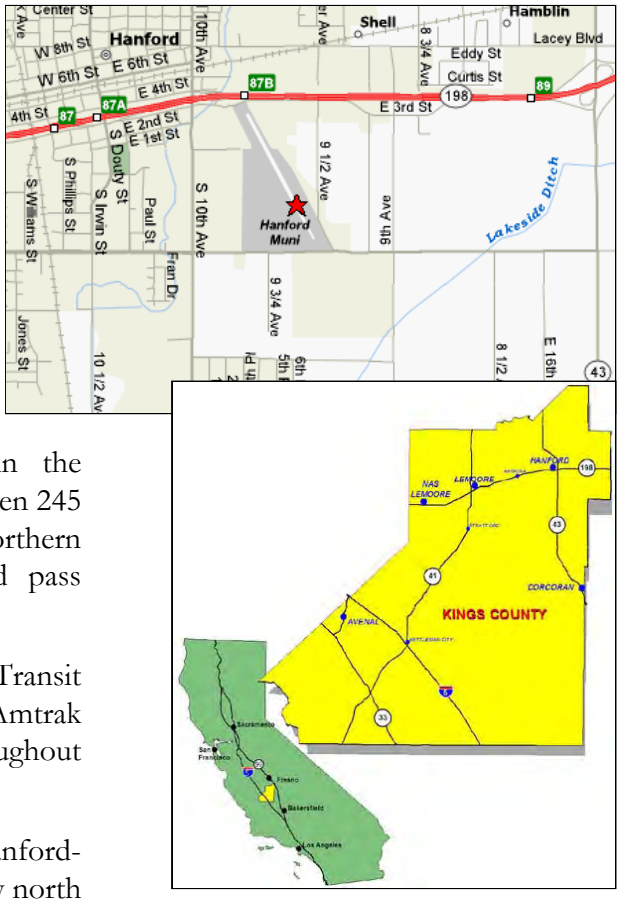
1

Background and Inventory

HANFORD MUNICIPAL AIRPORT

Hanford Municipal Airport is a general aviation facility serving Kings County and the surrounding communities of Hanford, Armona and Lemoore in south-central California. The airport is located on the southeast edge of the City of Hanford. Hanford is the County seat for Kings County. Hanford Municipal Airport is owned and operated by the City of Hanford.



Location and Environs

The City of Hanford is located in California's San Joaquin Valley some 200 miles from the greater Los Angeles area to the south and San Francisco-Sacramento area to the north. The airport is entirely within Hanford city limits (Figure 1A). Terrain in the immediate area of the airport is level and generally between 245 feet and 250 feet above Mean Sea Level. Burlington Northern Santa Fe Railroad and San Joaquin Valley Railroad pass through Hanford.

Public transportation is provided by Kings Area Rural Transit System. Hanford and the Central Valley are served by Amtrak trains that connect passengers to various locations throughout California and the United States.

Direct automobile access to the airport is from Hanford-Armona Road. State Highway 198 is situated immediately north of the airport.

