

**APPENDIX C**

**AIRPORT MASTER  
PLAN SHEETS**



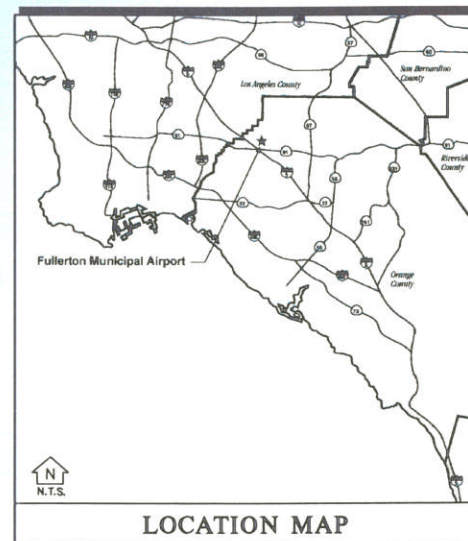
# FULLERTON MUNICIPAL



# AIRPORT MASTER PLAN

## LIST OF DRAWINGS

NO.	TITLE
1.	TITLE SHEET
2.	AIRPORT LAYOUT PLAN
3.	BUILDING AREA PLAN
4.	PART 77 AIRSPACE PLAN
5.	PART 77 INNER APPROACH SURFACES
6.	RUNWAY PROTECTION ZONE PLAN
7.	OFF-AIRPORT LAND USE PLAN
8.	EXHIBIT "A"



PREPARED FOR:



*City of Fullerton*

FUNDED BY A GRANT FROM  
THE FEDERAL AVIATION ADMINISTRATION  
AIP NO. 3-06-0091-12

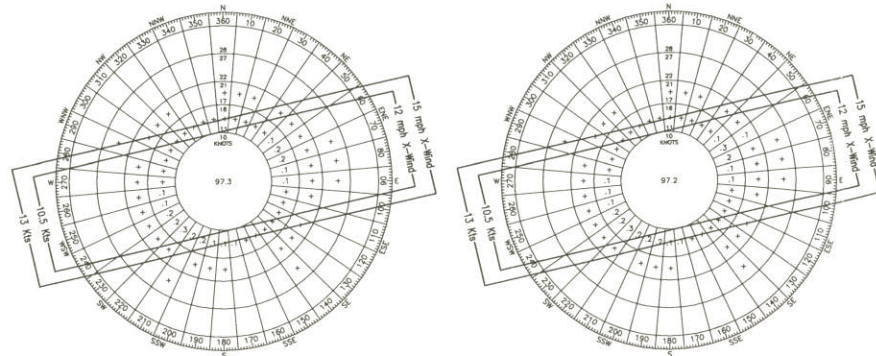
May 2004

PREPARED BY:



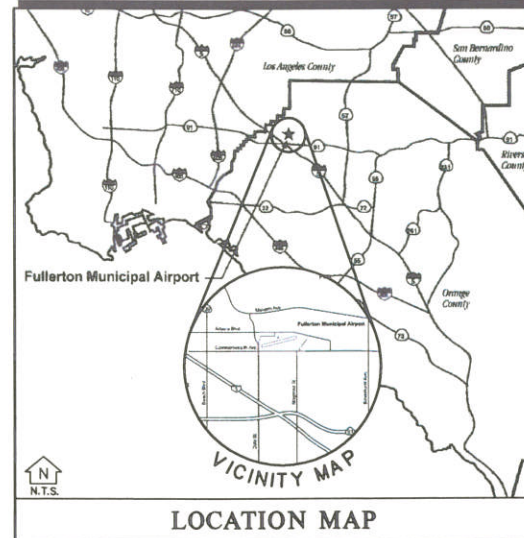
**P&D Aviation**  
A Division of  
**P&D Consultants, Inc.**  
999 Town & Country Rd., 4th Floor  
Orange, CA 92668

BUILDING / FACILITIES		
EXISTING	ULTIMATE	DESCRIPTION
1	---	5 T-HANGARS #4130
2	---	5 T-HANGARS #4100
3	---	8 T-HANGARS #4050
4	---	19 T-HANGARS #4000
5	---	12 T-HANGARS & 2 EXEC. #4010
6	---	15 T-HANGARS & 3 EXEC.
7	---	14 T-HANGARS
8	---	10 RECTANGULAR HANGARS
9	---	19 RECTANGULAR HANGARS
10	---	9 RECTANGULAR HANGARS
11	---	4 EXECUTIVE HANGARS
12	---	GENERAL AVIATION CO. HANGARS
13	---	GENERAL AVIATION CO. BUILDING
14	---	O.C. FIRE AUTH. BUILDING
15	---	ADMINISTRATION BUILDING
16	---	CONTROL TOWER (BEACON ON TOP)
17	---	ELECTRICAL VAULT
18	---	AVIATION FACILITIES, INC. HANGARS
19	---	AVIATION FACILITIES, INC. BUILDING
20	---	3 EXEC. AIR COMBAT USA HANGARS
21	---	AIR COMBAT USA BUILDING
22	---	HELLIER ASSOC. PACIFIC BUILDING
23	---	RAY'S FLYING CLUB BUILDING
24	---	FUTURE T-HANGARS
25	---	FUTURE RECTANGULAR HANGARS
26	---	FUTURE WASH RACK
27	---	FUTURE AIRCRAFT MAINTENANCE AREA
28	---	FUTURE COMPASS CALIBRATION PAD



BASED ON 56,120 OBSERVATIONS AT FULLERTON AIRPORT FROM 1991 TO 2000  
SOURCE: National Climatic Data Center Asheville, NC.

WIND COVERAGE	10.5 KT. CROSSWIND	13 KT. CROSSWIND
CONDITION		
ALL WEATHER	99.7%	99.3%
IFR	99.7%	99.3%

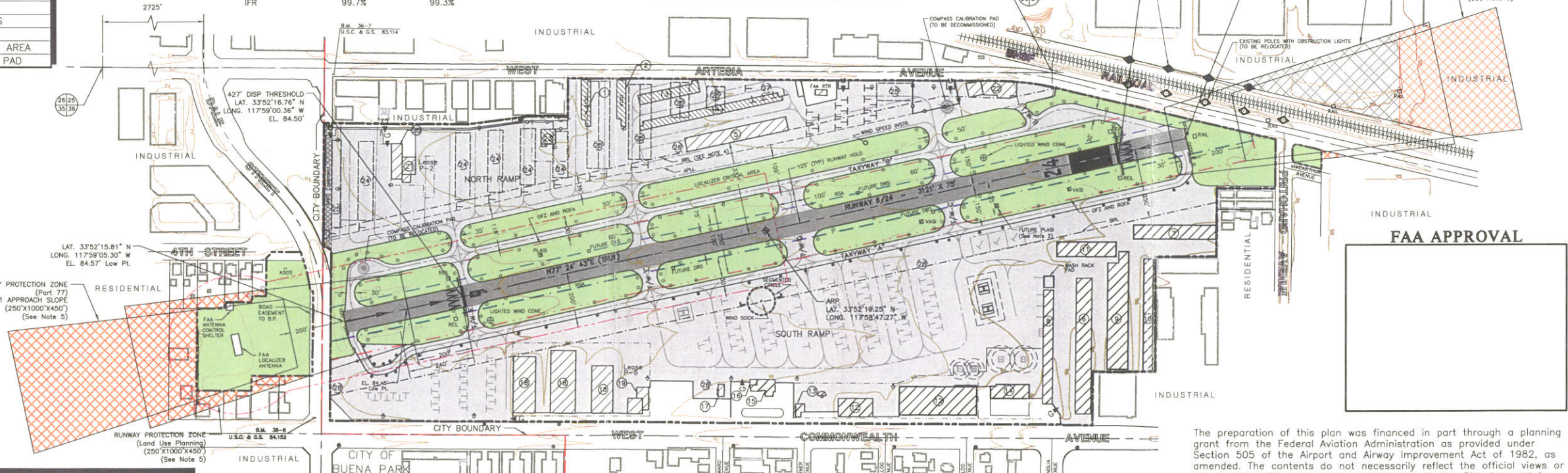


DEVIATIONS FROM FAA DESIGN STANDARDS			
DESIGN STANDARD	REQUIRED	EXISTING	ACTION
Runway Safety Area length beyond runway end.	240'	53' (6)*	Install runway distance remaining signs. Put note in Airport/Facility Directory.
Runway Object Free Area length beyond runway end.	240'	168' (24)*	Install runway distance remaining signs. Put note in Airport/Facility Directory.
Runway Obstacle Free Zone length beyond runway end.	200'	53' (6)*	Install runway distance remaining signs. Put note in Airport/Facility Directory.
Width of FAR Part 77 Primary Surface and Inner widths of Approach Surfaces	500'	250'	None**
Threshold Siting Surface	Clear	Penetrations	See sheets 4 and 5.

