## AIRPORT DATA

| | |
|---|---|
| OWNER: City of Hollister | AIRPORT NPIAS CODE: General Aviation |
| CITY: Hollister, California | COUNTY: San Benito, California |

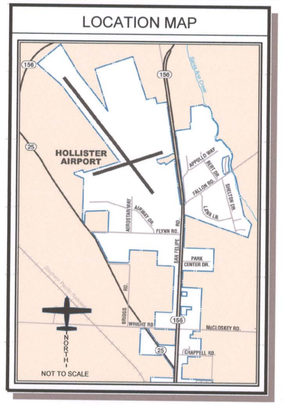
| HOLLISTER MUNICIPAL AIRPORT (307) | | EXISTING | ULTIMATE |
|---|---|---|---|
| AIRPORT SERVICE LEVEL | | GENERAL AVIATION | SAME |
| AIRPORT REFERENCE CODE | | B–II | C–II |
| DESIGN AIRCRAFT | | Cessna Citation III | Canadair Cl–600 |
| AIRPORT ELEVATION (NGVD–29 to NAVD–88 add 2.82') | | 229.6 MSL(NGVD–29) | 229.0 MSL(NGVD–29) |
| MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH | | 83.2 ° September | 83.2 ° September |
| AIRPORT REFERENCE POINT (NAD 83) | Latitude | 36° 53' 36.04" N | 36° 53' 39.472" N |
| | Longitude | 121° 24' 36.97" W | 121° 24' 40.807" W |
| AIRPORT INSTRUMENT APPROACH<br>GPS APPROACH | | GPS (31)<br>VOR or GPS–A<br>LORAN–C | GPS<br>ILS (31)<br>LORAN–C |
| AIRPORT and TERMINAL NAVIGATIONAL AIDS | | Rotating Beacon<br>PAPI, VASI<br>REIL | Rotating Beacon<br>PAPI, VASI<br>REIL |
| GPS AT AIRPORT | | YES | YES |

## VICINITY MAP

## RUNWAY END COORDINATES (NAD 83)

| (NGVD-29 to NAVD-88 add 2.82') | | EXISTING | ULTIMATE |
|---|---|---|---|
| Ext. Runway 6–EL. 223.7 | Latitude | 36° 53' 23.00" N | 36° 53' 22.363" N |
| Ult. Runway 6–EL. 223.7 | Longitude | 121° 24' 48.29" W | 121° 24' 50.712" W |
| Ext. Runway 24–EL. 222.5 | Latitude | 36° 53' 32.69" N | 36° 53' 32.690" N |
| Ult. Runway 24–EL. 222.5 | Longitude | 121° 24' 11.44" W | 121° 24' 11.440" W |
| Ext. Runway 13–EL. 202.5 | Latitude | 36° 54' 04.80" N | 36° 54' 12.423" N |
| Ult. Runway 13–EL. 196.0 | Longitude | 121° 25' 04.63" W | 121° 25' 12.078" W |
| Ext. Runway 31–EL. 229.6 | Latitude | 36° 53' 15.41" N | 36° 53' 17.976" N |
| Ult. Runway 31–EL. 229.0 | Longitude | 121° 24' 16.37" W | 121° 24' 18.875" W |

## LOCATION MAP




## RUNWAY DATA

Convert Elevations NGVD–29 to NAVD–88 Elevations add 2.82 Feet.