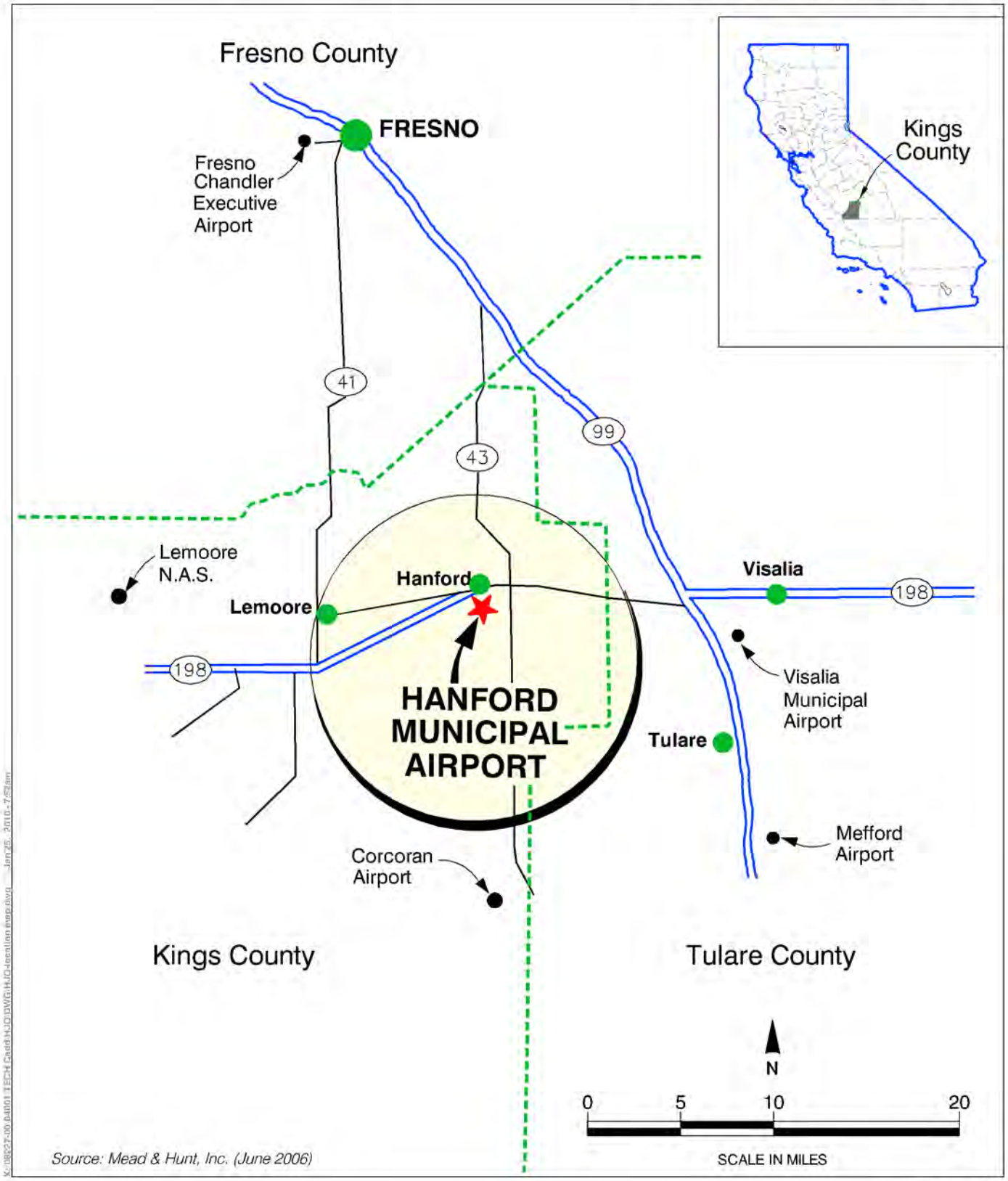


Figure 1A

Location Map

Hanford Municipal Airport

Airport Development and Facilities

History

The City of Hanford purchased land for the construction of Hanford Municipal Airport in 1950. Development of the airport was funded through Hanford general funds and a grant provided by the Civil Aeronautics Administration, known today as the Federal Aviation Administration (FAA).

Early development of the airport included a single paved runway 2,200 feet in length and 75 feet wide, 30-foot wide taxiways, land acquisition, fencing, tiedown aprons, access road, and vehicle parking.

Among other milestone events in the history of Hanford Municipal Airport are the following:

- 1962: Land acquired to protect the approach to Runway 14 and preserve land for future airport development.
- 1963-1964: Land acquisition to extend the runway further north.
- 1966: Reconditioned runway and taxiways.
- 1968: Private party leases land to establish a fixed base operator.
- 1971: Land for runway clear zones, pavement and markings, and fencing.
- 1975-1976: Runway lights, VASI-2, electrical vault building and rotating beacon.

Definition: **Visual Approach Slope Indicator (VASI)**. A airport landing aid which provides a pilot with visual descent (approach slope) guidance while on approach to landing.

Recent improvements at Hanford Municipal Airport include:

- Construction of Runway 32 extension and blast pad
- Rehabilitation of Runway 14 lighting system
- Construction of a tiedown apron
- Construction of box and T-hangars
- Construction of hangar taxilane
- Construction of access roads
- Construction of total perimeter fencing

2005 Construction Activity

Facilities

Since the airport's original construction, major changes include extension of Runway 14-32, parallel Taxiway A, and apron area in the western quadrant of the airport. At present, airport property totals approximately 295 acres. Airport acreage consists of a runway and full-length parallel taxiway, transient and based tiedown aprons, and aircraft storage areas. Facilities on airport are predominately used for aviation purposes.

A summary listing of the major facilities found at Hanford Municipal Airport is presented in Table 1A.

Runway 14-32 has increased nearly 3,000 feet from its original length in 1950 to its current (2004) length of 5,180 feet. The runway is 75 feet wide and oriented roughly north-south. The runway is designed to accommodate aircraft with wingspans of up to 79 feet and speeds of up to 121 knots. The runway can accommodate larger aircraft on an occasional basis.

Definition: **Fixed Based Opertor (FBO)**. A business operating at an airport that provides aircraft services to the general public, including but not limited to, sale of fuel and oil; aircraft sales, rental, maintenance and repair; parking and tiedown or storage of aircraft; flight instruction; air taxi/charter operations; and specialty services, such as instrument and avionics maintenance, and aerial photography.

Visual landing aids at the airport include Medium Intensity Runway Lights, Precision Approach Path Indicators (PAPI), rotating beacon, segmented circle, and lighted wind cone. The runway offers a straight-in nonprecision GPS instrument approach to Runway 32 and a circle-to-land approach to both runway ends. West of the runway, a parallel taxiway and exit taxiways provide connections to the Fixed Base Operator (FBO), aircraft parking/storage areas, and fuel facility.

The building area is located on the west side of the airport, midfield. Among buildings located in this area are box, shade, and T-hangars. The FBO building is situated north of these hangar buildings. Restroom facilities and the airport manager's office are located in a newly constructed large box hangar, north of Hanford-Armona Road. An aircraft washrack is located immediately west of this building, at the end of a bank of T-hangars. Other facilities include an automobile parking and picnic area north of the airport entrance road.

Hanford Municipal Airport also serves as a base for the National Weather Service (NWS), located immediately east of Kings County Fairgrounds. The primary function of the NWS is to provide current and forecasted weather conditions (e.g., humidity, wind speed, barometer, dew point, temperature and visibility).