\*As measured on the runway centerline  
\*\*The 250 foot widths have historically been applied at the airport

- NOTES:
- California Coordinate System, Zone 6 NAD 83.
  - Location is subject to FAA determination of approach slope.
  - See sheets 7 and 8 for additional Avigation Easements.
  - Future buildings in accordance with non-standard FAR Part 77 and can be approximately 30 feet above ground level.
  - Per FAA letter dated 2/18/04, two sets of RPZs are permitted. RPZs located 200 feet from the displaced threshold are for land use planning. RPZs located 200 feet from the runway end are for height restrictions (FAR Part 77).

- ABBREVIATIONS
- ARP Airport Reference Point
  - ASOS Automated Surface Observing System
  - BRL Building Restriction Line
  - DRS Distance Remaining Sign
  - EL Elevation
  - FAR Federal Aviation Regulation
  - IFR Instrument Flight Rules
  - KT Knots
  - LAT Latitude
  - LONG Longitude
  - MIRL Medium Intensity Runway Edge Lights
  - OFZ Obstacle Free Zone
  - PLASI Pulsating Approach Slope Indicator
  - RAIL Runway Alignment Indicator Lights
  - REIL Runway End Identifier Lights
  - ROFA Runway Object Free Area
  - RPZ Runway Protection Zone
  - RSA Runway Safety Area
  - RTR Remote Transmitter
  - R/W Runway
  - TDZE Touch Down Zone Elevation
  - T/W Taxiway
  - VASI Visual Approach Slope Indicator



RUNWAY END DATA					
RUNWAY	EXISTING	ULTIMATE	EXIST. ELEV.	ULT. ELEV.	
6	LATITUDE 33°52'15.81" N LONGITUDE 117°59'05.30" W	SAME	84.57'	SAME	
24	LATITUDE 33°52'22.70" N LONGITUDE 117°58'29.24" W	SAME	95.65'	SAME	

RUNWAY DATA		
	RUNWAY 6-24	
	EXISTING	ULTIMATE
EFFECTIVE GRADIENT (IN %)	0.32%-0.38%	SAME
PAVEMENT STRENGTH (000 LBS)	12.5(S)	SAME
RUNWAY/TAXIWAY MATERIAL	ASPHALT/ASPHALT	SAME
RUNWAY LIGHTING	MIRL	SAME
RUNWAY MARKING	BASIC/NON-PRECISION	SAME
NAVIGATIONAL AIDS	RAIL (24)	SAME
WIND COVERAGE % (13 KNOTS)	99.3	SAME
VISUAL AIDS	PLASI, REIL (6) VASI, REIL (24)	PLASI, REIL (6/24)
APPROACH CATEGORY (FAR PART 77)	VISUAL/VISUAL	SAME
APPROACH SURFACES	20:1/20:1	SAME
MAXIMUM ELEVATION ABOVE MSL	95.65	SAME
RUNWAY LENGTH	3,121'	SAME
RUNWAY WIDTH	75'	SAME
RUNWAY SAFETY AREA	LENGTH* 53/168 (6/24) WIDTH 120 (6/24)	SAME
RUNWAY OBJECT FREE AREA/ OBSTACLE FREE ZONE	LENGTH* 53/168 (6/24) WIDTH 250 (6/24)	SAME

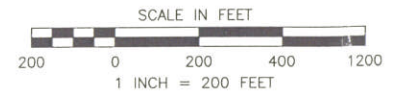
\*AS MEASURED ON THE RUNWAY CENTERLINE

LEGEND		
	EXISTING	ULTIMATE
AIRCRAFT PARKING LIMIT LINE (APLL)	---	SAME
AIRFIELD PAVEMENT	---	SAME
AIRPORT BOUNDARY	---	SAME
AIRPORT REFERENCE POINT (ARP)	+	SAME
BUILDING RESTRICTION LINE (BRL)	+	SAME
BUILDINGS	---	SAME
BUILDINGS TO BE REMOVED	NONE	---
CITY BOUNDARY	---	SAME
ELEVATED EDGE LIGHT	o	SAME
FIRE HYDRANT	.	SAME
FENCE	---	SAME
GRASS AREA	---	SAME
GROUND CONTOURS	---	SAME
HELICOPTER PARKING AREA	---	SAME
IN-PAVEMENT TAXIWAY EDGE LIGHT	---	SAME
LEASE LINE	---	SAME
LOCALIZER CRITICAL AREA	---	SAME
POLES W/OBSTRUCTION LIGHTS	+	SAME
ROAD/VEHICLE PARKING	---	SAME
RPZ EASEMENT	---	SAME
RUNWAY HOLDING BAR	---	SAME
RUNWAY OBJECT FREE AREA (ROFA)/ OBSTACLE FREE ZONE (OFZ)	---	SAME
RUNWAY SAFETY AREA (RSA)	---	SAME
SECURITY LIGHTS	o	SAME
THRESHOLD LIGHTS	o	SAME
SECURITY VEHICLE GATE	G	G

APPROVALS:

BY AIRPORT MANAGER \_\_\_\_\_ DATE \_\_\_\_\_

BY DIRECTOR OF DEVELOPMENT SERVICES \_\_\_\_\_ DATE \_\_\_\_\_



AIRPORT DATA		
	EXISTING	ULTIMATE
AIRPORT ELEVATION	95.65'	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES	LATITUDE 33° 52' 19.25" N LONGITUDE 117° 58' 47.27" W	SAME
MEAN MAX. TEMP. OF HOTTEST MONTH	88° F (Sept.)	SAME
AIRPORT AND TERMINAL NAVAIDS	BEACON, ASOS, PLASI, VASI, REILS, WIND SOCKS	BEACON, ASOS, PLASI, REILS, WIND SOCKS
AIRPORT REFERENCE CODE	B-1 (SMALL)	SAME
AIRPORT WIND COVERAGE % (13 KNOTS)	99.3	SAME
MISCELLANEOUS FACILITIES	NONE	SAME
DESIGN AIRCRAFT	BEECH KING AIR F90	SAME
GPS AT AIRPORT	YES	SAME

The preparation of this plan 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 this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

NO.	DATE	REVISION	BY	APP.
3	5/2004	Update 4/21/2000 ALP for 2004 Master Plan Update	P&D	RP
2	4/21/2000	Updated ALP		
1	11/5/99	ALP Updated with W.P. Regional Policy No. 7	LT	

