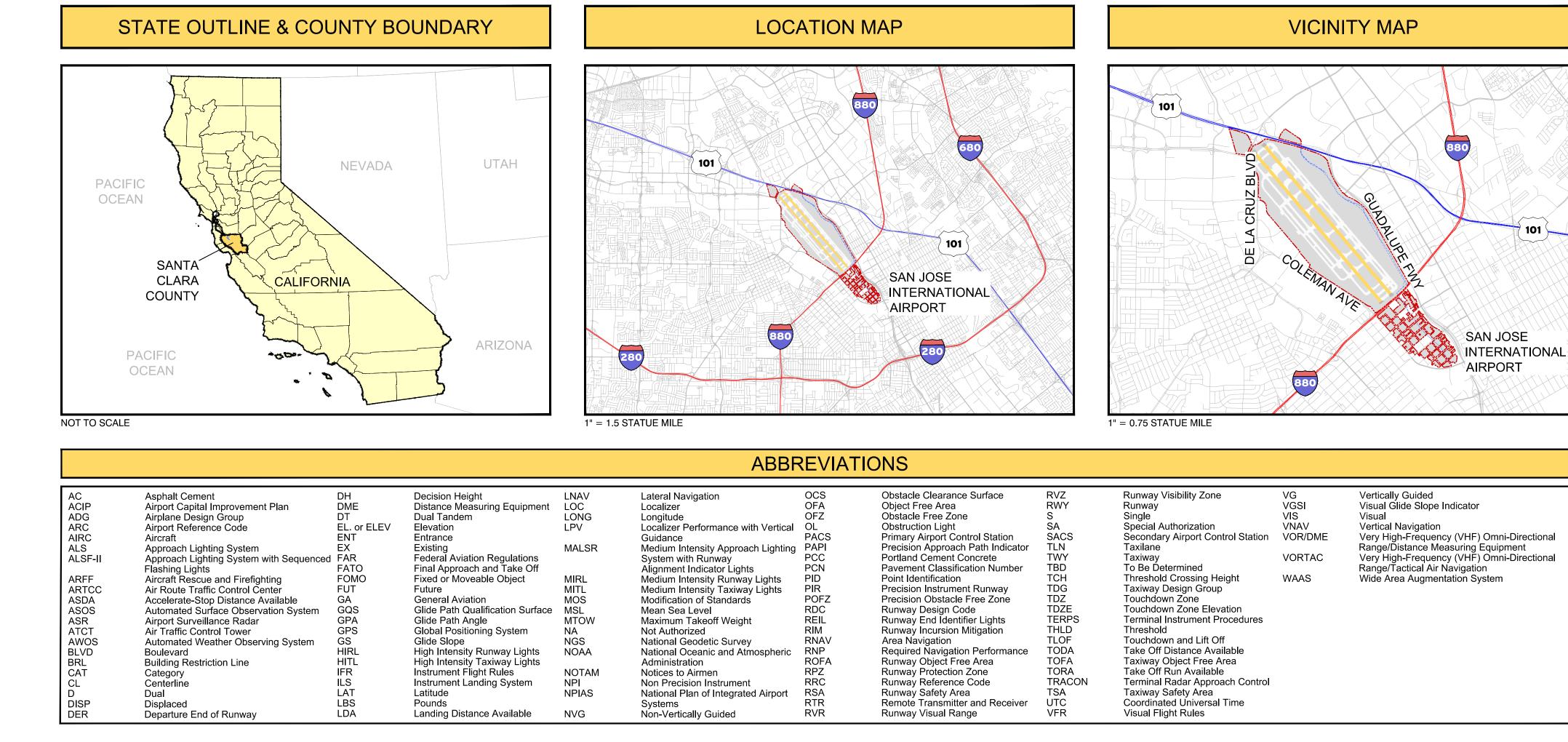
Norman Y. Mineta San Jose, California May 2020

Airport Layout Plan (ALP) Set San Jose International Airport (SJC)