MAJOR FEATURES

Property
- Airport acreage: 295
- No easements.

Airfield
- Airport Elevation: 244 feet above Mean Sea Level
- Runway 14-32
  - 5,180 feet long, 75 feet wide; asphalt
  - Medium Intensity Runway Lights
- Runway 32:
  - Runway End Identifier Lights

Navigational Aids
- Airport: Rotating beacon; segmented circle & lighted wind cone
- Runway 14: PAPI-4 box (3.5°)
- Runway 32: PAPI-4 box (3.0°)

Building Area
- Building area west of runway; all on-airport facilities
- Aircraft Parking Capacity
  - Hangar Units: 37
  - Shade Hangar Units: 30
  - Tiedowns (transient & based): 49
- Other Aviation-Related Buildings
  - Fixed Base Operator
  - National Weather Service

MANAGEMENT AND SERVICES

Management
- Airport management and maintenance: City of Hanford

Fixed Base Operation Services
- Fuel: 100LL & Jet; via truck and 24-hour cardlock; operated by FBO during regular business hours
- Other: engine maintenance, aircraft parking, flight training, air charter, and pilot supplies.

Emergency and Security
- Fire Protection: City of Hanford Fire Department
- Police: unscheduled patrols by City of Hanford, CHP, and County Sheriff

AIRPORT SITE AND ENVIRONS

Topography
- Airport elevation: 244 ft. MSL
- Airport land and nearby areas mostly flat, generally range from 245 ft. to 250 ft.

Access
- Direct vehicular access from Hanford-Armona
- State Highway 198 immediately north of airport, but no direct connection to airport.

Jurisdictions
- Airport totally within City of Hanford
- Other Nearby Jurisdictions
  - Fresno County line: 7.5 miles north
  - Tulare County line: 6.5 miles east
  - Lemoore City limit: 11.1 miles west

Nearby Land Uses
- North: Industrial; rail line; State Hwy. 198; residential
- South: Agriculture; Lakeside ditch
- West: County Fairgrounds; cemetery
- East: Agriculture; rural residential

AIR TRAFFIC PROCEDURES

Traffic Patterns
- Runway 32: right traffic
- Pattern Altitudes
  - All aircraft: 1,244 feet MSL (1,000 feet AGL)

Instrument Approach Procedures
(best visibility and descent height minimums)
- Runway 32
  - GPS: Straight-in (1 mile; 398 ft.)
- All Runways
  - VOR-A: Circling (1 mile; 476 ft.)

Communications
- CTAF/UNICOM: 122.8 MHz
- Fresno Approach: 123.9 MHz
- Rancho Murieta FSS: 122.55 MHz
- Weather (ASOS): 134.75 MHz

Operational Restrictions / Noise Abatement Procedures
- Noise Abatement: Avoid low flight over City of Hanford. After departure on Runway 32, right turn at freeway recommended.

Table 1A

Airport Profile

Hanford Municipal Airport

Management and Services

Policy decisions concerning Hanford Municipal Airport are made by the Hanford City Council. Day-to-day operation and maintenance of the airport is under the auspices of Hanford Department of Public Works and airport manager.

Services to pilots and aircraft are provided by a single major fixed base operation. The FBO offers Jet and 100LL fuel services via delivery truck and 24-hour card-lock system. Other services made available by the FBO are engine maintenance, flight training, parking for based and transient aircraft, air charter, and pilot supplies.

AERONAUTICAL SETTING

Area Airports

Nearby airports interact with Hanford Municipal Airport in terms of both airspace, as described below, and shared service areas. There are 8 public-use and 12 private-use airports within a 28-mile radius of Hanford Municipal Airport. The greatest interaction is with Visalia Airport, located 11 nautical miles east of the airport. The nearest airline service airport is Fresno-Yosemite International, 28 nautical miles north. One other airport of significance to the local aeronautical setting is Lemoore Naval Air Station.

See Table 1B for a listing of airports near Hanford Municipal Airport.

Area Airspace

Federal regulations define various categories of airspace with distinct operation requirements for each type. The airspace in the vicinity of Hanford Municipal Airport is relatively uncomplicated (Figure 1B). Class E airspace overlying the Hanford Municipal Airport begins at an elevation of 700 feet Mean Sea Level (MSL). Fresno Class C airspace starts about 25 nautical miles north of Hanford Municipal Airport. Lemoore Naval Air Station Class D airspace starts about 17 nautical miles west and has a ceiling of 2,700 feet MSL. Pilots transitioning through Class D airspace must establish radio contact with the operating control tower before they enter Class D controlled airspace. Victor Airway V-23 passes near Hanford Municipal Airport to the east. This airway provides a defined route that can be flown under instrument conditions.

Airspace Classifications are illustrated in Figure 1C.

