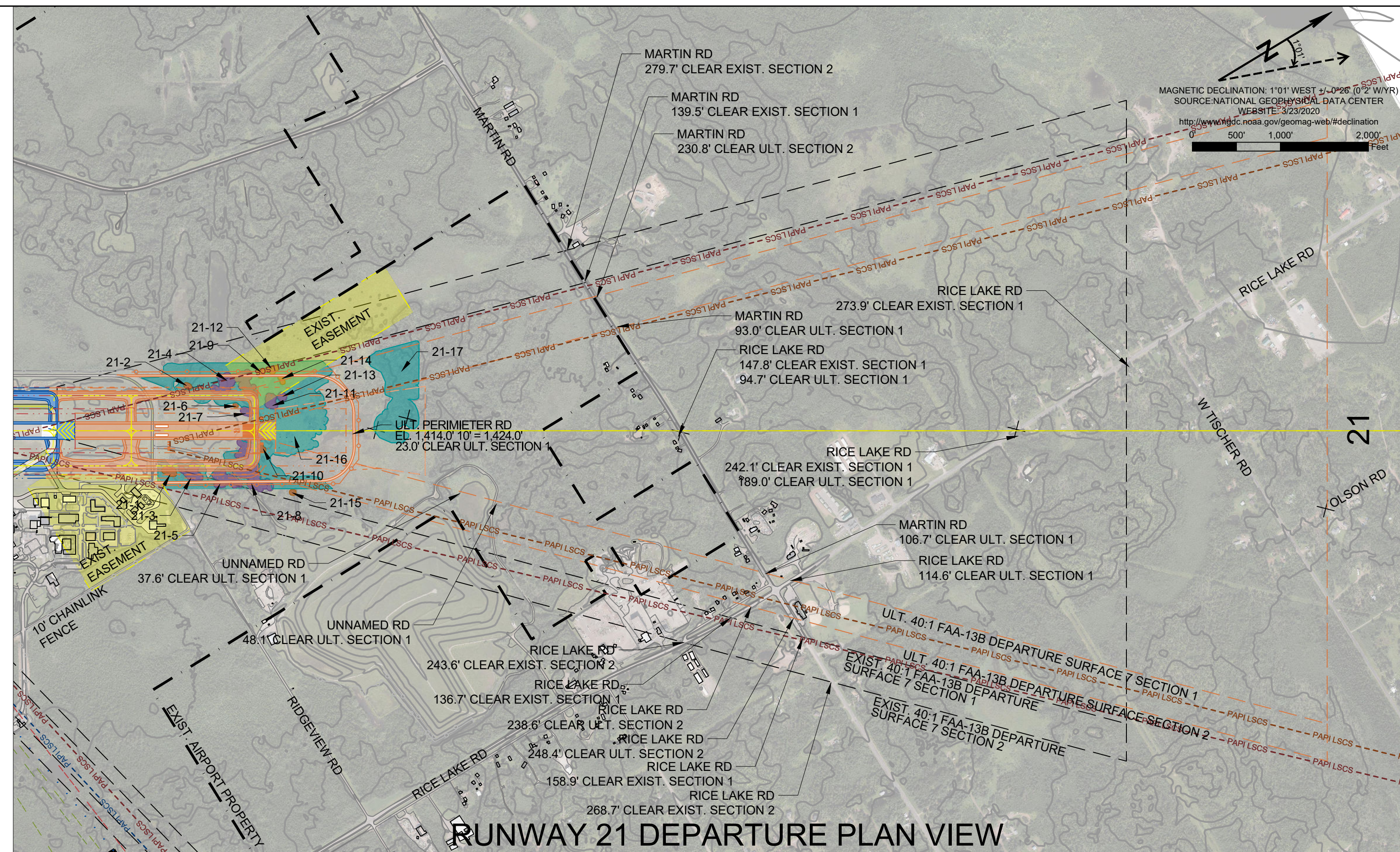