Y+ IORMAN Y. M NETA SAN JOSE **INTERNATIONAL** AIRPORT

NORMAN Y. MINETA SAN JOSE **INTERNATIONAL AIRPORT** SAN JOSE, CALIFORNIA



gation	OCS OFA OFZ	Obstacle Clearance Surfa Object Free Area Obstacle Free Zone	ace	RVZ RWY S	Runway Visibility Zone Runway Single	VG VGSI VIS	Vertically Guided Visual Glide Slope Indicator Visual		
rformance with Vertical	OL PACS	Obstruction Light Primary Airport Control Si	tation	SA SACS	Special Authorization Secondary Airport Control Station	VNAV	Vertical Navigation Very High-Frequency (VHF) Omni-Directional		
nsity Approach Lighting Runway	PAPI PCC PCN	Precision Approach Path Portland Cement Concret Pavement Classification	te	TLN TWY TBD	Taxilane Taxiway To Be Determined	VORTAC	Range/Distance Measuring Equipment Very High-Frequency (VHF) Omni-Directional Range/Tactical Air Navigation		
dicator Lights nsity Runway Lights nsity Taxiway Lights	PID PIR	Point Identification Precision Instrument Run	iway	TCH TDG	Threshold Crossing Height Taxiway Design Group	WAAS	Wide Area Augmentation System		
of Standards evel akeoff Weight	POFZ RDC REIL	Precision Obstacle Free 2 Runway Design Code Runway End Identifier Lig		TDZ TDZE TERPS	Touchdown Zone Touchdown Zone Elevation Terminal Instrument Procedures				
ed odetic Survey	RIM RNAV	Runway Incursion Mitigat Area Navigation	tion	THLD TLOF	Threshold Touchdown and Lift Off				
eanic and Atmospheric on rmen	RNP ROFA RPZ	Required Navigation Perf Runway Object Free Area Runway Protection Zone	а	TODA TOFA TORA	Take Off Distance Available Taxiway Object Free Area Take Off Run Available				
n Instrument n of Integrated Airport	RRC RSA RTR	Runway Reference Code Runway Safety Area Remote Transmitter and I)	TRACON TSA UTC	Terminal Radar Approach Contro Taxiway Safety Area Coordinated Universal Time	I			
ly Guided	RVR	Runway Visual Range	Receiver	VFR	Visual Flight Rules				
FAA DISCLAIMER				APPROVA	LBLOCK	REVISION BLOCK			

FAA DISCLAIMER

THE CONTENTS OF THESE DOCUMENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR F THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY DOES NOT NECESSARILY CONSTITUTE A COMMITM THE PART OF THE UNITED STATES TO PARTICIPAT DEVELOPMENT DEPICTED HEREIN, NOR DOES IT IN THAT THE PROPOSED DEVELOPMENT IS ENVIRONM ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE LAWS.

APPROVAL BLOCK

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			NO.	BY	APP	DATE	REVISIONS
OLICY OF	SAN JOSE INTERNATIONAL AIRPORT CITY OF SAN JOSE, CALIFORNIA		1	CITY		AUG. 2015	ADD RUNWAY 12R-30L LOCALIZER AND GLI
THE FAA			2	CITY		JUL. 2018	INTERIM TERMINAL FAC
IN ANY			3	CITY		SEP. 2018	AIRCRAFT RESCUE AND FIRE FIGHTI
DICATE /IENTALLY E PUBLIC			4	HNTB		MAY 2020	INCORPORATES PROPOSED PROJECTS ID INCURSION MITIGATION (RI
	APPROVED BY	DATE					

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24 OF 25	EX/FUT PART 77 AIRPORT AIRSPACE (INNER) TABLES	05/2020
25 OF 25	FUTURE LAND USE PLAN	05/2020