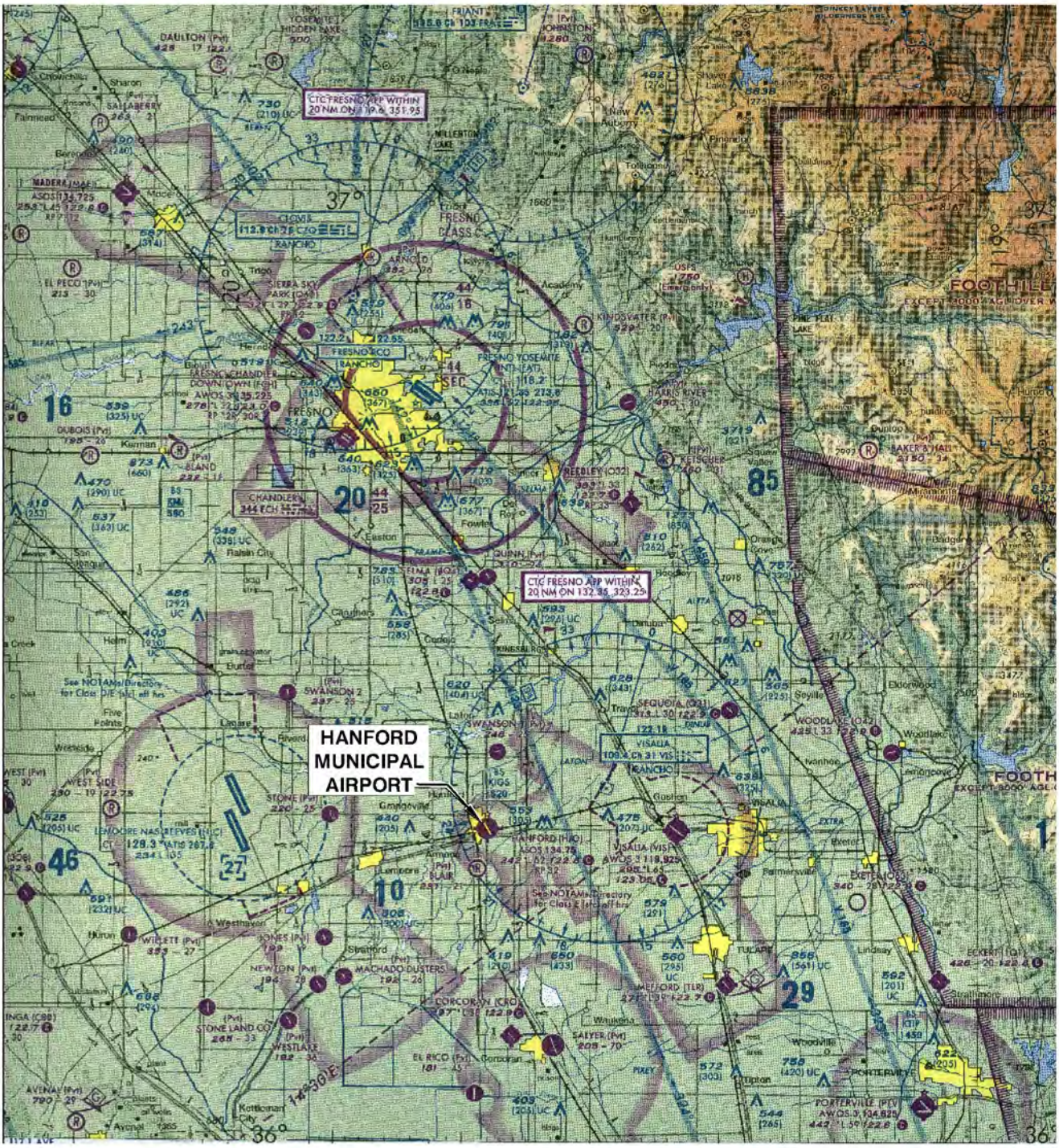
		Location		Facilities						Services						
Airport Name [1]	**Owner**	**Associated City (County)**	**Distance/Direction** [2]	**Based Aircraft** [3]	**Number of Runways**	**Longest Runway (ft.)**	**Surface** [4]	**Lighting Intensity** [5]	**Approach Visibility** [6]	**Control Tower**	**Airline Service**	**AvGas**	**Jet Fuel**	**Maintenance**	**Automobile Rentals**	**Food**
Hanford Municipal	**City of Hanford**	**Hanford (Kings)**	**–**	***55***	***1***	***5,180***	**asph**	**M**	***1***	**–**	**–**	**X**	**X**	**X**	**–**	**–**
Public Use Airport																
Corcoran	Private (public use)	Corcoran (Kings)	13 S	15	1	3,800	asph	L	–	–	–	X	X	–	–	–
Fresno-Yosemite International	City of Fresno	Fresno (Fresno)	28 N	229	2	9,217	asph	H	1/2	X	X	X	X	X	X	X
Fresno-Chandler Executive	City of Fresno	Fresno (Fresno)	27 N	226	2	3,202	asph	M	1	–	–	X	–	X	–	X
Mefford	City of Tulare	Tulare (Tulare)	17 SE	63	1	3,914	asph	M	–	–	–	X	X	X	X	–
Reedley Municipal	City of Reedley	Reedley (Fresno)	22 N	69	1	3,300	asph	M	–	–	–	X	X	X	X	–
Selma	Private (public use)	Selma (Fresno)	16 N	50	1	2,490	asph	–	–	–	–	X	–	X	X	–
Sequoia Field	County of Tulare	Visalia (Tulare)	17 NE	18	1	3,012	asph	–	–	–	–	–	–	X	X	–
Visalia	City of Visalia	Visalia (Tulare)	11 E	144	1	6,559	asph	H	1/2	–	–	X	X	X	X	X
Military Airport																
Lemoore NAS/Reeves Field	US Navy	Lemoore (Kings)	17 W	–	2	13,502	conc	H	–	not open to public						