## AIRPORT LAYOUT PLAN

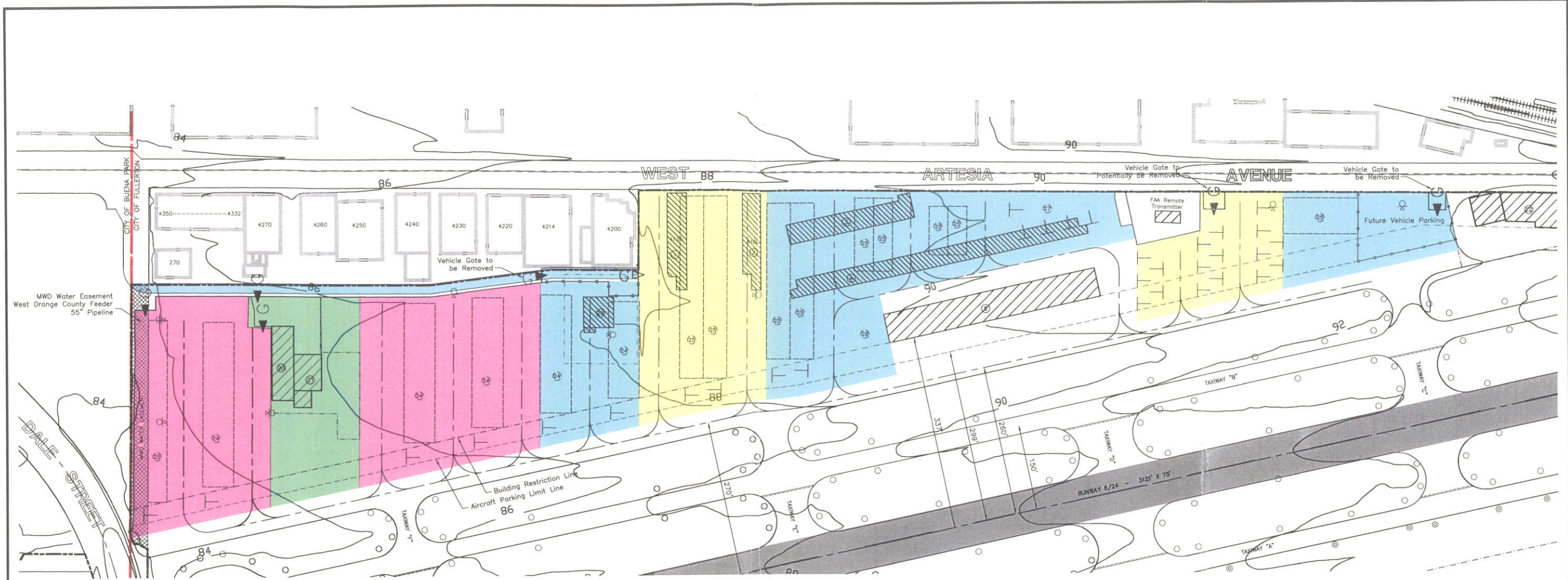
### FULLERTON MUNICIPAL AIRPORT FULLERTON, CALIFORNIA

**CITY OF FULLERTON  
DEVELOPMENT SERVICES DEPARTMENT**

**P&D Aviation**  
A Division of  
**P&D Consultants, Inc.**  
999 Town & Country Rd., 4th Floor  
Orange, CA 92668

DESIGNED: AWS	CHECKED: SLA	SHEET 2 OF 8
DRAWN: AWS	DATE: MAY 2004	

16/07/04 10:24 P:\PROJECTS\Fullerton Airport\Version 3 - 2005-10-2005\FullertonALP.dwg - 05/2004



The preparation of this plan 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 this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

NO.	DATE	REVISION	BY	APP.

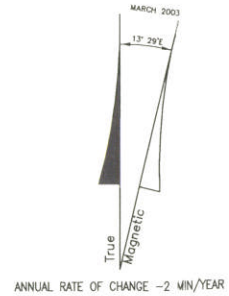
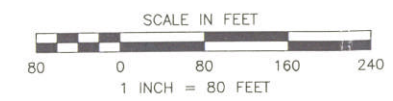
# BUILDING AREA PLAN

## FULLERTON MUNICIPAL AIRPORT FULLERTON, CALIFORNIA

**CITY OF FULLERTON  
DEVELOPMENT SERVICES DEPARTMENT**



DESIGNED: AWS	CHECKED: SLA	SHEET 3 OF 8
DRAWN: AWS	DATE: MAY 2004	



### LEGEND

	EXISTING	ULTIMATE
AIRCRAFT PARKING LIMIT LINE (APLL)	---	SAME
AIRPORT BOUNDARY	---	SAME
BUILDING RESTRICTION LINE (BRL)	---	SAME
BUILDINGS	---	---
BUILDINGS TO BE REMOVED	NONE	---
CITY BOUNDARY	---	SAME
EASEMENT	---	SAME
ELEVATED EDGE LIGHT	○	SAME
FENCE	---	---
GROUND CONTOURS	90'	SAME
IN-PAVEMENT TAXIWAY EDGE LIGHT	⊙	SAME
LEASE LINE	---	SAME
PHASE 1A (2003-2005)	---	SAME
PHASE 1B (2006-2008)	---	SAME
PHASE 2 (2009-2013)	---	SAME
PHASE 3 (2014-2023)	---	SAME
ROAD/VEHICLE PARKING	---	SAME
RUNWAY HOLDING BAR	---	SAME
SECURITY LIGHTS	⊙	SAME
SECURITY VEHICLE GATE	⊙	⊙

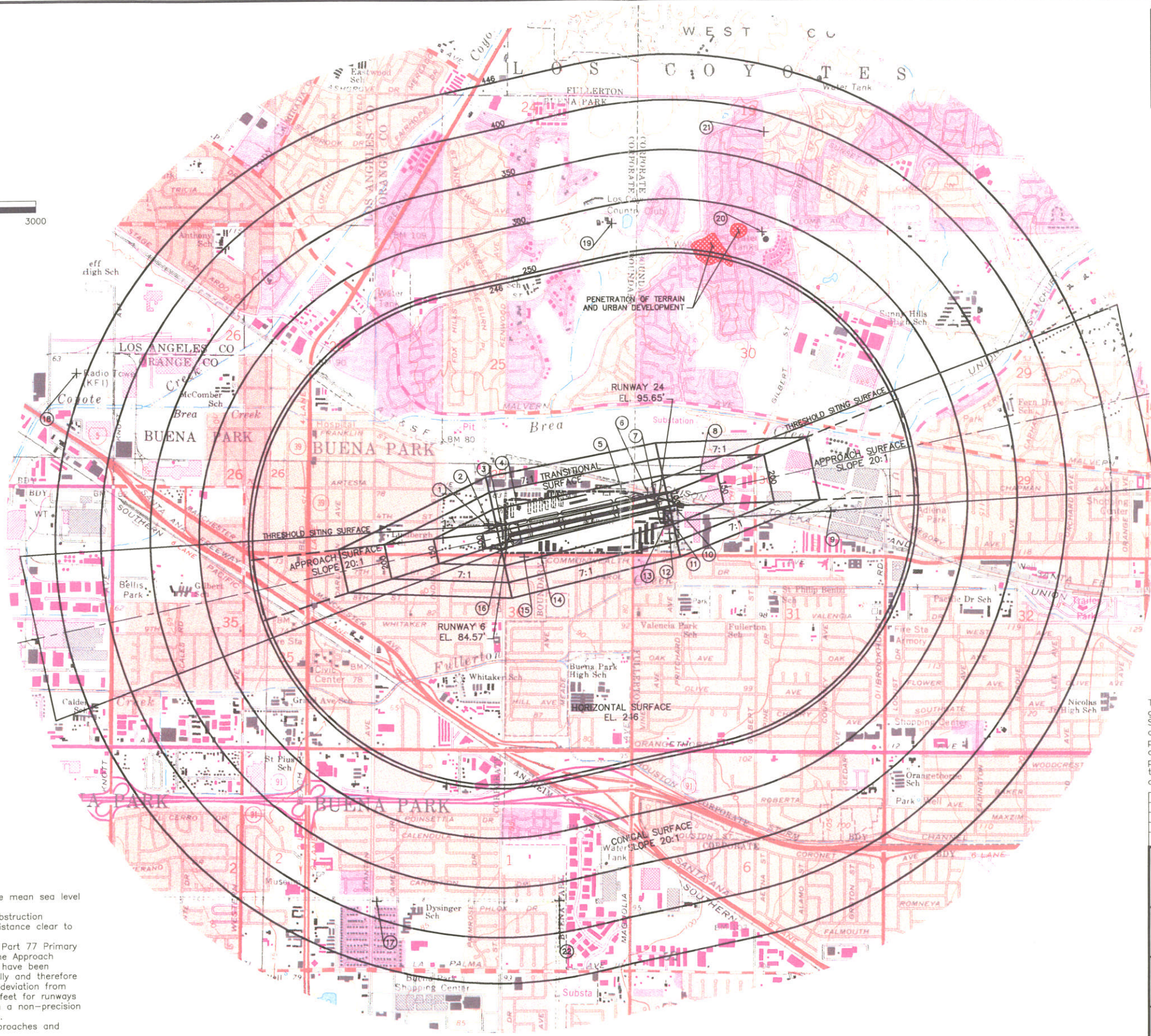
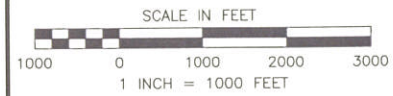
### BUILDING / FACILITIES