IDESLOPE CRITICAL AREAS CILITY

ING (ARFF) FACILITY

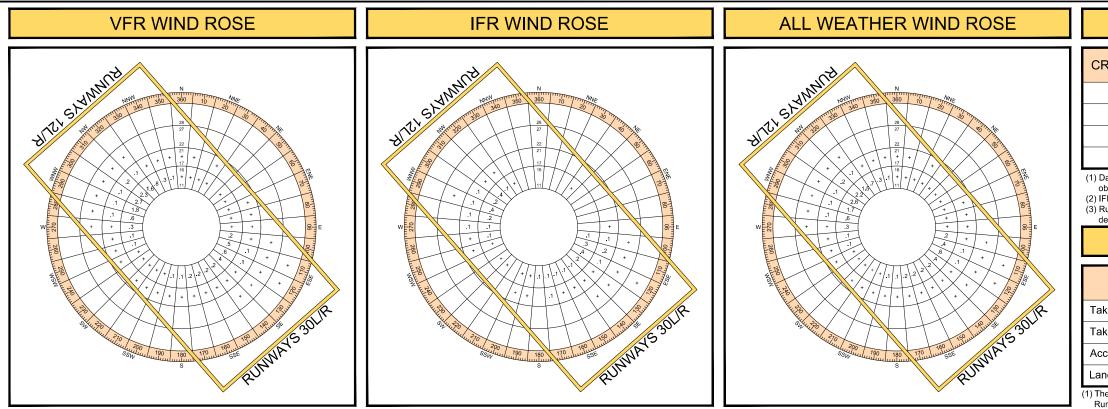
ENTIFIED IN THE RUNWAY IM) STUDY



TITLE SHEET

DRAWN BY: AYG/KKP/EWG CHECKED BY: JRB/TMW

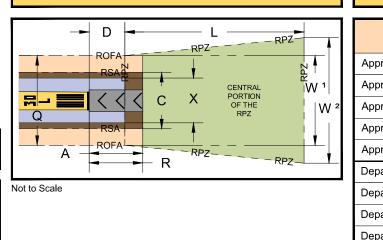
MAY 2020



												AIRPORT DATA				
VFR WIND ROSE	IFR WIND ROSE		ALL WEATHER WIND ROSI		12L/R & 30L/R WIND C				Y MONUMENTS				RV			DATA
, with	- MTZ		, WITH .	CROSSWIND COMPONENT	COVERAGE COVER	AGE COVERAGE	PACS OR SACS		D ⁽¹⁾ LAT (NAD 83	, , , ,	ELEVATION (NAVD88)	Existing Airport Elevation		DATA 62.2' M	CATEGORY agnetic Declination	13° 18° E (2018)
Style 340 360 360 10 10 10 10 10 10 10 10 10 10 10 10 10	Stylling and so so so so	The second s	SHMM 130 300 10 10 10 10 10 10 10 10 10 10 10 10 1	10.5 Knots 13 Knots	99.18% 99.32 99.75% 99.72'		PACS PACS		5425 37° 21' 42.753 5164 37° 21' 34.605		43.2' 46.4'	Existing Airport Reference P	oint 3 12	7°21'45.637"	xisting/Future Airport Reference Code (ARC)	Changing 0° 6' W Per Year
		RE THE REAL		16 Knots	99.97% 99.94		SACS		3416 37° 22' 14.011		36.8'				isting Terminal Navigational Aids ⁽¹⁾	VOR/DME
				20 Knots (1) Data collected from the National Oceanic	and Atmospheric Administration's (NOAA) ISD Dat		SACS (1) For each of the monuments listed in the		5168 37° 21' 05.881	121° 55' 07.595"	54.7'	Future Airport Reference Poi	12	21° 55' 43.041" Ex	xisting Visual Navigational Aids ⁽¹⁾	Airport Beacon, Lighted Windcone
$\begin{array}{c} -\frac{1}{2} \\ + \\ + \\ 1 \\ 23 \\ + \\ 1 \\ 27 \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ $		No man	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	obtained from the FAA AGIS Portal; Static (2) IFR Conditions occur approximately 5.84	ion: 724945; Dates 2008 through 2017; Number of 0	Observations: 94,451.		MODIFICATION 1		SIGN STANDAR	DS	Mean Max Temperature Hoth Aircraft Rescue and Firefight			kisting Miscellaneous Facilities	ASOS, RTR Medium Hub
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	W 42 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	+ 87 E	$ \begin{array}{c} + & 1 & 6 \\ + & + & 3 \\ + & + & 3 \\ + & + & 1 \\ \end{array} $	decommissioned. As a result, it is not fact					IMDA		APPROVAL	Distance & Direction From C	losest Metro 2 Miles	NW of San Jose, CA So	ectional Chart	San Francisco
		+ +	$\begin{array}{c} 1\\ 1\\ 2\\ 3\\ 1\\ 2\\ 3\\ 1\\ 2\\ 3\\ 1\\ 1\\ 1\\ 2\\ 1\\ 1\\ 1\\ 1\\ 1\\ 1\\ 1\\ 1\\ 1\\ 1\\ 1\\ 1\\ 1\\$		FUTURE DECLARED DI		STANDARD TO MODIF)	RWY	TWY AIRCRAFT	DATE	Time Zone	UTC -7 (-8	During Standard Time)	RACON	Norcal Oakland Center