[1] Airports within 28 statute miles of Hanford Municipal Airport
[2] Relative to Hanford Municipal Airport
[3] FAA Airport Master Record data as of June 2004; totals exclude ultralights
[4] ASPH=asphalt; CONC=concrete; GRAV=gravel
[5] L=low; M=medium; H=high
[6] Minimums for instrument approach procedures; distance in statute miles

Table 1B

Area Airports

Hanford Airport Vicinity



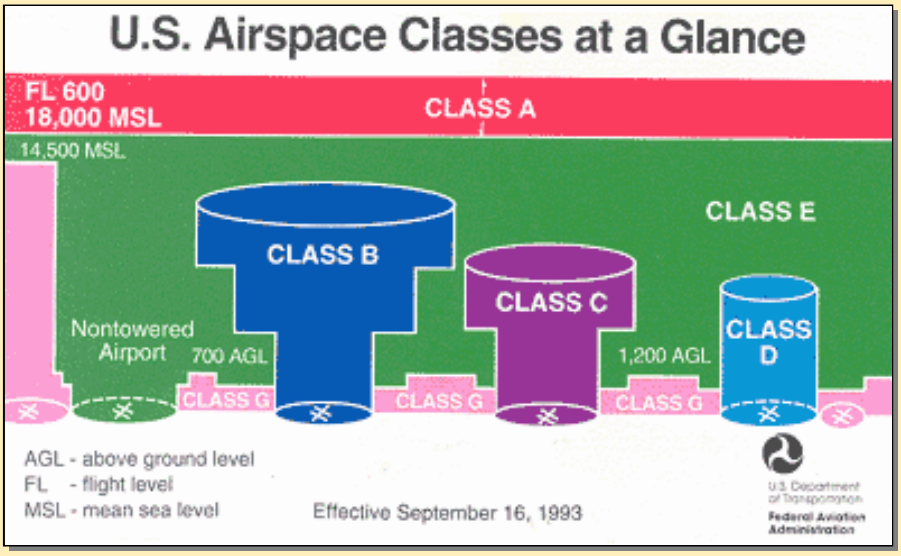
Source: Mead & Hunt, Inc. (June 2006)

X:\08227-00\04001\TECH\Cadd\HJO\DWG\HJO-area-airspace.dwg Jan 25, 2010 - 7:58am

Figure 1B

Area Airspace

Hanford Municipal Airport



Airspace Classes	Communications	Entry Requirements	Separation	Special VFR in Surface Area
A	Required	ATC clearance	All	N/A
B	Required	ATC clearance	All	Yes
C	Required	Two-way communications prior to entry	VFR/IFR	Yes
D	Required	Two-way communications prior to entry	Runway operations	Yes
E	Not required for VFR	None for VFR	None for VFR	Yes
G	Not required	None	None	N/A

Figure 1C

Airspace Classes
Hanford Municipal Airport

The U.S. Navy and California Air National Guard have initiated a proposal to establish a "Special Use Airspace" which would consist of a Military Operations Area (MOA) in support of Lemoore Naval Air Station aircraft operations. An Environmental Assessment (EA) to evaluate the social, economic, and environmental effects of the proposed MOA began in October, 2003. As proposed, the MOA would be 30 nautical miles by 70 nautical miles. As this MOA could affect use of the Hanford Municipal Airport, it is evaluated in Chapter 3.

COMMUNITY PROFILE

The community served by Hanford Municipal Airport consists of Hanford and surrounding areas of Kings County. Historically, the economy of Kings County has centered on agriculture. Kings County is considered one of the most fertile regions in the world and is ranked twelfth in California by value of agriculture production.

See Table 1C for additional information on the community served by Hanford Municipal Airport.

Today, the economy has become more diversified. While agriculture is still a significant part of the County's economy, it is second to the government sector. Government represents the largest industry employer (35 percent) of the local economy, followed by agriculture (18 percent), trade, transportation, and utilities (12 percent). By 2006, the largest growth increase in Kings County is anticipated to take place in the service industry; 26.2 percent or 1,350 new service jobs.

Hanford City Courthouse

Between April 1, 2000 and July 1, 2003, the U.S. Census Bureau reported the population in the Kings County area increased by seven percent. Comparatively, over the same period, California encountered a 4.8 percent increase. By 2020, the California Department of Finance projects the population of Kings County to reach over 184,750.

The U.S. Census combines statistical data for the cities of Hanford and Corcoran (e.g., Hanford-Corcoran Metropolitan Statistical Area-MSA). Between 1990 and 2000, the population in the Hanford-Corcoran MSA increased by 27.6 percent. The City of Hanford anticipates that this trend will continue, projecting the population to increase from its current 46,315 to more than 70,000 in the year 2020.

GEOGRAPHY

Location

- City of Hanford:
  - Incorporated August 8,1891
  - 12.53 square miles
  - 200 miles from Los Angeles (south) and San Francisco-Sacramento area (north)
  - City center 1-mile southeast of Hanford Municipal Airport
  - Kings County seat

Topography

- City of Hanford elevation: 249 feet
- Immediate vicinity of airport level, ranging generally between 245 feet and 250 feet above Mean Sea Level (MSL).