EXISTING	ULTIMATE	DESCRIPTION
①	---	5 T-HANGARS #4130
②	---	5 T-HANGARS #4100
③	---	8 T-HANGARS #4050
④	---	19 T-HANGARS #4000
⑤	---	12 T-HANGARS & 2 EXEC. #4010
⑥	---	AIR COMBAT USA HANGARS
⑦	---	3 EXEC. AIR COMBAT USA BUILDING
⑧	---	HELLIER ASSOC. PACIFIC BUILDING
⑨	---	RAY'S FLYING CLUB BUILDING
---	⑩	FUTURE T-HANGARS
---	⑪	FUTURE RECTANGULAR HANGARS
---	⑫	FUTURE WASH RACK
---	⑬	FUTURE AIRCRAFT MAINTENANCE AREA

05/10/04 10:25 P:\PROJECTS\Airport\Airport.mxd P:\0500-2\000 Files\WmV\FULL-03.DWG



ANNUAL RATE OF CHANGE -2 MIN/YEAR



**OBJECTS WITHIN THRESHOLD SITING SURFACES**

OBS. No.	DESCRIPTION	ELEV.	PENETR.	RUNWAY	PROPOSED ACTION
1	TREE	142	28	6	TRIM
8	HOPPER	132	-13	24	NO PENETRATION
10	POLE	135	21	24	PROVIDE OL
11	BUILDINGS	111(Est.)	10	24	TO REMAIN*
13	POLE	130	27	24	PROVIDE OL

\*Buildings not to be obstruction lighted because taller objects in the area (objects 10 and 13) will be obstruction lighted.

**PART 77 OBSTRUCTION IDENTIFICATION TABLE**

OBS. No.	DESCRIPTION	ELEV.	PENETR.	SURFACE	PROPOSED ACTION
1	TREE	142	37	TRANSITIONAL	TRIM
2	TREE	141	24	TRANSITIONAL	TRIM
3	LIGHT STANDARD	110	5	TRANSITIONAL	TO REMAIN
4	ANTENNA	141	-28	TRANSITIONAL	NO PENETRATION
5	POLE	126	-10	TRANSITIONAL	NO PENETRATION
6	OL POLE	116	6	TRANSITIONAL	SEE NOTE 5
7	OL POLE	117	15	TRANSITIONAL	SEE NOTE 5
8	HOPPER	132	-28	TRANSITIONAL	NO PENETRATION
9	OL ON BUILDING	217	-29	HORIZONTAL	NO PENETRATION
10	POLE	135	19	TRANSITIONAL	PROVIDE OL
11	BUILDINGS	111(Est.)	-2	TRANSITIONAL	NO PENETRATION
12	TREE	155	-19	TRANSITIONAL	NO PENETRATION
13	POLE	130	-3	TRANSITIONAL	PROVIDE OL
14	TREE	154	0	TRANSITIONAL	NO PENETRATION
15	POLE	124	-15	TRANSITIONAL	NO PENETRATION
16	LIGHT STANDARD	122	10	TRANSITIONAL	TO REMAIN
17	TOWER	225	-159	CONICAL	NO PENETRATION
18	OL RADIO TOWER	820	NA	NA	NA
19	TREE	292	10	CONICAL	TO REMAIN
20	POLE	328	44	CONICAL	TO REMAIN
21	POLE	393	12	CONICAL	TO REMAIN
22	TOWER	227	-141	CONICAL	NO PENETRATION

23-46 SEE SHEET 5

**SURFACE ELEVATION**

SURFACE	ELEV.
END OF RUNWAY 6	84.57'
END OF RUNWAY 24	95.65'
HORIZONTAL SURFACE	246'
CONICAL SURFACE (UPPER LIMIT)	446'
APPROACH SURFACE (6)-UPPER LIMIT	334.57'
APPROACH SURFACE (24)-UPPER LIMIT	346.65'

**USGS MAPS USED FOR BASE**

7.5 MIN. QUAD
ANAHEIM (1981)
LA HABRA (1981)
LOS ALAMITOS (1981)

**ABBREVIATIONS**  
 ATCT Air Traffic Control Tower  
 Est. Estimated  
 FAR Federal Aviation Regulation  
 NA Not Applicable  
 OL Obstruction Light

The preparation of this plan 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 this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

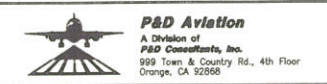
NO.	DATE	REVISION	BY	APP.

**PART 77 AIRSPACE PLAN**

PENETRATIONS TO FAR PART 77 HORIZONTAL, CONICAL AND OFF-AIRPORT TRANSITIONAL SURFACES

**FULLERTON MUNICIPAL AIRPORT  
FULLERTON, CALIFORNIA**

**CITY OF FULLERTON  
DEVELOPMENT SERVICES DEPARTMENT**

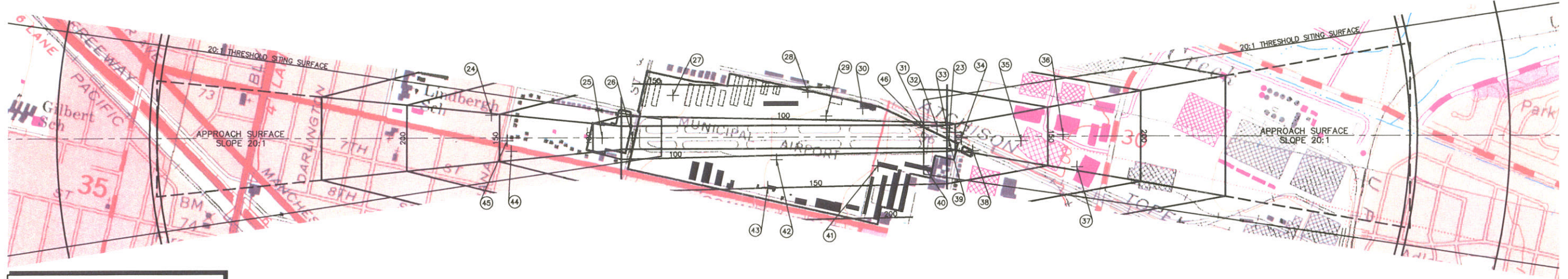
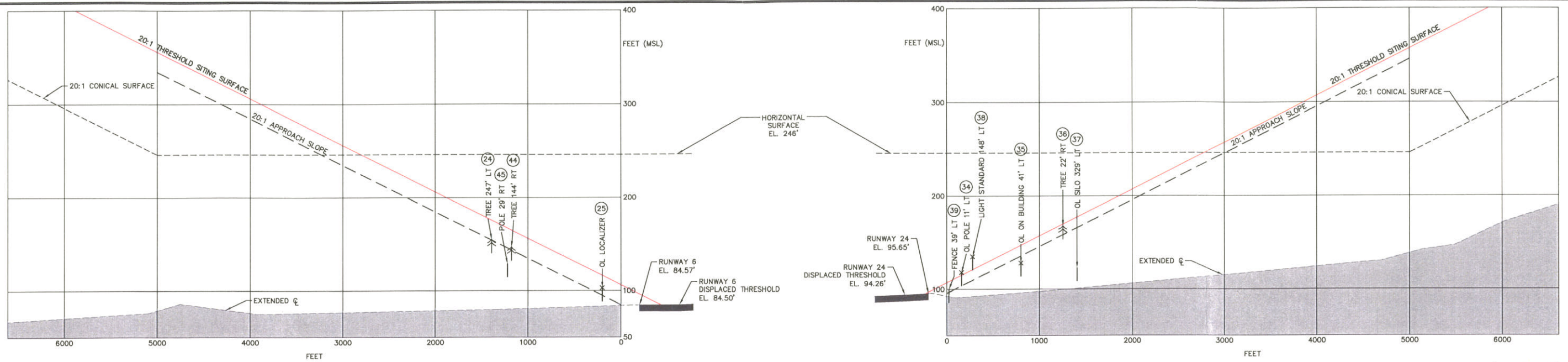


DESIGNED: AWS	CHECKED: SLA	SHEET 4 OF 8
DRAWN: AWS	DATE: MAY 2004	

- NOTES:**
- All elevations are in feet above mean sea level (MSL).
  - Negative penetrations in the Obstruction Identification Table represent distance clear to specified surface.
  - The existing width of the FAR Part 77 Primary Surface and inner widths of the Approach Surfaces, which are 250 feet, have been applied to the airport historically and therefore have been retained. This is a deviation from the Part 77 standard of 500 feet for runways serving small aircraft only with a non-precision instrument approach procedure.
  - For obstructions within the approaches and airport property see sheet 5.
  - Poles are to be moved to the north side of the railroad tracks.