				CATEGORY	12L 30I	R 12R 30L	Taxiway Sign Location	/ 129.5' ne 400'	100' 12L- 350' 12L-30R	30R ADG V / TWY Y ADG V	Submitted	Owner	С		rport Use	Public
The second secon		Hereit 30LR		Takeoff Run Available (TORA) Takeoff Distance Available (TODA)	10,139' 10,139' 0 11,000' 11,000'		Runway Object Free Area	Clear	Windcone 12L/R		7/19/2016	Existing State Equivalent Se			cation	San Jose, CA (Santa Clara County)
State 190 190 190 170 190 170 MARS	555 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	WAYS	550 190 190 190 190 190 190 190 190 190 19	Accelerate Stop Distance Available			Runway-To-Taxiway Centerli Runway Object Free Area	ne 79'		TWY V ADG II 30R ADG V	3/12/1988 Submitted ⁽⁴⁾	(1) All NAVAIDS are either owned by	y the airport or the FAA except for the Runway		TING/FUTURE NONSTANDA	RD CONDITIONS
° RUN		JL.	° RUM	Landing Distance Available (LDA)	8,831 ^{, (1)} 7,59 he Runway 12L displaced threshold as 1,308'. This		Runway Object Free Area			-30L ADG V	Submitted ⁽⁴⁾	-				
				Runway 12L LDA to account for the survey		results in a proposed change to the	"TAXI" Pavement Marking	N/A		TWY W ADG V / ADG IV	/ Submitted ⁽⁶⁾				DISTA	ANCE DISTANCE DISPOSITION
							 (1) Covers 13 signs between Runway 12L- (2) Runway 11-29 currently operates as Ta (3) This MOS is a revalidation of the approx 	xiway W1 and is not marked as a runw	(4) MOS submitted for a ay. (5) MOS submitted for a (6) MOS submitted for a	oproval April 2020.						ries 160' See Note (8) ries 160' See Note (6)
		RUNWAY	DATA TABLE						TAXIWAY D	ΔΤΔ				TWYs B, Y - TOFA Pe		ries 160' See Note (8)
	11 (4)	29 ⁽⁴⁾			201											9' 93'/59' See Note (6) 9' 93'/59' See Note (6)
CATEGORY	EXISTING FUTURE EXISTII		12L 30 EXISTING FUTURE EXISTING	R 12R FUTURE EXISTING FUTURE	30L EXISTING FUTURE		EXISTING DESCRIPTION (DETAUSEN) CATEGORY	ADG	TDG	WIDTH	SURFACE	EX/FUT TSA WIDTH	OFA WIDTH			9' 93'/59' See Note (6) ries 93' See Note (6)
Runway Length Runway Width	4,626' 4,626 100' 100'	5'	11,000' Same 11,000' 150' Same 150'	Same 11,000' Same	11,000' Same			EXISTING FUTURE	EXISTING FUTURE			LIGHTING EXISTING FUT				2.7' 129.5' See Note (8)
End Elevation (MSL) ^{(1) (3)}	100' 100' 41.9' 51.7'	,	150' Same 150' 37.7' Same 61.1'	Same150'SameSame38.2'Same	150' Same 62.1' Same		TWY Z - TWY Y Crossover WY Y - 12L-30R Runway Entrand	V Same ce V Same	5 6 5 6	136' Same 197' Same	Concrete Concrete	MITL 214' Sa MITL 214' Sa	me 320' Same me 320' Same		ation (GS Antenna/Building)110tion (GSE Staging Area)151	0.6' 129.5' See Note (8) 1.9' 160' See Note (6)