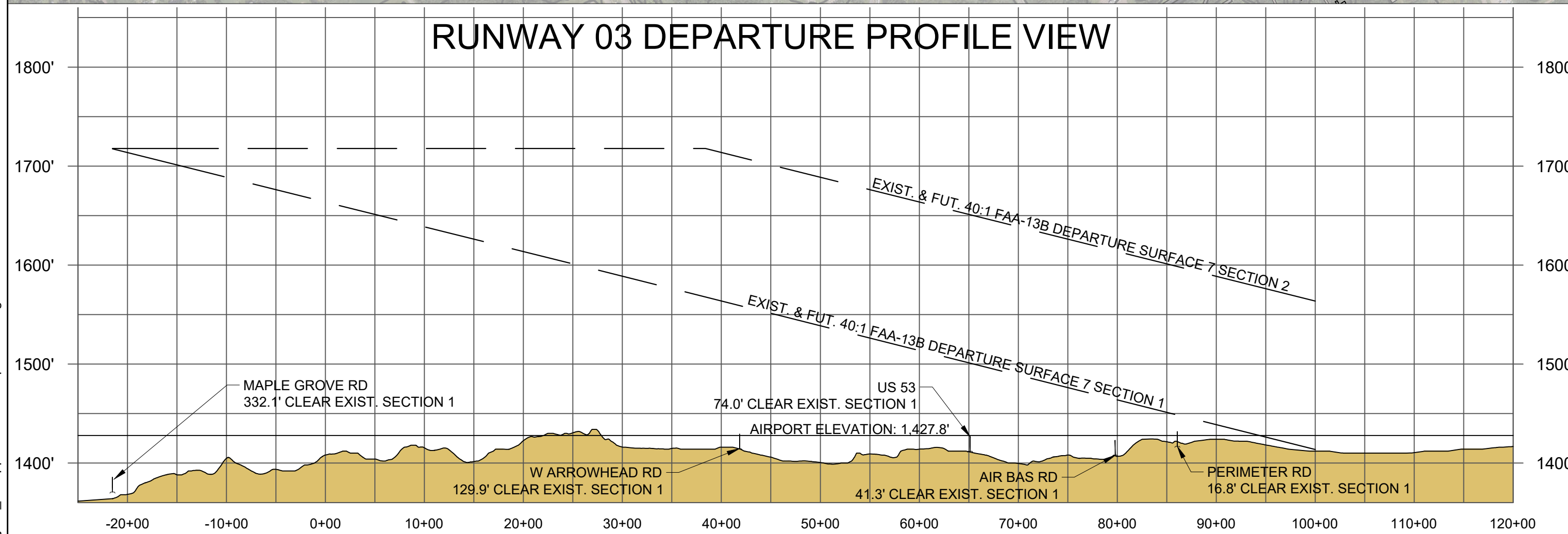