Source of data for object elevations and locations: Airport Obstruction Chart Fullerton Municipal Airport, Fullerton, California; Published July 1990. Visually verified March 2003.

03/10/04 PA 10:25 P:\PROJECTS\Fullerton\_Airport\Airport\Map\Fullerton\_Visual-Air-04.DWG



**USGS MAPS USED FOR BASE**

7.5 MIN. QUAD
ANAHEIM (1981)
LA HABRA (1981)
LOS ALAMITOS (1981)

**SURFACE ELEVATION**

SURFACE	ELEV.
END OF RUNWAY 6	84.57'
END OF RUNWAY 24	95.65'
HORIZONTAL SURFACE	246'
CONICAL SURFACE (UPPER LIMIT)	446'
APPROACH SURFACE (6)-UPPER LIMIT	334.57'
APPROACH SURFACE (24)-UPPER LIMIT	346.65'

**PART 77 OBSTRUCTION IDENTIFICATION TABLE**

OBS. No.	DESCRIPTION	ELEV.	PENETR.	SURFACE	PROPOSED ACTION
1-22	SEE SHEET 4				
23	OL POLE	117	20	APPROACH	SEE NOTE 5
24	TREE	155	1	APPROACH	TRIM
25	OL LOCALIZER	103	8	APPROACH	TO REMAIN
26	ROAD	99	14	PRIMARY	TO REMAIN
27	TREE	124	-10	TRANSITIONAL	NO PENETRATION
28	ROD ON OL RTR	131	-12	TRANSITIONAL	NO PENETRATION
29	OL ANEMOMETER	114	8	TRANSITIONAL	TO REMAIN
30	HANGAR	110	-9	TRANSITIONAL	NO PENETRATION
31	ROAD	109(Est.)	13	PRIMARY	TO REMAIN
32	OL POLE	117	21	PRIMARY	SEE NOTE 5
33	RAILROAD	121	25	PRIMARY	TO REMAIN
34	OL POLE	118	14	APPROACH	SEE NOTE 5
35	OL ON BUILDING	128	-8	APPROACH	NO PENETRATION
36	TREE	168	10	APPROACH	TRIM
37	OL SILO	146	-20	APPROACH	NO PENETRATION
38	LIGHT STANDARD	123	13	APPROACH	PROVIDE OL
39	FENCE	100	-3	APPROACH	TO REMAIN
40	HANGAR	108	-13	TRANSITIONAL	NO PENETRATION
41	VENT ON HANGAR	117	-2	TRANSITIONAL	NO PENETRATION
42	OL WINDSOCK	112	5	TRANSITIONAL	TO REMAIN
43	ANTENNA ON ATCT	158	9	TRANSITIONAL	TO REMAIN
44	TREE	147	3	APPROACH	TRIM
45	POLE	129	-17	APPROACH	NO PENETRATION
46	FENCE	103(Est.)	7	PRIMARY	TO REMAIN

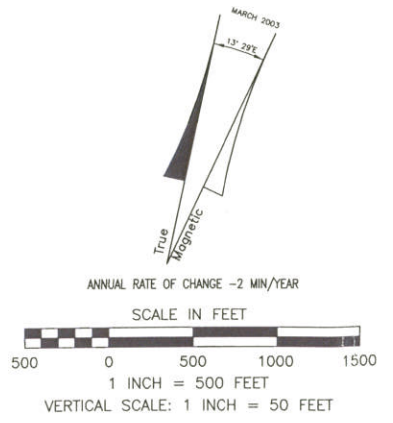
- NOTES:**
- All elevations are in feet above mean sea level (MSL).
  - Negative penetrations in the Obstruction Identification Table represent distance clear to specified surface.
  - The existing width of the FAR Part 77 Primary Surface and inner widths of the Approach Surfaces, which are 250 feet, have been applied to the airport historically and therefore have been retained. This is a deviation from the Part 77 standard of 500 feet for runways serving small aircraft only with a non-precision instrument approach procedure.
  - For obstructions outside of the approaches and airport property see Sheet 4.
  - Poles are to be moved to the north side of the railroad tracks.

**OBJECTS WITHIN THRESHOLD SITING SURFACES**

OBS. No.	DESCRIPTION	ELEV.	PENETR.	RUNWAY	PROPOSED ACTION
1-22	SEE SHEET 4				
24	TREE	155	-21	6	NO PENETRATION
25	OL LOCALIZER	103	-13	6	NO PENETRATION
26	ROAD	99	-1	6	NO PENETRATION
31	ROAD	109(Est.)	15	24	TO REMAIN*
32	OL POLE	118	16	24	SEE NOTE 5
33	RAILROAD	121	14	24	TO REMAIN*
34	OL POLE	118(Est.)	3	24	SEE NOTE 5
35	OL ON BUILDING	128	-19	24	NO PENETRATION
36	TREE	168	-2	24	NO PENETRATION
37	OL SILO	146	-31	24	NO PENETRATION
38	LIGHT STANDARD	123	2	24	PROVIDE OL
39	FENCE	100	-8	24	NO PENETRATION
40	HANGAR	108	14	24	PROVIDE OL
44	TREE	147	-18	6	NO PENETRATION
45	POLE	129	-38	6	NO PENETRATION
46	FENCE	103(Est.)	9	24	TO REMAIN*

\*Obstruction lighted poles (Objects 6, 7, 8, 32, and 34) provide lighted indication of road, railroad, and fence penetrations.

- ABBREVIATIONS**
- ATCT Air Traffic Control Tower
  - CL Runway Centerline
  - EL Elevation
  - Est. Estimated
  - FAR Federal Aviation Regulation
  - LT Left of Extended Runway Centerline when Approaching Runway
  - MSL Mean Sea Level
  - OL Obstruction Light
  - RT Right of Extended Runway Centerline when Approaching Runway
  - RTR Remote Transmitter
- Source of data for object elevations and locations: Airport Obstruction Chart Fullerton Municipal Airport, Fullerton, California; Published July 1990. Visually verified March 2003.



The preparation of this plan 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 this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.


NO.	DATE	REVISION	BY	APP.