Displaced Threshold Elevation (MSL) ^{(1) (3)}	N/A N/A		37.8' Same 55.2'	Same 37.9' Same	57.0' Same		2L-30R - 12R-30L Runway Entran		5 6	131' Same	Concrete	MITL 214' Sa		TWY Z - TOFA Penetra		()
Touchdown Zone Elevation (MSL) Pavement Classification Number (PCN)	48.9' 51.8' N/A N/A	·	43.8' Same 55.2' 82/R/B/W/T Same 82/R/B/W/T	Same 45.6' Same Same 67/R/B/W/T Same	57.0' Same 67/R/B/W/T Same		TWY Z - TWY Y Crossover WY Y - 12L-30R Exit	V Same V Same	5 6	102' Same 100' Same	Concrete Concrete		me 320' Same me 320' Same	TWY Z - TSA Penetrati		
Pavement Strength (x 1,000 lbs.)				220.0 (S)	220.0 (S)		WY Y - 12L-30R Exit 2L-30R - 12R-30L Exit	V Same V Same	5 6	100' Same 103' Same	Concrete		me 320' Same me 320' Same	TWYs V, W1 (TDG 3) - TWY (All TDG 5) - Sho	(4)	ries 20' See Note (6) ries 30' See Note (6)
	60.0 (S) 60.0 (S	5)	220.0 (S) 220.0 (S) 250.0 (D) Same 250.0 (D) 605.0 (2D) 605.0 (2D)	Same 220.0 (S) 250.0 (D) 605.0 (2D) Same	250.0 (D) 605.0 (2D) Same		TWY Z - TWY Y Crossover	V Same	5 6	345' 150'	Concrete		me 320' Same	TWY Z to TWY Y Sepa	ration 21	5' 267' See Note (7)
			605.0 (2D) 605.0 (2D)	875.0 (2D/2D2)	875.0 (2D/2D2)	В	WY Y - 12L-30R Exit 2L-30R - 12R-30L Exit	V Same V Same	5 6 5 6	326' Same 72' 75'	Concrete Concrete	MITL 214' Sa MITL 214' Sa	me 320' Same me 320' Same		(2)	ries Clear See Note (5) ries Varies ⁽⁴⁾ Request MOS
Runway Lighting	MIRL MIRL		HIRL Same HIRL	Same HIRL Same	HIRL Same	1	2R-30L - TWY W Exit	V Same	5 6	116' Same	Concrete	MITL 214' Sa	me 320' Same	RWY 12L-30R Centerli	ne to Taxiway Y Centerline Separation 35	Sol 400' See Note (7)
Runway Marking Displaced Threshold	N/A N/A N/A N/A		PrecisionSamePrecision1,308'Same2,537'	SamePrecisionSameSame1,297'Same	Precision Same 2,537' Same		TWY Z - TWY Y Crossover 'WY Y - 12L-30R Exit	V Same V Same	5 6	193' 150' 129' Same	Concrete Concrete	MITL 214' Sa MITL 214' Sa	me 320' Same me 320' Same	RWY 12R-30L Centerlin RWY 12L-30R - Should		00' 500' See Note (8) 5' 35' See Note (6)
FAR Part 77 Category	Visual Visua	al	NPI Same NPI	Same PIR Same	PIR Same	с —	2L-30R - 12R-30L Exit	V Same V Same	5 6	98' Same	Concrete		me 320' Same			See Note (8) 21' 600' See Note (8)
Runway Decision Height (MSL) Approach Visibility Minimums	Visual Visua Visua		294' Same 255' 3/4 Same 3/4	Same251'SameSame1/2Same	157' Same 1200 RVR Same		2R-30L - TWY W Exit	V Same	5 6	117' Same	Concrete		me 320' Same			5' 600' See Note (8)
FAR Part 77 Approach Slope	20:1 20:1		3/4 Same 3/4 34:1 Same 34:1	Same1/2SameSame50:1/40:1Same	50:1/40:1 Same		TWY Z - TWY Y Crossover "WY Y - 12L-30R Exit	V Same V Same	D 6 5 6	191' 150' 129' Same	Concrete Concrete	MITL 214' Sa MITL 214' Sa				ries Clear See Note (8) ries Clear See Note (8)