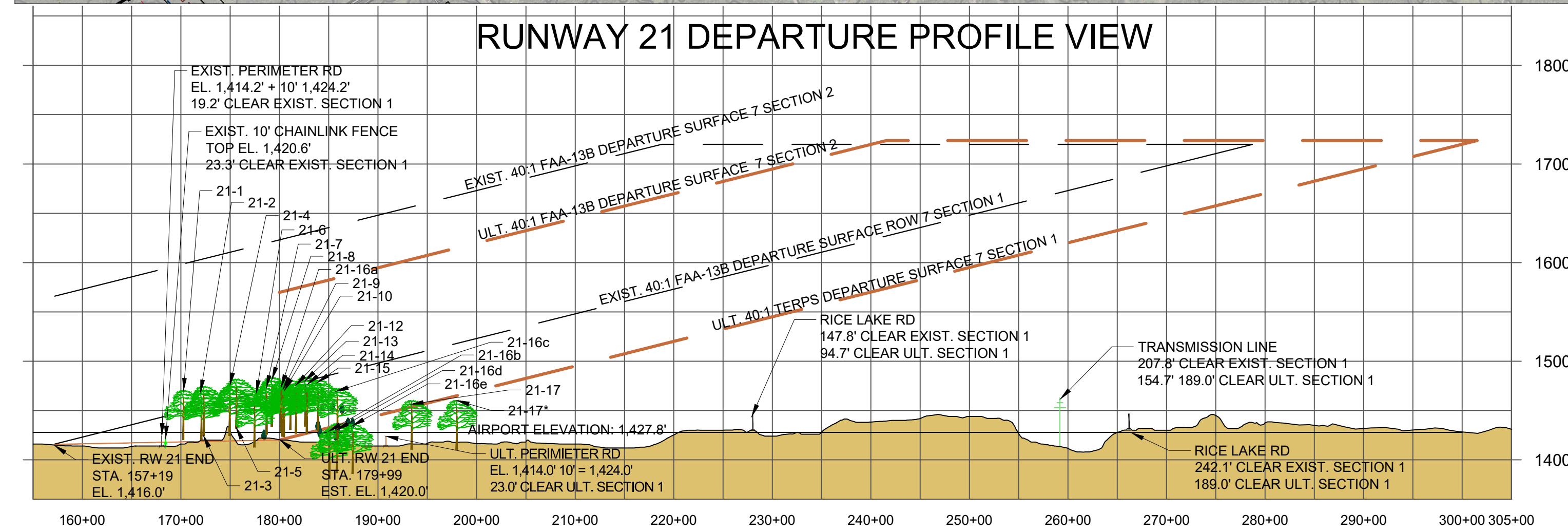
RUNWAY 03 DEPARTURE PLAN VIEW



RUNWAY 21 DEPARTURE PLAN VIEW



RUNWAY 03 DEPARTURE PROFILE VIEW



RUNWAY 21 DEPARTURE PROFILE VIEW

RUNWAY 03 DEPARTURE SURFACE SCHEDULE OF OBSTRUCTIONS							
KEY	DESCRIPTION	EXISTING/ULTIMATE	TOP ELEVATION	ALLOWABLE FAA-13B DEPARTURE SURFACE ELEVATION	40:1 FAA-13B DEPARTURE SURFACE 7	DISPOSITION/ TRIGGERING EVENT	ON/OFF AIRPORT PROPERTY
NO OBSTRUCTIONS							
Due to the age of the data, trees that are within 5' of the approach surfaces are considered to be obstructions. Trees within 10' but adjacent to obstructions within 5' are included in groupings. Groupings included Departure Obstructions. See Sheet 16.							
Source: SEH Drone Survey Fall 2020 & 2017 Martinez AGIS Survey							

PLAN LEGEND				
EXISTING	FUTURE	ULTIMATE	ITEM	
[Symbol]	[Symbol]	[Symbol]	FEE PROPERTY	
[Symbol]	[Symbol]	[Symbol]	AVIGATION EASEMENT	
[Symbol]	[Symbol]	[Symbol]	AIRFIELD PAVEMENT	
[Symbol]	[Symbol]	[Symbol]	AUTOMOBILE PAVEMENT	
[Symbol]	[Symbol]	[Symbol]	HANGARS/BUILDINGS	
[Symbol]	[Symbol]	[Symbol]	PAVEMENT REMOVAL	
[Symbol]	[Symbol]	[Symbol]	FAA-13B DEPARTURE SURFACE	
[Symbol]	[Symbol]	[Symbol]	PAPIS	
[Symbol]	[Symbol]	[Symbol]	REILS	
[Symbol]	[Symbol]	[Symbol]	FENCE	
[Symbol]	[Symbol]	[Symbol]	GROUND CONTOURS	
[Symbol]	[Symbol]	[Symbol]	OBSTRUCTION GROUPINGS (LARGEST PENETRATION TO APPROACH SURFACE)	
[Symbol]	[Symbol]	[Symbol]	FAA-13B DEPARTURE ONLY OBSTRUCTION GROUPING	

PROFILE LEGEND	
ROAD PROFILE	
[Symbol]	10' CHAINLINK FENCE
[Symbol]	TREE OBSTRUCTION
[Symbol]	ALSF LIGHT
[Symbol]	LOCALIZER
[Symbol]	TRANSMISSION LINE