SURFACE TRANSPORTATION

Major Highways

- Three state highways serve the City of Hanford area:
  - Hwy 198 (east-west) traverses through Hanford and Lemoore and intersects at Hwy 43 (north-south) at Hanford.
  - Hwy 99 runs (north-south) is 15 miles east of Hanford
- Nearest interstate highway
  - Interstate 5 is 30 miles to the west

Railroads

- Santa Fe mainline and Southern Pacific Railroad secondary line

Public Transportation

- Bus Service:
  - Kings Area Rural Transit countywide service
  - Orangebelt and Greyhound, both have connections to Greyhound network
- Train:
  - Amtrak: five north and five south bound trains per day

POPULATION AND ECONOMY

Current/Historical Population

	1990	*1995*	*2000*	*2004*
Kings County	101,469	113,781	129,461	141,434
City of Hanford	30,463	36,482	41,686	46,315
City of Lemoore	13,622	15,417	19,712	21,916

Source: California Department of Finance

Projected Population

	2005	*2010*	*2020*
Kings County*	149,600	156,334	184,751
City of Hanford	47,746	56,238	70,177

*Source: California Department of Finance**

Basis of Economy

- Economy historically based on agriculture
- Major employment by industry in Kings County (2002):
  - Government 35%
  - Agriculture 18%
  - Trade, Transportation, Utilities 12%
  - Manufacturing 9%
  - Education, Health Services 8%
  - Leisure, Hospitality 6%
  - Other 12%

(Source: California Economic Development Department)

CLIMATE

Temperature

	Avg. High	*Avg. Low*
Hottest month (July)	94.0°F	62.0°F
Coldest month (January)	54.0°F	34.0°F

Precipitation and Fog

- Average annual rainfall in Hanford: 7.95 inches

Winds

- Prevailing winds from northwest

Table 1C

Community Profile

The City of Hanford is located within the Kings County Enterprise Zone (EZ). The purpose of the Enterprise Zone Program is to provide tax incentives to businesses and allow private sector market forces to stimulate the local economy. Special state and local incentives encourage business investment and promote the creation of new jobs. Businesses that operate within the EZ receive state tax credits, tax reductions for equipment purchases, and tax deductions for property acquired within the zone.

Hanford is also located within the Recycling Market Development Zone. Businesses located inside the Recycling Market Development Zone qualify for low-interest loans to manufacture new products or that take on projects that reduce waste.

PREVIOUS AIRPORT PLANS AND STUDIES

Two comprehensive master plan studies have previously been prepared for Hanford Municipal Airport. The master plan studies were completed in 1978 (by Wilsey & Ham) and in 1993 (by P & D Aviation).

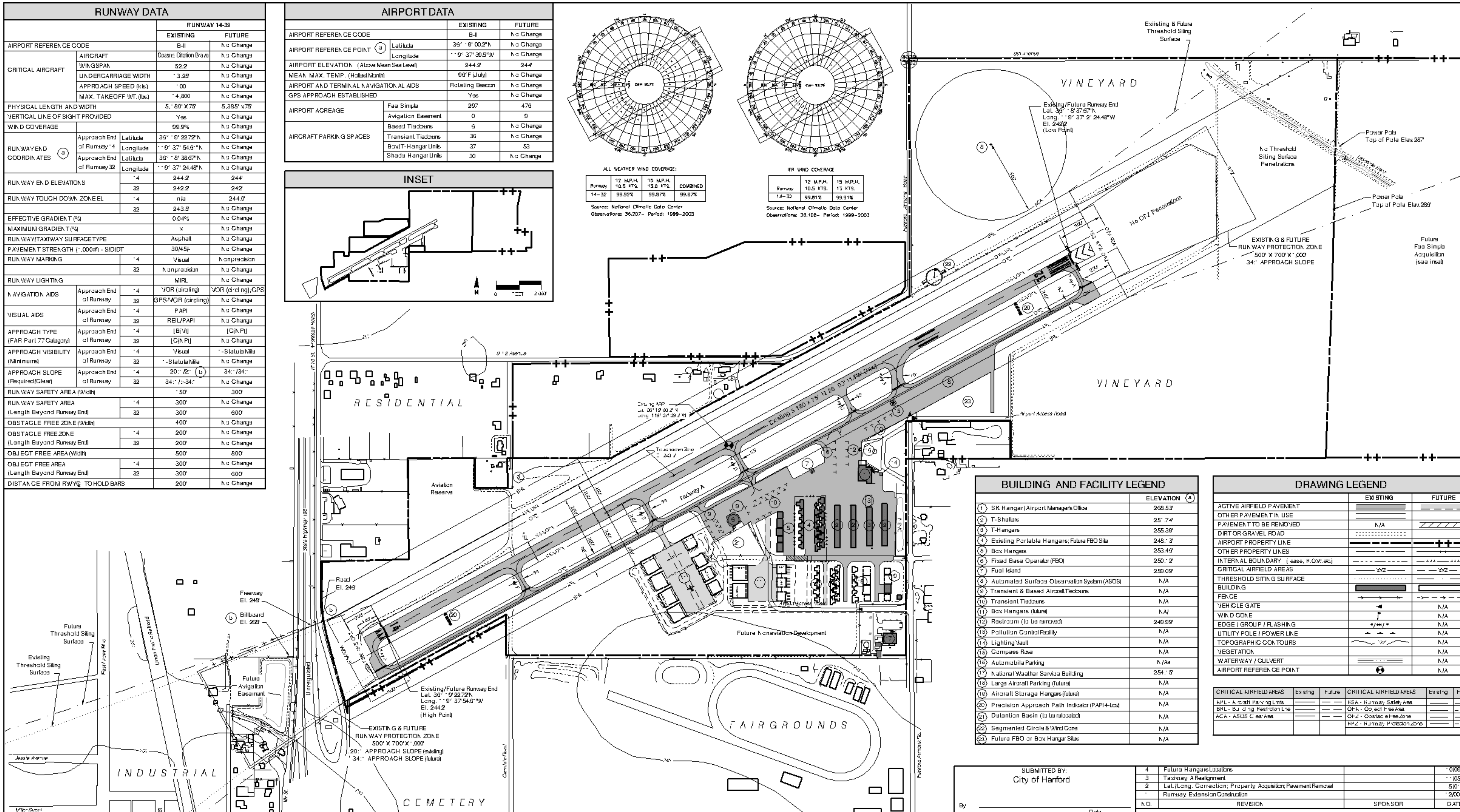
Recommendations in the 1978 master plan included: a runway extension to the north, land acquisition for runway approach protection, surplus land be developed for industrial/commercial uses, and establishment of a hazard zoning ordinance.

