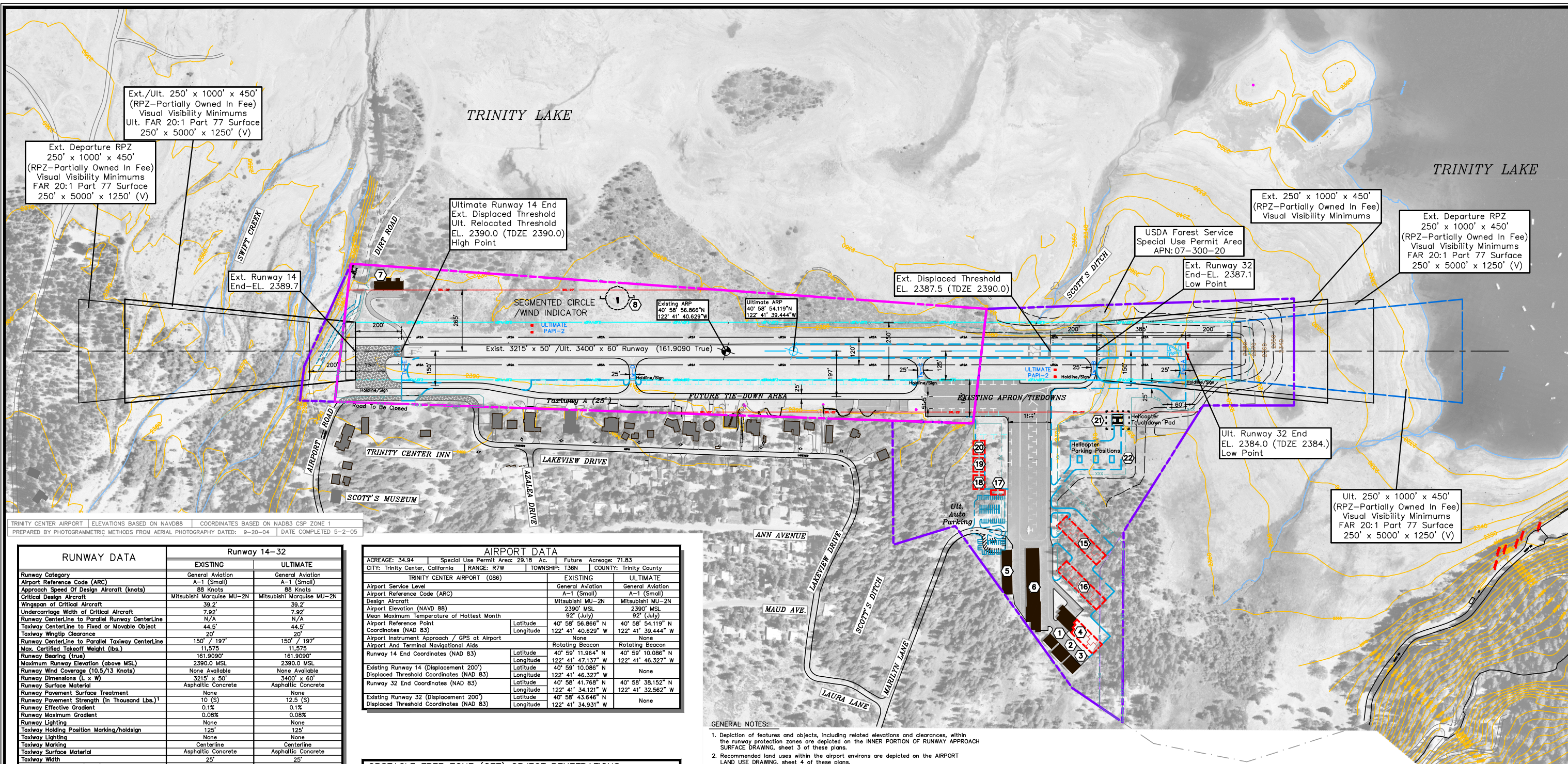


TRINITY LAKE

TRINITY LAKE



TRINITY CENTER AIRPORT ELEVATIONS BASED ON NAVD88 COORDINATES BASED ON NAD83 CSP ZONE 1
 PREPARED BY PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAPHY DATED: 9-20-04 DATE COMPLETED 5-2-05