RUNWAY 21 DEPARTURE SURFACE SCHEDULE OF OBSTRUCTIONS							
KEY	DESCRIPTION	EXISTING/ULTIMATE	TOP ELEVATION	ALLOWABLE FAA-13B DEPARTURE SURFACE ELEVATION	40:1 FAA-13B DEPARTURE SURFACE 7	DISPOSITION/ TRIGGERING EVENT	ON/OFF AIRPORT PROPERTY
21-1	Tree Grouping	EXISTING	1,457.5' - 1,477.00'	1,460.63' - 1,479.77'	4.97' CLEAR - 6.85' PEN	RUNWAY 3/21 REHABILITATION	ON
21-2	Tree Grouping	EXISTING	1,464.95' - 1,474.07'	1,467.9' - 1,477.37'	4.25' CLEAR - 1.3' PEN	RUNWAY 3/21 REHABILITATION	ON
21-3	Tree Grouping	EXISTING	1,449.22' - 1,473.39'	1,452.18' - 1,473.89'	5' CLEAR - 12.88' PEN	RUNWAY 3/21 REHABILITATION	ON
21-4	Tree Grouping	EXISTING	1,455.63' - 1,486.91'	1,460.28' - 1,487.91'	5' CLEAR - 14.07' PEN	RUNWAY 3/21 REHABILITATION	ON
21-5	Tree Grouping	EXISTING	1,456.34' - 1,484.61'	1,460.74' - 1,486.29'	5' CLEAR - 19.66' PEN	RUNWAY 3/21 REHABILITATION	ON
21-6	Tree Grouping	EXISTING	1,462.65'	1,466.74'	4.09' CLEAR	RUNWAY 3/21 REHABILITATION	ON
21-7	Tree Grouping	EXISTING	1,463.97' - 1,475.89'	1,468.85' - 1,472.32'	4.95' CLEAR - 5.88' PEN	RUNWAY 3/21 REHABILITATION	ON
21-8	Tree Grouping	EXISTING	1,460.36' - 1,483.92'	1,464.88' - 1,476.78'	5' CLEAR - 12.15' PEN	RUNWAY 3/21 REHABILITATION	ON
21-9	Tree Grouping	EXISTING	1,468.49' - 1,475.96'	1,473.41' - 1,474.72'	4.97' CLEAR - 0.11' CLEAR	RUNWAY 3/21 REHABILITATION	ON
21-10	Tree Grouping	EXISTING	1,469.44' - 1,473.28'	1,473.75' - 1,474.59'	4.95' CLEAR - 1.93' CLEAR	RUNWAY 3/21 REHABILITATION	ON
21-11	Tree Grouping	EXISTING	1,470.82' - 1,490.39'	1,475.71' - 1,477.98'	4.98' CLEAR - 4.53' PEN	RUNWAY 3/21 REHABILITATION	ON
21-12	Tree Grouping	EXISTING	1,471.02' - 1,476.55'	1,475.75' - 1,478.16'	5' CLEAR - 0.73' CLEAR	RUNWAY 3/21 REHABILITATION	ON
21-13	Tree Grouping	EXISTING	1,474.46' - 1,483.8'	1,479.29' - 1,480.51'	5' CLEAR - 4.18' PEN	RUNWAY 3/21 REHABILITATION	ON
21-14	Tree Grouping	EXISTING	1,474.79' - 1,476.67'	1,479.4' - 1,480.04'	4.87' CLEAR - 3.37' CLEAR	RUNWAY 3/21 REHABILITATION	ON
21-15	Tree Grouping	EXISTING	1,478.12' - 1,480.75'	1,482.77' - 1,483.14'	4.77' CLEAR - 2.17' CLEAR	RUNWAY 3/21 REHABILITATION	ON
21-16a	Tree Grouping	ULTIMATE	1,479.96' - 1,476.64'	1,479' - 1,473.59'	5' CLEAR - 54.71' PEN	ULTIMATE RUNWAY 3/21 EXTENSION	ON
21-16b	Tree Grouping	ULTIMATE	1,427.78' - 1,430.39'	1,432.43' - 1,432.59'	5' CLEAR - 2.37' CLEAR	ULTIMATE RUNWAY 3/21 EXTENSION	ON
21-16c	Tree Grouping	ULTIMATE	1,427.98' - 1,481.21'	1,432' - 1,466.9'	5' CLEAR - 37.52' PEN	ULTIMATE RUNWAY 3/21 EXTENSION	ON
21-16d	Tree Grouping	ULTIMATE	1,427.74' - 1,436.81'	1,432.71' - 1,435.32'	4.97' CLEAR - 1.92' PEN	ULTIMATE RUNWAY 3/21 EXTENSION	ON
21-16e	Tree Grouping	ULTIMATE	1,433.62' - 1,435.8'	1,438.46' - 1,438.71'	4.91' CLEAR - 2.87' CLEAR	ULTIMATE RUNWAY 3/21 EXTENSION	ON
21-17	Tree Grouping	ULTIMATE	1,448.52' - 1,460.13'	1,453.31' - 1,455.01'	4.91' CLEAR - 6.51' PEN	ULTIMATE RUNWAY 3/21 EXTENSION	ON

Trees that are within 5' of the departure surfaces are considered to be obstructions in order to accommodate future tree growth in the analysis. See Sheet 16.  
NOTE: Ultimate tree removal grouping 21-17 is based off an estimated max tree height of 1,480.14, established using a LIDAR drone survey in 2022 as depicted in the plan view. A Runway 3/21 extension is outside the 20-year planning period, at the time of the extension, an additional obstruction survey should be completed to survey current conditions.  
Source: SEH Drone Survey Summer 2022