Departure Surface Slope Threshold Siting Surface - Engineering Brief #99	N/A N/A N/A]	40:1 Same 40:1	Same 40:1 Same	40:1 Same	D Same —	2L-30R - 12R-30L Exit	V Same	5 6	98' Same	Concrete	MITL 214' Sa	me 320' Same	TWY K - Direct Access	N/	A N/A See Note (9)
Runway Surface Composition	N/A N/A Asphalt Aspha	alt	4 Same 4 Concrete Same Concrete	Same 5 Same Same Concrete Same	5 Same Concrete Same		2R-30L - TWY W Exit WY W - TWY W1 Crossover	V Same III Same	5 6 3 Same	116' Same 82' Same	Concrete		me 320' Same me 186' Same		Ingle Entrance Taxiway N/.	YA N/A See Note (10) taxiway on the airfield has at least one segment that is
Surface Treatment	None None		Grooved Same Grooved	Same Grooved Same	Grooved Same		WY W1 - TWY V Crossover	III Same	3 Same	83' 109'	Asphalt	MITL 118' Sa		less than the standard 30' (2) Runway 12L End - Blast F		ort Blvd; Blast Fence; Airport Perimeter Fence;
Runway End Coordinates ^{(1) (2)} -Latitude -Longitude	37° 21' 57.416" 37° 21' 22 121° 56' 11.972" 121° 55' 34		37° 22' 29.980" 37° 21' 08.132" 121° 56' 24.638" 121° 54' 54.921"	Same 37° 22' 25.427" Same 121° 56' 31.160"	37° 21' 03.577" Same 121° 55' 01.443"	E	TWY Z - TWY Y Crossover 'WY Y - 12L-30R Exit	V Same	5 6	194' 150'	Concrete Concrete	MITL 214' Sa MITL 214' Sa		(3) Runway 12L End - Blast F Shelter; ASOS; Runway 12	ence; VSR; Airport Perimeter Fence; Ewert Road; Security Fer R End - Blast Fence; VSR; Airport Perimeter Fence; Ewert Ro st Fence; VSR; Airport Perimeter Fence; Airport Blvd; Interstat	nce; Runway 30R End - Blast Fence (x2); Glide Slope oad; Security Fence; De La Cruz Blvd; Glide Slope
Displaced Threshold ^{(1) (2)} -Latitude	N/A N/A		37° 22' 20.253" 37° 21' 27.015" Same 37° 21' 27.015"	37° 22' 15.775" Same Same	37° 21' 22.457" Same		TWY Z - TWY Y Crossover	V Same V Same	5 6	129' Same 192' 150'	Concrete		me 320' Same me 320' Same	Slope Shelter; MALSR Sh (4) Runways 12L-30R and 12		-30L has an existing MOS for a modified ROFA width
-Longitude	N/A N/A 51.8' 51.8'	Closed	121° 56' 13.970" 121° 55' 15.610"	121° 56' 20.582"	121° 55' 22.130"		WY Y - 12L-30R Exit	V Same	5 6	150' Same	Concrete		me 320' Same	(5) The ROFZ is intended to p and critical than the ROFZ	rotect arriving aircraft which are protected by the displaced thr for arriving operations with the application of declared distance	resholds. For each runway end, the RSA is more limiting