Definition: **Airport Reference Code (ARC)**. A coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at an airport.

The primary focus of the 1993 master plan was to establish the appropriate Airport Reference Code (ARC) for the airport. The plan concluded the ARC to be B-II. That is, all future airport development (airfield and building areas) would comply with B-II design standards.

Airfield improvements recommended under the 1993 plan included the southerly extension of Runway 14-32 and acquisition of 95 acres of land. Future building development recommendations included 30 new hangar units, 50 or more shade hangars, parking for corporate aircraft, and expansion of the tiedown apron.

Another important plan concerning Hanford Municipal Airport is the *Kings County Comprehensive Land Use Plan* adopted by the County Board of Supervisors in 1994. The purpose of the compatibility plan is to help prevent development of incompatible land uses around the airport. It does not contain recommendations regarding improvement or operation of the airport itself.



RUNWAY DATA

			RUNWAY 14-32 EXISTING	RUNWAY 14-32 FUTURE
AIRPORT REFERENCE CODE			B-II	No Change
CRITICAL AIRCRAFT	AIRCRAFT		Cessna Citation Bravo	No Change
	WINGSPAN		52.2'	No Change
	UNDERCARRIAGE WIDTH		13.25'	No Change
	APPROACH SPEED (kts)		100	No Change
	MAX. TAKEOFF WT. (lbs)		14,800	No Change
PHYSICAL LENGTH AND WIDTH			5,180' X 75'	5,385' x 75'
VERTICAL LINE OF SIGHT PROVIDED			Yes	No Change
WIND COVERAGE			99.9%	No Change
RUNWAY END COORDINATES (a)	Approach End of Runway 14	Latitude	36° 19' 22.72"N	No Change
		Longitude	119° 37' 54.61"N	No Change
	Approach End of Runway 32	Latitude	36° 18' 38.67"N	No Change
		Longitude	119° 37' 24.48"N	No Change
RUNWAY END ELEVATIONS		14	244.2'	244'
		32	242.2'	242'
RUNWAY TOUCH DOWN ZONE EL		14	n/a	244.0'
		32	243.5'	No Change
EFFECTIVE GRADIENT (%)			0.04%	No Change
MAXIMUM GRADIENT (%)			x	No Change
RUNWAY/TAXIWAY SURFACE TYPE			Asphalt	No Change
PAVEMENT STRENGTH (1,000#) - S/D/DT			30/45/-	No Change
RUNWAY MARKING		14	Visual	Nonprecision
		32	Nonprecision	No Change
RUNWAY LIGHTING			MIRL	No Change
NAVIGATION AIDS	Approach End of Runway	14	VOR (circling)	VOR (circling)/GPS
		32	GPS/VOR (circling)	No Change
VISUAL AIDS	Approach End of Runway	14	PAPI	No Change
		32	REIL/PAPI	No Change
APPROACH TYPE (FAR Part 77 Category)	Approach End of Runway	14	[B(V)]	[C(NP)]
		32	[C(NP)]	No Change
APPROACH VISIBILITY (Minimums)	Approach End of Runway	14	Visual	1-Statute Mile
		32	1-Statute Mile	No Change
APPROACH SLOPE (Required/Clear)	Approach End of Runway	14	20:1 /2:1 (b)	34:1 /34:1
		32	34:1 />34:1	No Change
RUNWAY SAFETY AREA (Width)			150'	300'
RUNWAY SAFETY AREA (Length Beyond Runway End)		14	300'	No Change
		32	300'	600'
OBSTACLE FREE ZONE (Width)			400'	No Change
OBSTACLE FREE ZONE (Length Beyond Runway End)		14	200'	No Change
		32	200'	No Change
OBJECT FREE AREA (Width)			500'	800'
OBJECT FREE AREA (Length Beyond Runway End)		14	300'	No Change
		32	300'	600'
DISTANCE FROM RWY℄ TO HOLD BARS			200'	No Change