| | RUNWAY 13-31 | | | | RUNWAY 6-24 | | | |
|---|---|---|---|---|---|---|---|---|
| | EXISTING / INTERIM | | ULTIMATE | | EXISTING / INTERIM | | ULTIMATE | |
| | 13 | 31 | 13 | 31 | 6 | 24 | 6 | 24 |
| AIRCRAFT APPROACH CATEGORY–DESIGN GROUP | B–II | | C–II | | B–II | | B–II | |
| MAX. CERTIFIED TAKEOFF WEIGHT (LB) OF DESIGN A/C | 22,000 | | 41,250 | | 12,500 | | Same | |
| DESIGN CRITICAL AIRCRAFT | Cessna Citation III | | Canadair CL 600 | | Beech King Air 350 | | Same | |
| APPROACH SPEED OF DESIGN A/C | 114 Knots | | 125 Knots | | 103 Knots | | Same | |
| WINGSPAN OF DESIGN A/C | 51.7' | | 61.8' | | 57.9 | | Same | |
| LINE OF SIGHT REQUIREMENT MET | YES | | YES | | YES | | YES | |
| FAR PART 77 CATEGORY | Visual–B | Nonprecision–C | Nonprecision | Precision | Visual–B | Visual–B | Visual | Visual |
| APPROACH VISIBILITY MINIMUMS | 1 Mile | 1 Mile | 1 Mile | 1/2 Mile | 1 Mile | 1 Mile | 1 Mile | 1 Mile |
| RUNWAY INSTRUMENTATION | Visual | Nonprecision | Nonprecision | Precision | Visual | Visual | Visual | Visual |
| RUNWAY WIND COVERAGE (ALL WEATHER MPH) | 95.98%–12/98.48%–15/99.76%–18/99.92%–23 | | 95.98%–12/98.48%–15/99.76%–18/99.92%–23 | | 99.92%–12/99.92%–15/99.99%–18/99.99%–23 | | 99.92%–12/99.92%–15/99.99%–18/99.99%–23 | |
| RUNWAY APPROACH SLOPE | 20:1 | 34:1 | 34:1 | 50:1 | 20:1 | 20:1 | 20:1 | 20:1 |
| OBSTRUCTION CLEARANCE SLOPE | 50:1 | 50:1 | 50:1 | 50:1 | 23:1 | 20:1 | 23:1 | 20:1 |
| RUNWAY END ELEVATION (NGVD–29) | 202.5 | 229.6 | 196.0 | 229.0 | 223.7 | 222.5 | 223.7 | 222.5 |
| MAXIMUM RUNWAY ELEVATION ABOVE MSL (NGVD–29) | 229.6' | | 229.0' | | 223.7' | | 222.8' | |
| RUNWAY DIMENSIONS | 6,350 x 100' | | 7,000 x 100' | | 3,150' x 100' | | 3,357' x 100' | |
| RUNWAY AZIMUTH | 141.87° | 321.88° | 141.87° | 321.88° | 71.86° | 251.87° | 71.86° | 251.87° |
| RUNWAY BEARING (TRUE) | N 141° 52' 12" W | | N 141° 52' 12" W | | N 71° 51' 36" W | | N 71° 51' 36" W | |
| RUNWAY SAFETY AREA (Length x Width Beyond Runway Ends) | 300' x 150' | 300' x 150' | 1000' x 500' | 1000' x 500' | 300' x 150' | 300' x 150' | 300' x 150' | 300' x 150' |
| RUNWAY OBSTACLE FREE ZONE (Length x Width Beyond Runway Ends) | 200' x 400' | 200' x 400' | 200' x 400' | 200' x 400' | 200' x 400' | 200' x 400' | 200' x 400' | 200' x 400' |
| RUNWAY OBJECT FREE AREA (Length x Width Beyond Runway Ends) | 300' x 500' | 300' x 500' | 1000' x 800' | 1000' x 800' | 300' x 500' | 300' x 500' | 300' x 500' | 300' x 500' |
| PRECISION OBJECT FREE AREA (POFA 200' x 800') | N/A | N/A | N/A | RW 31 | N/A | N/A | N/A | N/A |
| RUNWAY SURFACE MATERIAL and PAVEMENT SURFACE TREATMENT | Asphalt / Grooved | | Asphalt / Grooved | | Asphalt | | Asphalt | |
| RUNWAY PAVEMENT STRENGTH (in thousand lbs.)[1] | 30(S), 45(D) | | 30(S), 60(D) | | 30(S), 45(D) | | 30(S), 60(D) | |
| RUNWAY EFFECTIVE GRADIENT/ RUNWAY MAXIMUM GRADIENT | 0.42% / (max 0.46%) | | 0.47% / (max 0.66%) | | 0.04% / (max 0.13%) | | .04% / (max 0.13%) | |
| RUNWAY TOUCHDOWN ZONE ELEVATION (in MSL, NGVD–29) | 214.6 | 229.6 | 209.0 | 229.0 | 223.7 | 223.5 | 223.7 | 223.5 |
| RUNWAY MARKING | NP | NP | NP | P | B | B | B | B |
| RUNWAY LIGHTING | MIRL | | HIRL | | MIRL | | MIRL | |
| RUNWAY APPROACH LIGHTING | NONE | | MALSR (31) | | NONE | | NONE | |
| RUNWAY/TAXIWAY HOLDING POSITION MARKING | 200' | | 250' | | 200' | | 200' | |
| TAXIWAY SURFACE MATERIAL | Asphalt | | Asphalt | | Asphalt | | Asphalt | |
| TAXIWAY WIDTH | 50' | | 50' / 35' | | 50' | | 50' / 35' | |
| TAXIWAY SAFETY AREA WIDTH | 79' | | 79' | | 79' | | 79' | |
| TAXIWAY OBJECT FREE AREA WIDTH | 131' | | 131' | | 131' | | 131' | |
| TAXIWAY MARKING | Centerline | | Centerline | | Centerline | | Centerline | |
| TAXIWAY LIGHTING | NONE | | MITL | | NONE | | MITL | |
| RUNWAY ELECTRONIC NAVIGATIONAL AIDS | GPS (31) | | GPS (13–31)<br>ILS (31) | | NONE | | NONE | |
| RUNWAY VISUAL NAVIGATIONAL AIDS | Rotating Beacon<br>PAPI–2 (13, 31)<br>REIL (13, 31) | | Rotating Beacon<br>PAPI–4 ( 13, 31)<br>REIL (13) | | Rotating Beacon,<br>VASI– (24)<br>REIL (24) | | Rotating Beacon,<br>PAPI–2 (6, 24)<br>REIL (6, 24) | |

