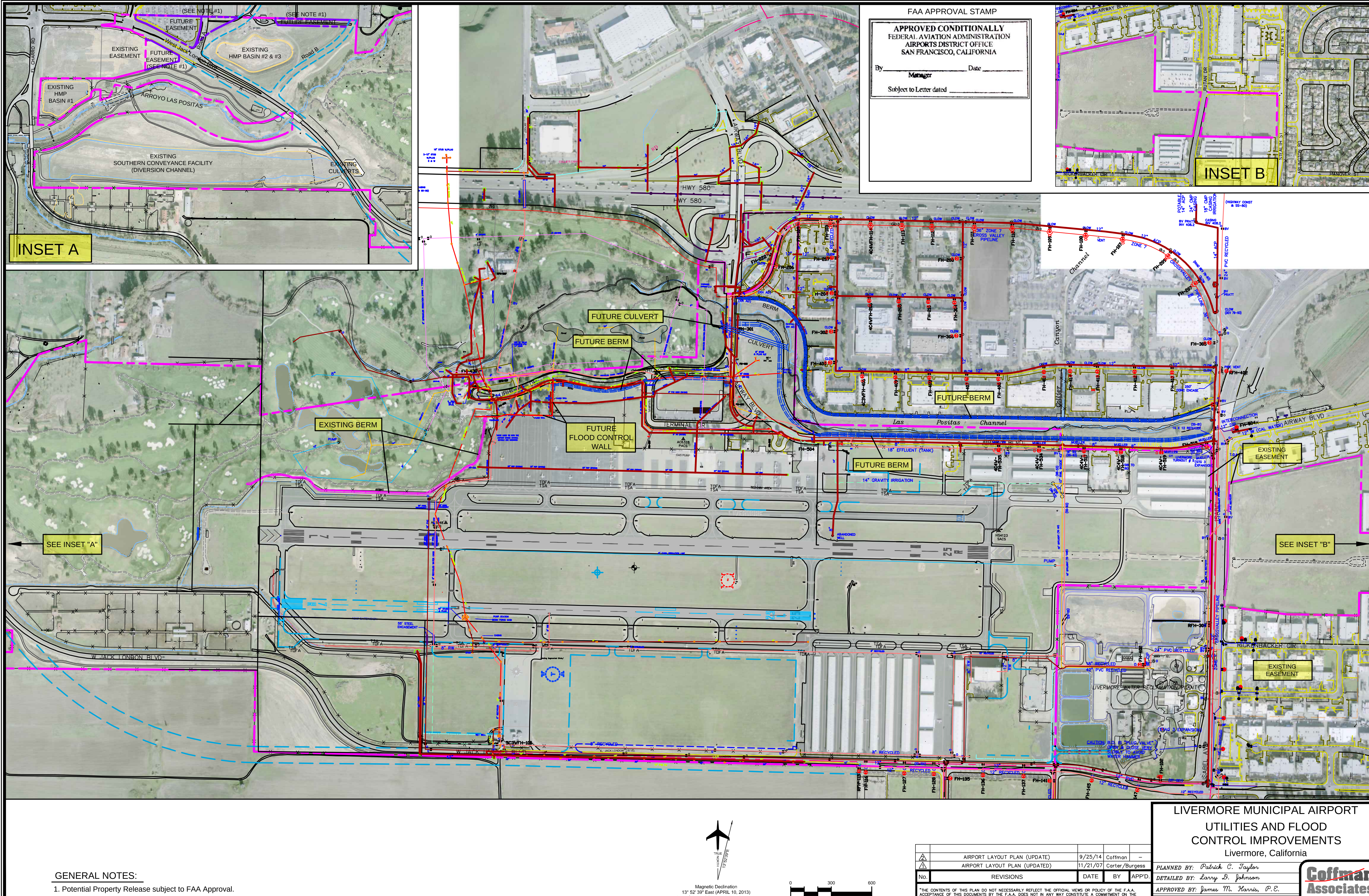
www.coffmanassociates.com



FAA APPROVAL STAMP

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

By______________________ Date ____________
Manager

Subject to Letter dated ________________

GENERAL NOTES:

1. Potential Property Release subject to FAA Approval.

No.	REVISIONS	DATE	BY	APP'D.
2	AIRPORT LAYOUT PLAN (UPDATE)	9/25/14	Coffman	–
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LIVERMORE MUNICIPAL AIRPORT

UTILITIES AND FLOOD CONTROL IMPROVEMENTS

Livermore, California

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

September 25, 2014

SHEET 14 OF 14

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