AIRPORT DATA

		EXISTING	FUTURE
AIRPORT REFERENCE CODE		B-II	No Change
AIRPORT REFERENCE POINT (a)	Latitude	36° 19' 00.2"N	No Change
	Longitude	119° 37' 39.5"W	No Change
AIRPORT ELEVATION (Above Mean Sea Level)		244.2'	244'
MEAN MAX. TEMP. (Hottest Month)		96°F (July)	No Change
AIRPORT AND TERMINAL NAVIGATIONAL AIDS		Rotating Beacon	No Change
GPS APPROACH ESTABLISHED		Yes	No Change
AIRPORT ACREAGE	Fee Simple	297	476
	Avigation Easement	0	9
AIRCRAFT PARKING SPACES	Based Tiedowns	6	No Change
	Transient Tiedowns	36	No Change
	Box/T-Hangar Units	37	53
	Shade Hangar Units	30	No Change

INSET

ALL WEATHER WIND COVERAGE:

Runway	12 M.P.H. 10.5 KTS.	15 M.P.H. 13.0 KTS.	COMBINED
14-32	99.92%	99.87%	99.87%

Source: National Climatic Data Center
Observations: 36,207- Period: 1999-2003

IFR WIND COVERAGE

Runway	12 M.P.H. 10.5 KTS.	15 M.P.H. 13 KTS.
14-32	99.81%	99.91%

Source: National Climatic Data Center
Observations: 38,108- Period: 1999-2003

BUILDING AND FACILITY LEGEND

	ELEVATION (a)
(1) SK Hangar/Airport Manager's Office	268.53'
(2) T-Shelters	251.74'
(3) T-Hangars	255.39'
(4) Existing Portable Hangars; Future FBO Site	248.13'
(5) Box Hangars	253.46'
(6) Fixed Base Operator (FBO)	250.12'
(7) Fuel Island	259.09'
(8) Automated Surface Observation System (ASOS)	N/A
(9) Transient & Based Aircraft Tiedowns	N/A
(10) Transient Tiedowns	N/A
(11) Box Hangars (future)	N/A/
(12) Restroom (to be removed)	249.99'
(13) Pollution Control Facility	N/A
(14) Lighting Vault	N/A
(15) Compass Rose	N/A
(16) Automobile Parking	N/Ae
(17) National Weather Service Building	254.15'
(18) Large Aircraft Parking (future)	N/A
(19) Aircraft Storage Hangars (future)	N/A
(20) Precision Approach Path Indicator (PAPI 4-box)	N/A
(21) Detention Basin (to be relocated)	N/A
(22) Segmented Circle & Wind Cone	N/A
(23) Future FBO or Box Hangar Sites	N/A

DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
OTHER PAVEMENT IN USE		
PAVEMENT TO BE REMOVED	N/A	
DIRT OR GRAVEL ROAD		
AIRPORT PROPERTY LINE		
OTHER PROPERTY LINES		
INTERNAL BOUNDARY (Lease, R.O.W. etc)		
CRITICAL AIRFIELD AREAS	XYZ	XYZ
THRESHOLD SITING SURFACE		
BUILDING		
FENCE		
VEHICLE GATE		N/A
WIND CONE		N/A
EDGE / GROUP / FLASHING		N/A
UTILITY POLE / POWER LINE		N/A
TOPOGRAPHIC CONTOURS		N/A
VEGETATION		N/A
WATERWAY / CULVERT		N/A
AIRPORT REFERENCE POINT		N/A

CRITICAL AIRFIELD AREAS	Existing	Future	CRITICAL AIRFIELD AREAS	Existing	Future
APL - Aircraft Parking Limits			RSA - Runway Safety Area		
BRL - Building Restriction Line			OFA - Object Free Area		
ACA - ASOS Clear Area			OFZ - Obstacle Free Zone		
			RPZ - Runway Protection Zone		

ALP NOTES

(a) Airport coordinates data source: field survey by Zumwalt-Hansen & Associates, Inc. August, 2000, State Plane CA Zone IV. State plane coordinates converted to NAD83 using Corpscon. Vertical Datum Source: Aerial Photomapping Services, March 2005.

(b) Controlling obstacle heights surveyed. Third Street penetrates 20:1 threshold siting surface and 20:1 approach surface to Runway 14. Third Street will also penetrate the future 34:1 approach slope of Runway 14. Proposed Disposition: obstruction light the road at critical point.

SUBMITTED BY:
City of Hanford

By ______________________ Date

FAA Approval Space

NO.	REVISION	SPONSOR	DATE
4	Future Hangars Locations		10/09
3	Taxiway A Realignment		11/05
2	Lat./Long. Correction; Property Acquisition; Pavement Removal		5/01
1	Runway Extension Construction		12/00

HANFORD MUNICIPAL AIRPORT
HANFORD, CALIFORNIA

AIRPORT LAYOUT PLAN

MEAD & HUNT

DESIGN: DD	DRAWN: CB/TE	DATE: October 2006	SHEET 1 OF 3

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