[1]Pavement strengths are expressed in Single(S) and Dual(D) wheel loading capacities.

## AIRPORT FACILITIES LIST

| NO. | EXISTING | ULTIMATE |
|---|---|---|
| 1 | GAVILAN COLLEGE | |
| 2 | GAVILAN COLLEGE | |
| 3 | GAVILAN COLLEGE | |
| 4 | GAVILAN COLLEGE | |
| 5 | ELECT. VAULT & ROTATING BEACON | |
| 6 | AIRCRAFT MAINTENANCE | |
| 7 | AIRCRAFT STORAGE/MAINTENANCE | |
| 8 | AIRCRAFT STORAGE/MAINTENANCE | |
| 9 | AIRCRAFT STORAGE | |
| 10 | OFFICE/STORAGE | |
| 11 | OFFICE/STORAGE | |
| 12 | RESTAURANT | |
| 13 | STORAGE BUILDINGS | |
| 14 | AIRCRAFT MAINTENANCE | |
| 15 | OFFICE/STORAGE | |
| 16 | OFFICE/STORAGE | |
| 17 | T–HANGARS | |
| 18 | T–HANGARS | |
| 19 | T–HANGARS | |
| 20 | T–HANGARS | |
| 21 | T–HANGARS | |
| 22 | T–HANGARS | |
| 23 | CALIF. DEPARTMENT OF FORESTRY | |
| 24 | FORMER NATIONAL GUARD FACILITY | |
| 25 | HOLLISTER ELKS LODGE | |
| 26 | EXECUTIVE HANGARS | |
| 27 | T–HANGARS | |
| 28 | T–HANGARS | |
| 29 | CALIFORNIA SHOCK TRAUMA AIR RESCUE | |
| 30 | | CALIF. DEPARTMENT OF FORESTRY |
| 31 | | CALIF. DEPARTMENT OF FORESTRY |
| 32 | | CALIF. DEPARTMENT OF FORESTRY |
| 33 | | CALIF. DEPARTMENT OF FORESTRY |
| 34–41 | | T–HANGARS |
| 42–47 | | HANGARS (Off–Airport) |
| 48–51 | | HANGARS (Off–Airport) |
| 52 | | HANGAR (Off–Airport) |
| 53 | | OFFICE (Off–Airport) |
| 54 | | TERMINAL/MUSEUM (Off–Airport) |
| 55 | | HOTEL/RESTAURANT (Off–Airport) |
| 56 | | COMMERCIAL/GA HANGARS (Off–Airport) |
| 57 | | COMMERCIAL/GA HANGARS (Off–Airport) |
| 67–69 | | CORPORATE–HANGARS |
| 71–80 | | CORPORATE HANGAR PARCELS |
| 81–82 | | FBO PARCELS |
| 83–89 | | INDIVIDUAL HANGAR PARCELS |
| 90–101 | | CORPORATE PARCELS |
| 102 | | AIRPORT MAINTENANCE |
| 103 | | FUEL STORAGE |
| 104 | | HELICOPTER HARDSTAND |