**PART 77 INNER APPROACH SURFACES**

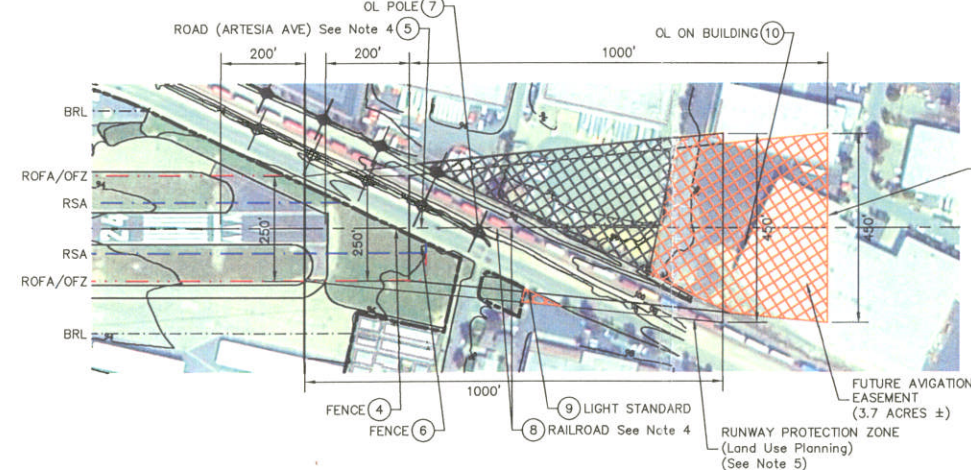
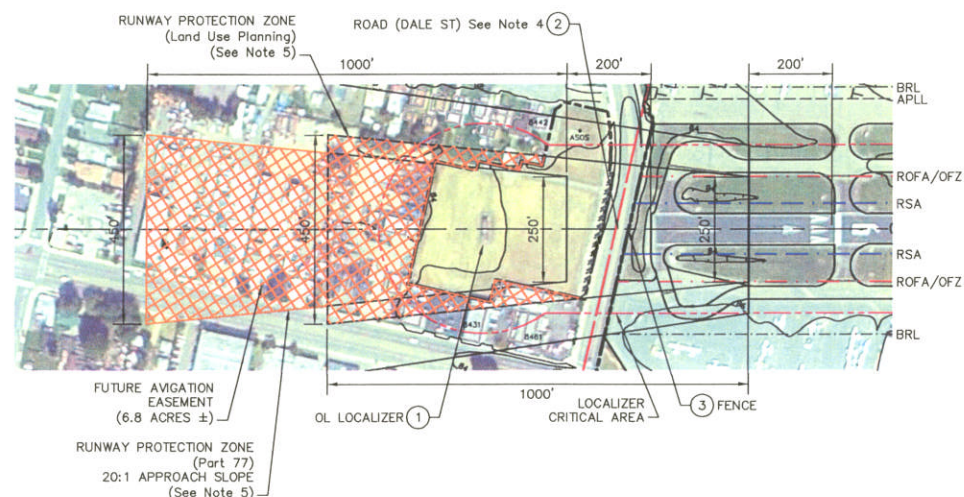
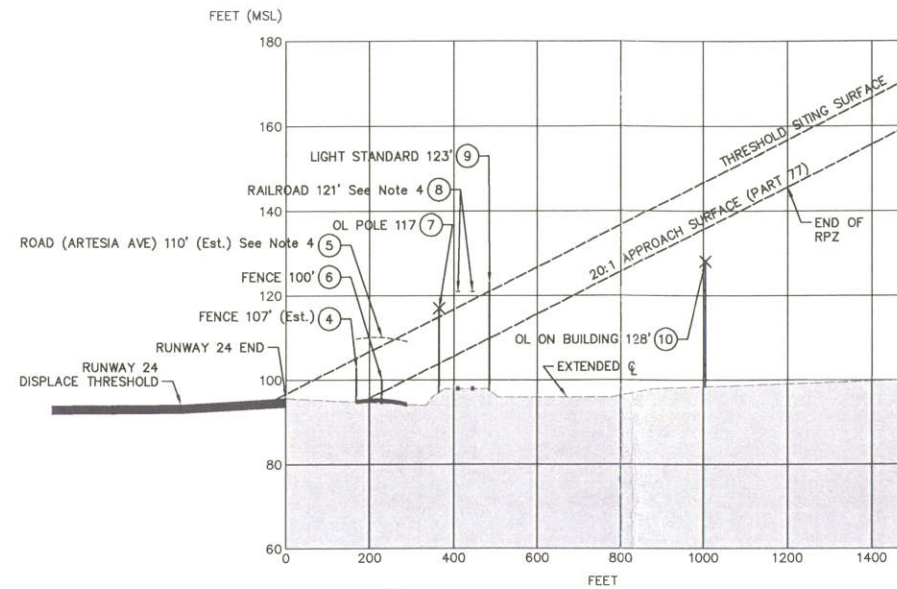
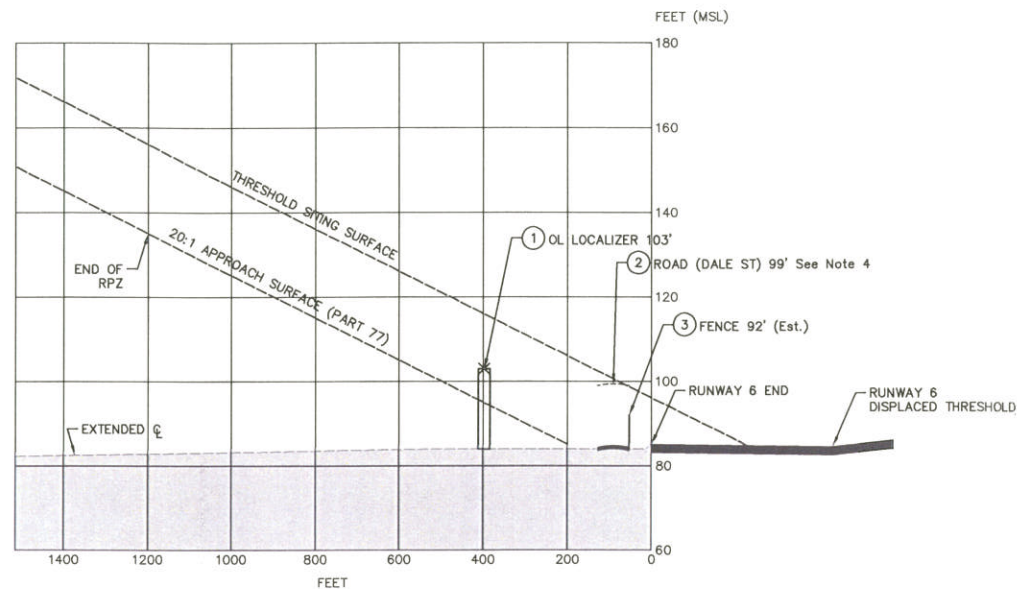
PENETRATIONS TO FAR PART 77 PRIMARY, APPROACH, AND ON-AIRPORT TRANSITIONAL SURFACES

**FULLERTON MUNICIPAL AIRPORT  
FULLERTON, CALIFORNIA**

**CITY OF FULLERTON  
DEVELOPMENT SERVICES DEPARTMENT**


  
 P&D Aviation  
 A Division of  
 P&D Consultants, Inc.  
 999 Town & Country Rd., 4th Floor  
 Orange, CA 92668

DESIGNED: AWS	CHECKED: SLA	SHEET 5 OF 8
DRAWN: AWS	DATE: MAY 2004	



**PART 77 OBSTRUCTION IDENTIFICATION TABLE**

OBS. No.	DESCRIPTION	ELEVATION	PENETRATION	PROPOSED ACTION
1	OL LOCALIZER	103	8	TO REMAIN
2	ROAD (DALE ST)	99**	14	TO REMAIN
3	FENCE	92(Est.)	7	TO REMAIN
4	FENCE	107(Est.)	11	TO REMAIN*
5	ROAD (ARTESIA AVE)	110(Est.)**	11.3	TO REMAIN*
6	FENCE	100	3	TO REMAIN*
7	OL POLE	117	13	SEE NOTE 3
8	RAILROAD	121**	25	TO REMAIN*
9	LIGHT STANDARD	123	13	PROVIDE OL
10	OL ON BUILDING	128	-8	NO PENETRATION

\*Obstruction lighted poles provide lighted indication of road, railroad, and fence.  
 \*\*See Note 4

**LEGEND**

	EXISTING	ULTIMATE
AIRCRAFT PARKING LIMIT LINE (APLL)	---	SAME
AIRFIELD PAVEMENT	▬	SAME
AIRPORT BOUNDARY	---	SAME
BUILDING RESTRICTION LINE (BRL)	---	SAME
CITY BOUNDARY	---	SAME
FENCE	—	—
GROUND CONTOURS	~	SAME
POLES W/OBSTRUCTION LIGHTS	⊙	⊙
RPZ EASEMENT	▨	▨
RUNWAY HOLDING BAR	▬	SAME
RUNWAY OBJECT FREE AREA (ROFA)	▬	SAME
RUNWAY SAFETY AREA (RSA)	▬	SAME

**ABBREVIATIONS**

Est. Estimated  
 C Runway Centerline  
 OL Obstruction Light  
 RPZ Runway Protection Zone

**NOTES:**

- All elevations are in feet above mean sea level (MSL).
- Negative penetrations in the Obstruction Identification Table represent distance clear to specified surface.
- Poles are to be moved to the north side of the railroad tracks. Fifteen feet added to road elevations. Twenty-three feet added to railroad track elevations.
- Per FAA letter dated 2/18/04, two sets of RPZs are permitted. RPZs located 200 feet from the displaced threshold are for land use planning. RPZs located 200 feet from the runway end are for height restrictions (FAR Part 77).