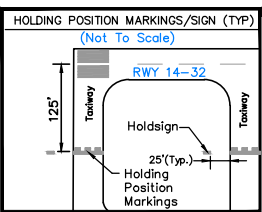
RUNWAY DATA	Runway 14-32	
	EXISTING	ULTIMATE
Runway Category	General Aviation	General Aviation
Airport Reference Code (ARC)	A-1 (Small)	A-1 (Small)
Approach Speed of Design Aircraft (knots)	88 Knots	88 Knots
Critical Design Aircraft	Mitsubishi Marquise MU-2N	Mitsubishi Marquise MU-2N
Wingspan of Critical Aircraft	39.2'	39.2'
Undercarriage Width of Critical Aircraft	7.92'	7.92'
Runway Centerline to Parallel Runway Centerline	N/A	N/A
Taxiway Centerline to Fixed or Movable Object	44.5'	44.5'
Taxiway Wingtip Clearance	20'	20'
Runway Centerline to Parallel Taxiway Centerline	150' / 197'	150' / 197'
Max. Certified Takeoff Weight (lbs.)	11,575	11,575
Runway Bearing (true)	161.9090°	161.9090°
Maximum Runway Elevation (above MSL)	2390.0 MSL	2390.0 MSL
Runway Wind Coverage (10.5/13 Knots)	None Available	None Available
Runway Dimensions (L x W)	3215' x 50'	3400' x 60'
Runway Surface Material	Asphaltic Concrete	Asphaltic Concrete
Runway Pavement Surface Treatment	None	None
Runway Pavement Strength (in Thousand Lbs.)	10 (S)	12.5 (S)
Runway Effective Gradient	0.1%	0.1%
Runway Maximum Gradient	0.08%	0.08%
Runway Lighting	None	None
Taxiway Holding Position Marking/holdsign	125'	125'
Taxiway Lighting	None	None
Taxiway Marking	Centerline	Centerline
Taxiway Surface Material	Asphaltic Concrete	Asphaltic Concrete
Taxiway Width	25'	25'
Taxiway Safety Area (Width)	49'	49'
Taxiway Object Free Area (Width)	89'	89'
Elevation of Runway High Point	2390.0 MSL	2390.0 MSL
Elevation of Runway Low Point	2387.1 MSL	2384.0 MSL
Far Part-77 Approach Surfaces	250' x 5000' x 1250' (14) 250' x 5000' x 1250' (32)	250' x 5000' x 1250' (14) 250' x 5000' x 1250' (32)
Runway Protection Zones	250' x 1000' x 450' (14) 250' x 1000' x 450' (32)	250' x 1000' x 450' (14) 250' x 1000' x 450' (32)
Runway END DATA	Runway 14 Runway 32	Runway 14 Runway 32
Line of Sight Requirement Met	YES	YES
Elevation (NAVD 88) Runway Ends	2390.0 MSL 2387.1 MSL	2390.0 MSL 2384.0 MSL
Elevation of Runway Touchdown Zone (TDZE)	2390.0 MSL 2390.0 MSL	2390.0 MSL 2390.0 MSL
Runway Stopway	None	None
Runway Approach Visibility Minimums	Visual	Visual
Threshold Siting Requirements (Appendix 2) 3	20:1	20:1
Threshold Siting Surface Object Penetrations	Yes	Yes
F.A.R. Part 77 Category	Visual	Visual
F.A.R. Part-77 Approach Slope	20:1	20:1
Runway Threshold Displacement	200'	None
Runway Threshold Displacement Elevation	2390.0 MSL 2387.5 MSL	None
Runway Instrumentation	Visual	Visual
Runway Safety Area (RSA) Beyond Rwy End	240'	240'
Runway Safety Area (RSA) Width	120'	120'
Runway Approach Lighting	None	None
Precision Obstacle Free Zone (200' x 800')	N/A	N/A
Obstacle Free Zone (OFZ) Beyond Rwy End	200'	200'
Runway Obstacle Free Zone (OFZ) Width	250'	250'
Runway Markings	Basic	Basic
Runway Object Free Area Beyond Rwy End	240'	240'
Runway Object Free Area (OFA) Width	250'	250'
Runway Electronic Navigational Aids	None	None
Runway Visual Navigational Aids	None	PAPI-2L PAPI-2L

AIRPORT DATA		
ACREAGE: 34.94	Special Use Permit Area: 29.18 Ac.	Future Acreage: 71.83
CITY: Trinity Center, California	RANGE: R7W	TOWNSHIP: T36N COUNTY: Trinity County
TRINITY CENTER AIRPORT (086)	EXISTING	ULTIMATE
Airport Service Level	General Aviation	General Aviation
Airport Reference Code (ARC)	A-1 (Small)	A-1 (Small)
Design Aircraft	Mitsubishi MU-2N	Mitsubishi MU-2N
Airport Elevation (NAVD 88)	2390' MSL	2390' MSL
Mean Maximum Temperature of Hottest Month	92° (July)	92° (July)
Airport Reference Point	Latitude 40° 58' 56.866" N	Latitude 40° 58' 54.119" N
Coordinates (NAD 83)	Longitude 122° 41' 40.629" W	Longitude 122° 41' 39.444" W
Airport Instrument Approach / GPS at Airport	None	None
Airport and Terminal Navigational Aids	Rotating Beacon	Rotating Beacon
Runway 14 End Coordinates (NAD 83)	Latitude 40° 59' 11.964" N	Latitude 40° 59' 10.086" N
	Longitude 122° 41' 47.137" W	Longitude 122° 41' 46.327" W
Existing Runway 14 (Displacement 200')	Latitude 40° 59' 10.086" N	None
Displaced Threshold Coordinates (NAD 83)	Longitude 122° 41' 46.327" W	None
Runway 32 End Coordinates (NAD 83)	Latitude 40° 58' 41.768" N	Latitude 40° 58' 38.152" N
	Longitude 122° 41' 34.121" W	Longitude 122° 41' 32.562" W
Existing Runway 32 (Displacement 200')	Latitude 40° 58' 43.646" N	None
Displaced Threshold Coordinates (NAD 83)	Longitude 122° 41' 34.931" W	None

OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS		
OBJECT	PENETRATION	DISPOSITION
Road 104' from Rwy 14 End	10'	Relocated Threshold
Trees	6'	Remove Trees from OFZ (3800' x 250')

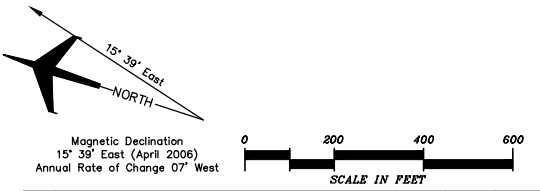
THRESHOLD SITING SURFACE OBJECT PENETRATIONS		
OBJECT	PENETRATION	DISPOSITION
SEE INNER PORTION OF THE RUNWAY 14-32 APPROACH SURFACES DRAWINGS. See sheet 3 of these plans.		

BUILDINGS/FACILITIES			
EXISTING	ULTIMATE	DESCRIPTION	ELEVATION
1		Box Hangar	2412.4 MSL
2		Box Hangar	2413.4 MSL
3		Box Hangar	2413.4 MSL
4		T-Hangar	2411.4 MSL
5		T-Hangar	2409.4 MSL
6		T-Hangar	2409.4 MSL
7		Conventional Hangar	2407.0 MSL
8		Segmented Circle/Wind Indicator	2404.5 MSL
15		T-Hangar	
16		T-Hangar	
17		Box Hangar	
18		Box Hangar	
19		Box Hangar	
20		Box Hangar	
21		Helicopter Touchdown Pad	
22		Helicopter Parking Positions	



- 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 DRAWING, sheet 3 of these plans.
 2. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE DRAWING, sheet 4 of these plans.
 3. Property Line depicted taken from July 21, 2003 Airport Layout Plan.
 4. ftp://ftp.ngs.noaa.gov/pub/udf/WESTERN-PACIFIC/CALIFORNIA. All Elevation are in NAVD 88.
 5. Building elevations based upon estimated hangar elevations and mapping provided by Trinity County Building and Development Services.
 6. Any proposed runway/taxiway extension project identified herein is for long-term planning purposes only. The proposed project shall not be undertaken without prior NEPA environmental processing and written FAA approval. Precondition will include FAA Forecast approval and FAA approval of airfield standard design.

EXISTING	ULTIMATE	DESCRIPTION
---	---	ABANDONED PAVEMENT (To Be Removed)
---	---	AIRPORT PROPERTY LINE/FENCE
---	---	AIRPORT REFERENCE POINT (ARP)
---	---	AVIGATION EASEMENT (if applicable)
---	---	BUILDING CONSTRUCTION (Off / on Airport)
---	---	DRAINAGE
---	---	FACILITY CONSTRUCTION
---	---	FENCING
---	---	NAVIGATIONAL AID INSTALLATION (GVA)
---	---	RUNWAY THRESHOLD LIGHTS
---	---	SEGMENTED CIRCLE/WIND INDICATOR
---	---	WIND INDICATOR (Lighted)
---	---	HOLDING POSITION MARKING
---	---	TOPOGRAPHY (2005)
---	---	SECTION CORNER
---	---	LIGHT POLES
---	---	BRL
---	---	BUILDING RESTRICTION LINE (BRL)
---	---	DIRT ROAD
---	---	PARCELS
---	---	TREES
---	---	OBJECT FREE AREA/OBSTACLE FREE ZONE
---	---	RUNWAY SAFETY AREA
---	---	SURVEY MONUMENT
---	---	RUNWAY PROTECTION ZONE (RPZ)



APPROVED BY: *[Signature]* DATE: 6-05-08
 Chairman, Board of Supervisors
 County of Trinity, California

FAA APPROVAL STAMP

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

By: *[Signature]* Date: 7/9/08
 Manager

Subject to Letter dated 7/9/08

TRINITY CENTER AIRPORT
 AIRPORT LAYOUT DRAWING

Trinity County, California

PLANNED BY: Stephen B. Wagner/Vicki Rogers
 DETAILED BY: Larry D. Johnson
 APPROVED BY: James M. Harris, P.E.

June 27, 2007 SHEET 1 OF 4

Coffman Associates
 Airport Consultants
 www.coffmanassociates.com

No.	REVISIONS	DATE	BY	APPD.
	Perimeter fencing added.	11/07	LDJ	SCW
	Approved ALPs (None Available)	6/07	-	-

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