## ABBREVIATIONS

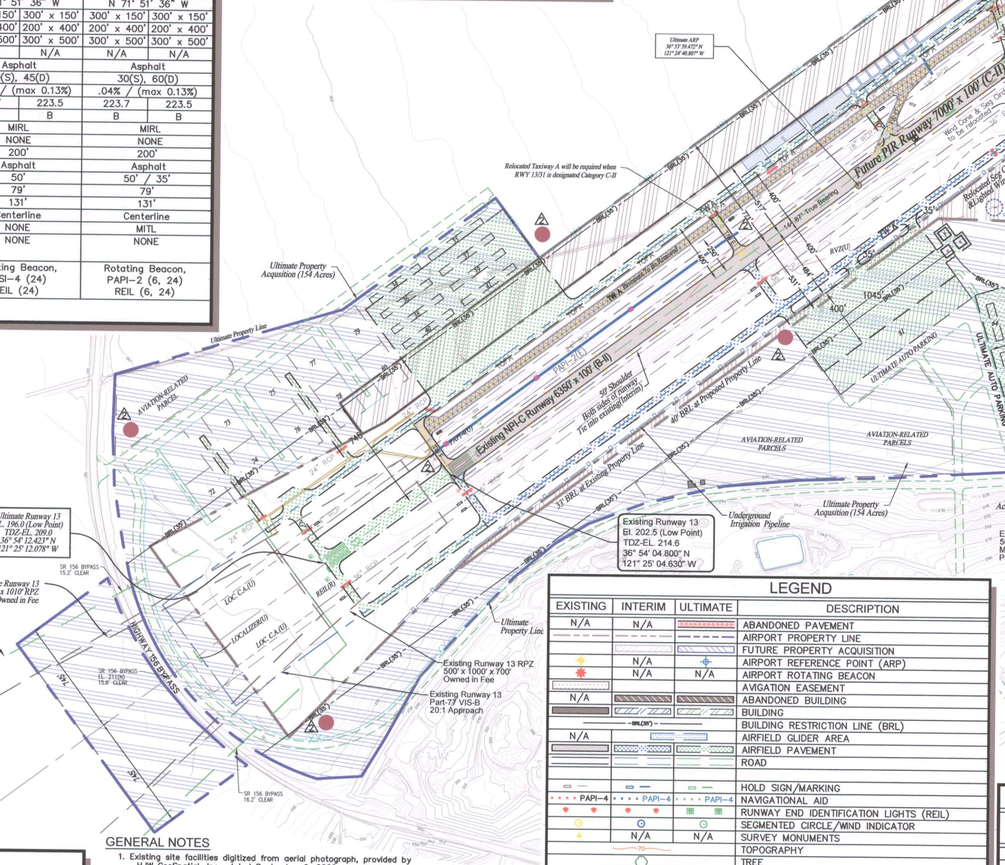
- (E) – Existing
- *(U) – Ultimate*
- (R) – Relocated
- (CA) – Critical Area
- (TBR) – TO BE REMOVED

FOR APPROVAL BY:

Mr. Clint Quilter
City Manager

DATE:

FAA APPROVAL STAMP


Existing/Ultimate Runway 24 RPZ 500' x 1000' x 700' Minimums > 1 Mile Partially Owned
Existing/Ultimate Runway 6 Part-77 VIS-B 20:1 Approach
Avigation Easement Protected for 20:1 Approach Surface
Proposed Property Acquisition (6 Acres)
SAN FELIPE ROAD (HWY 156)
Existing/Ultimate Runway 24 El. 222.5 TDZ-El. 223.5 36° 53' 32.690" N 121° 24' 11.440" W
Existing Runway 31 500' x 1000' x 700' RPZ Minimums > 1 Mile Owned in Fee
Ultimate Runway 13 Part-77 PIR 50:1 Approach
Proposed Single Lane Service Rd
Ultimate Runway 31 1000' x 2500' x 1750' RPZ Partially Own/Easement 50:1/40:1 Approach Surface
Existing Property Line
Existing Runway 13 Part-77 NPI-C 34:1 Approach
Existing Runway 31 El. 229.6 (High Point/TDZE) 36° 53' 15.410" N 121° 24' 16.370" W
Ultimate Runway 31 Relocated 330' EL. 229.0 High Point/TDZ-EL. 229.0 36° 53' 17.976" N 121° 24' 18.875" W
Interim Property Acquisition (39 Acres)
Interim Pavement to be REMOVED
Ultimate ARP 36° 53' 39.472" N 121° 24' 40.807" W
Future PIR Runway 7000' x 100' (C-II)
Relocated Taxiway A will be required when RWY 13/31 is designated Category C-II
Ultimate Property Acquisition (154 Acres)
Existing Runway 13 El. 202.5 (Low Point) TDZ-EL. 214.6 36° 54' 04.800" N 121° 25' 04.630" W
Existing Runway 13 RPZ 500' x 1000' x 700' Owned in Fee
Existing Runway 13 Part-77 VIS-B 20:1 Approach
Ultimate Runway 13 EL. 196.0 (Low Point) TDZ-EL. 209.0 36° 54' 12.423" N 121° 25' 12.078" W
Ultimate Runway 13 500' x 1700' x 1010' RPZ Owned in Fee
Ultimate Runway 13 Part-77 NPI-C 34:1 Approach
Existing Runway 6 El. 223.7 (High Point/TDZE) 36° 53' 23.000" N 121° 24' 48.290" W
Ultimate Runway 6 Relocated 207' EL. 223.7 (High Point/TDZE) 36° 53' 22.363" N 121° 24' 50.712" W
Ultimate Runway 6 500' x 1000' x 700' RPZ Owned in Fee 20:1 Approach Surface
Ultimate Runway 6 Part-77 VIS-B 20:1 Approach
Existing Runway 6 RPZ 500' x 1000' x 700' Minimums > 1 Mile Partially Owned
Existing Runway 6 Part-77 VIS-B 20:1 Approach
Existing Runway 6 PAPI-4
Existing Runway 24 PAPI-4
Existing Runway 13 PAPI-2
Existing Runway 31 PAPI-2
Existing Runway 6 REIL
Existing Runway 24 REIL
Existing Runway 13 REIL
Existing Runway 31 REIL
Existing Runway 6 VASI-24
Existing Runway 24 VASI-24
Existing Runway 13 VASI-12
Existing Runway 31 VASI-12
Existing Runway 6 LOC-CA(U)
Existing Runway 24 LOCALIZER(U)
Existing Runway 13 LOC-CA(U)
Existing Runway 31 LOC-CA(U)
Existing Runway 6 GS
Existing Runway 24 GS
Existing Runway 13 GS
Existing Runway 31 GS
Existing Runway 6 RW(U)
Existing Runway 24 RW(U)
Existing Runway 13 RW(U)
Existing Runway 31 RW(U)
Existing Runway 6 AWOS(R)
Existing Runway 24 AWOS(R)
Existing Runway 13 AWOS(R)
Existing Runway 31 AWOS(R)
Existing Runway 6 RW(U)
Existing Runway 24 RW(U)
Existing Runway 13 RW(U)
Existing Runway 31 RW(U)