Source of data for object elevations and locations: Airport Obstruction Chart Fullerton Municipal Airport, Fullerton, California; Published July 1990. Visually verified March 2003.

The preparation of this plan 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 this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

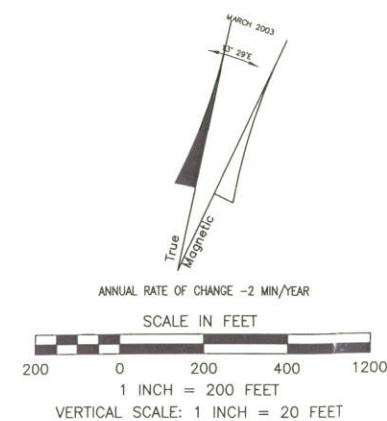
NO.	DATE	REVISION	BY	APP.

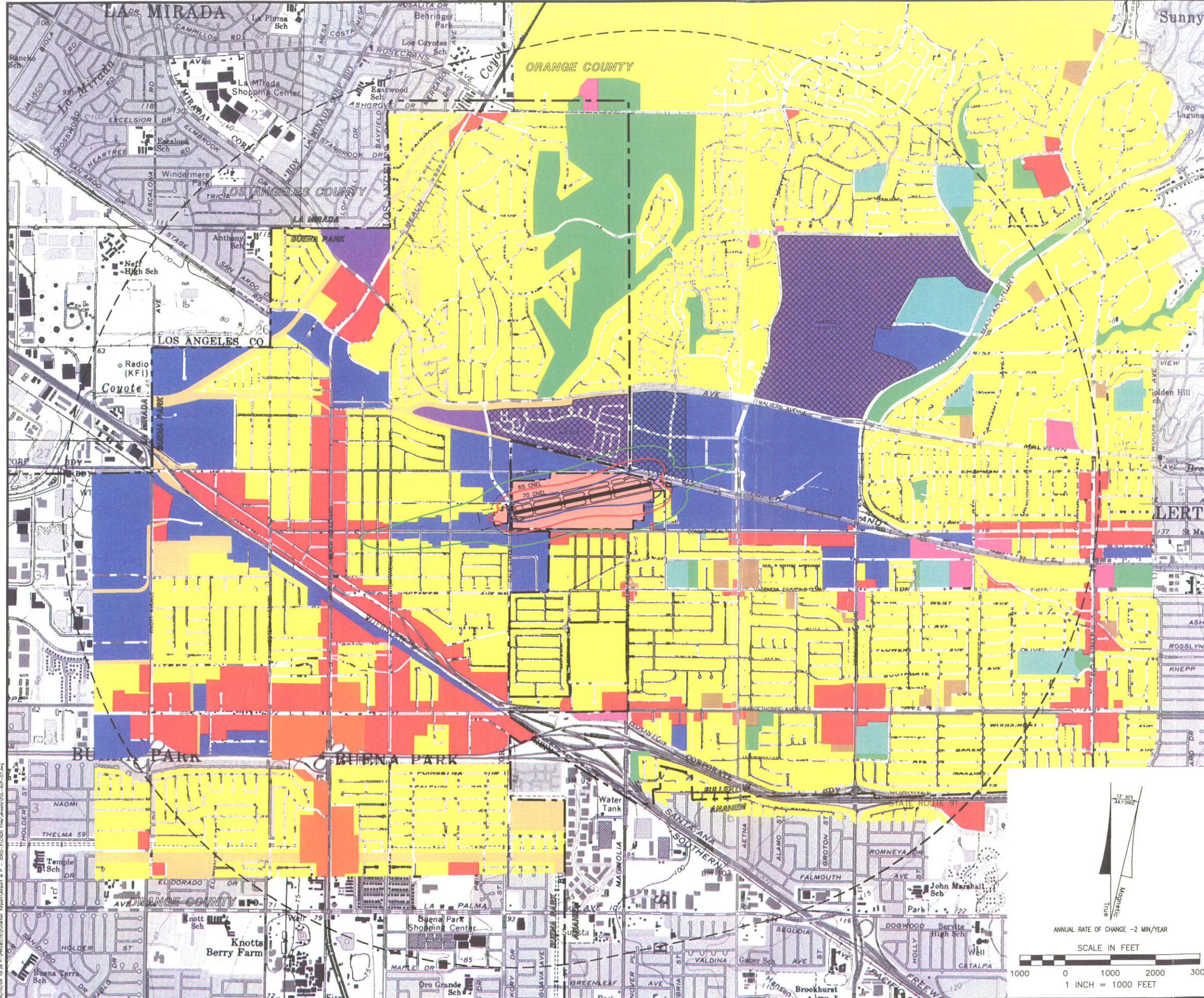
**RUNWAY PROTECTION ZONE PLAN**  
**FULLERTON MUNICIPAL AIRPORT**  
**FULLERTON, CALIFORNIA**

**CITY OF FULLERTON**  
**DEVELOPMENT SERVICES DEPARTMENT**



DESIGNED: AWS	CHECKED: SLA	SHEET 6 OF 8
DRAWN: AWS	DATE: MAY 2004	





LEGEND	
AIRPORT	EXISTING
COMMERCIAL	[Color swatch]
GOVERNMENT FACILITIES	[Color swatch]
INDUSTRIAL	[Color swatch]
OPEN SPACE	[Color swatch]
PARKS	[Color swatch]
PLANNED DEVELOPMENT	[Color swatch]
RELIGIOUS	[Color swatch]
RESIDENTIAL	[Color swatch]
SCHOOL	[Color swatch]
TOURIST	[Color swatch]
AVIGATION EASEMENT	[Pattern swatch]
ACCIDENT POTENTIAL ZONE II	[Pattern swatch]
AIRPORT PROPERTY LINE	[Line swatch]
CITY BOUNDARY	[Line swatch]
COUNTY BOUNDARY	[Line swatch]
NOTIFICATION AREA FOR AIRPORT	[Line swatch]
LAND USE COMMISSION	[Line swatch]
RUNWAY PROTECTION ZONE - LAND USE	[Line swatch]

Sources of Land Use Data: City of Fullerton General Plan, Land Use Map, March 20, 2001; City of Buena Park General Plan, Land Use Map, November 21, 1994.

NOTES:  
1. Noise contours are California Noise Equivalent Level contours estimated for 2023.

USGS MAPS USED FOR BASE	
7.5 MIN. QUAD	
ANAHEIM (1981)	
LA HABRA (1981)	
LOS ALAMITOS (1981)	

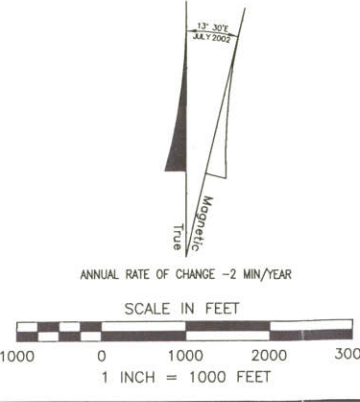
The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

NO.	DATE	REVISION	BY	APP.

**OFF-AIRPORT  
LANDUSE PLAN**  
**FULLERTON MUNICIPAL AIRPORT  
FULLERTON, CALIFORNIA**  
**CITY OF FULLERTON  
DEVELOPMENT SERVICES DEPARTMENT**



DESIGNED: AWS	CHECKED: SLA	SHEET 7 OF 8
DRAWN: AWS	DATE: MAY 2004	

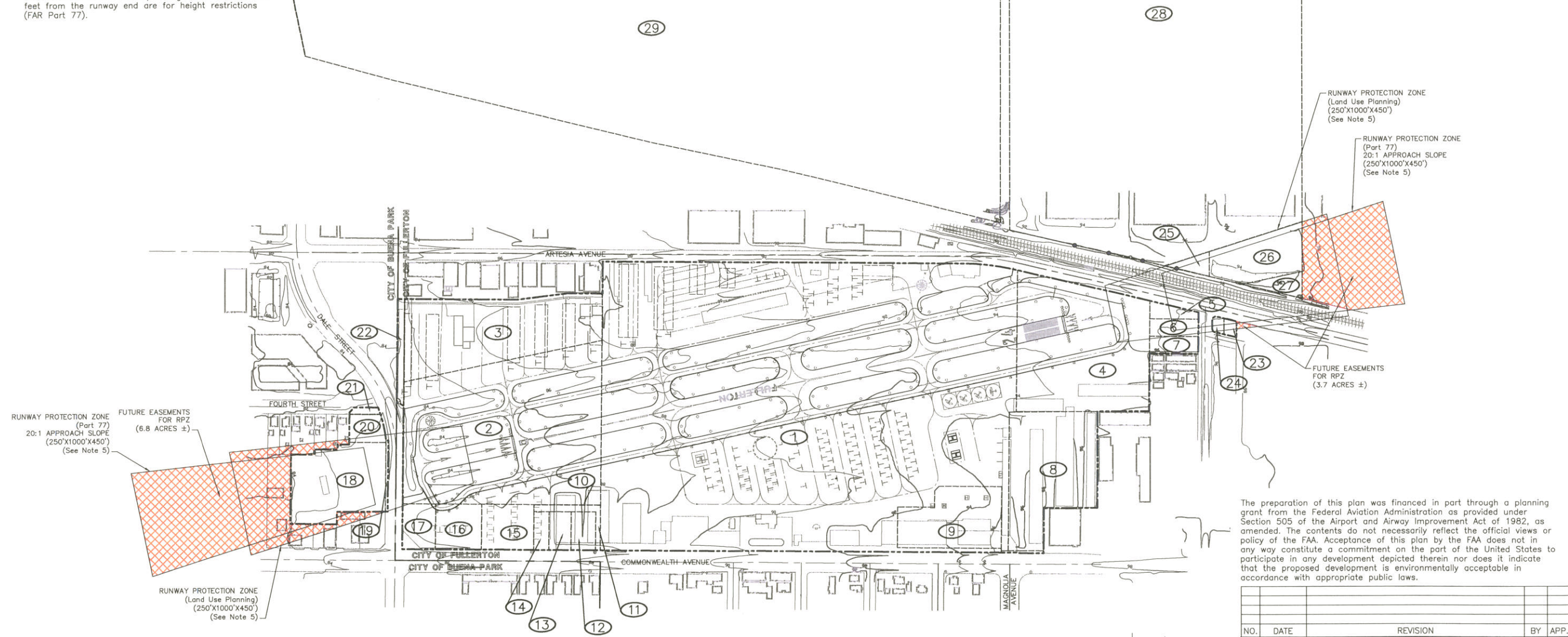


05/20/04 10:28 P:\Projects\Fullerton Airport\Map\Map - 2002-2004\Map\Map - 2002-2004.dwg



**NOTES:**

- Easement encompasses Lots 1, 2, 3, 4, 5, 8, and 9. Easement also partially encompasses Lots 6 and 7.
- Unobstructed Avigation Easement over Lots above a 7:1 slope as established by the Fullerton Municipal Airport Master Plan approved by the Fullerton City Council on December 6, 1983, dedicated to the City of Fullerton.
- Boundary lines were established from: Assessor Maps; City of Fullerton Tract map No. 13221, filed January 12, 1990; and City of Buena Park: General Plan - Land Use Plan.
- Unless otherwise stated Book, Page, and Parcel information in the Property Table references Assessor Maps.
- Per FAA letter dated 2/18/04, two sets of RPZs are permitted. RPZs located 200 feet from the displaced threshold are for land use planning. RPZs located 200 feet from the runway end are for height restrictions (FAR Part 77).



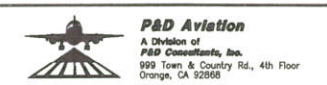
The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

NO.	DATE	REVISION	BY	APP.

**EXHIBIT "A"**

**FULLERTON MUNICIPAL AIRPORT  
FULLERTON, CALIFORNIA**

**CITY OF FULLERTON  
DEVELOPMENT SERVICES DEPARTMENT**

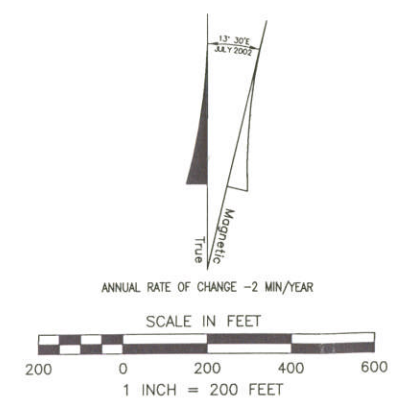


DESIGNED: AWS      CHECKED: SLA      SHEET 8 OF 8  
DRAWN: AWS      DATE: MAY 2004

**PROPERTY TABLE**

#	TYPE OF INTEREST	BOOK/PAGE	PARCEL	ACERAGE	DATE OF RECORDING	COMMENTS	#	TYPE OF INTEREST	BOOK/PAGE	PARCEL	ACERAGE	DATE OF RECORDING	COMMENTS
1	FEE	30/1	45	48.02	UNKNOWN		16	FEE	30/1	39	0.89*	5/15/89	
2	FEE	30/1	4	11.92	UNKNOWN		17	FEE	30/1	30	0.84*	4/20/87	
3	FEE	30/1	42	5.13	11/22/72		18	FEE	66/27	53	2.93	UNKNOWN	
4	FEE	30/4	9	7.09	UNKNOWN		19	FEE	66/27	UNKNOWN	0.07*	UNKNOWN	DALE STREET RIGHT-OF-WAY
5	FEE	30/5	20	7.11*	UNKNOWN	INCLUDING ABANDONED STREET	20	FEE	66/27	56	0.41*	12/19/79	
6	FEE	30/5	2	0.36*	UNKNOWN		21	FEE	66/27	NA	0.08*	UNKNOWN	FOURTH STREET RIGHT-OF-WAY
7	FEE	30/5	3	0.36*	UNKNOWN		22	FEE	UNKNOWN	UNKNOWN	0.31*	UNKNOWN	PUBLIC UTILITY EASEMENT
8	FEE	30/4	12	4.26*	5/20/86		23	FEE	30/5	30	0.08*	UNKNOWN	
9	FEE	30/1	44	2.53	UNKNOWN		24	FEE	30/5	31	0.08*	UNKNOWN	
10	FEE	30/1	31	0.01*	11/17/87	1' WIDE X 285' LONG PARCEL	25	EASEMENT	280/21	3	0.24*	UNKNOWN	AVIGATION EASEMENT
11	FEE	30/1	25	0.27*	6/4/87		26	EASEMENT	280/21	2	1.67*	UNKNOWN	AVIGATION EASEMENT
12	FEE	30/1	40	0.40*	3/22/91		27	EASEMENT	280/21	2	0.35*	UNKNOWN	DIRECTIONAL AND NAVIGATION FACILITIES EASEMENT
13	FEE	30/1	13	0.36*	6/4/87		28	EASEMENT	280/21	SEE NOTE 1	50.75*	12/6/83	SEE NOTE 2
14	FEE	30/1	10	0.25*	6/4/87		29	EASEMENT	UNKNOWN	UNKNOWN	72.69*	UNKNOWN	LAKESIDE AVIGATION EASEMENT
15	FEE	30/1	38	1.00	6/3/92								

\* ACERAGE IS CALCULATED



05/17/04 10:30 AM P:\PRODUCTS\Fullerton Airport\Mapset 11 - 2002 - Y:\CAD\Title\Mapset\Y:\Mapset\Mapset11.dwg