Minimum Elevation ⁽³⁾	51.8' 51.8' 41.9' 41.9'		61.1' Same 61.1' 37.7' Same 37.7'	Same62.1'SameSame37.9'Same	62.1' Same 37.9' Same		2L-30R - 12R-30L Exit TWY Z - TWY Y Crossover	V Closed V Same	5 Closed 5 6	98' Closed 182' Same	Concrete Concrete	MITL 214' N MITL 214' Sa	/A 320' N/A me 320' Same	(6) The proposed projects ide (7) Taxiways Y and Z are AD0	y apply to Runway 12R-30L and are clear of penetrations. https://doi.org/10.1011/101100000000000000000000000000	anding on Runway 12L-30R and taxiing on Taxiway Y.
Effective Gradient %	0.213% 0.213%		0.213% Same 0.213%	Same 0.218% Same	0.218% Same	G Same T	WY Y - 12L-30R Exit	V Same	5 6	118' Same	Concrete	MITL 214' Sa	me 320' Same	(8) These conditions are ident (9) While Taxiway K may app	ictions are in effect when an ADG V aircraft is taxiing on either ified during the RIM study and will be evaluated in a future plan ar to meet the definition of direct access from a runway to an	nning study. apron, all aircraft pushbacks from the terminal gates
Maximum Gradient % Runway Geodetic Azimuth	0.213% 0.213% 0.213% 318.812°		0.213% Same 0.213% 138.809° Same 318.824°	Same 0.218% Same Same 138.809° Same	0.218% Same 318.824° Same	Т	WY W - TWY W1 Crossover WY W1 - TWY V Crossover	III Same	3 Same 3 Same	127' Same 98' 109'	Concrete Asphalt	MITL 118' Sa MITL 118' Sa		(10) As documented in the RI	nder ATC control and are pushed back onto parallel Taxiway 2 M study, future Taxiway W1 mitigates the need for aircraft to b alty time incurred under Wake Turbulence Recategorization (R	back-taxi on Runway 30L caused by the increased
Magnetic Heading	125.512° 305.51	9°	125.509° Same 305.524°	Same 125.509° Same	305.524° Same		TWY Z - TWY Y Crossover	V Same	5 6	166' Same	Concrete		me 320' Same	EXI	STING/FUTURE SEPARATIC	ON STANDARDS
Navaids and Visual Aids ⁽⁵⁾	None None	9	PAPI, REIL Same PAPI	Same PAPI, MALSR Same	PAPI, MALSR Same		WY Y - 12L-30R Exit	V Same	5 6	129' Same	Concrete		me 320' Same	DISTANC	· · · · · · · · · · · · · · · · · · ·	
Runway Profile Line of Sight Requirement Met	Yes Yes		Yes Same Yes	Same Yes Same	Yes Same		2L-30R - 12R-30L Exit TWY Z - TWY Y Crossover	V Closed V Same	5 Closed 5 6	98' Closed 167' 150'	Concrete Concrete	MITL 214' N. MITL 214' Sa		ADG V Taxiway Center	line Fixed Or Moveable Object	160'
Runway Design Code (RDC) Approach Reference Code (APRC) ⁽⁶⁾	B/II/VIS B/II/VIS	S	D/V/4000 Same D/V/4000	Same D/V/2400 Same	D/V/1200 Same		WY Y - 12L-30R Exit	V Same	5 6	129' Same	Concrete	MITL 214' Sa		ADG V Taxilane Cente ADG V Taxiway Center		
	B/I/VIS B/I/VIS	S	B/III/4000 Same B/III/4000	Same D/V/2400 Same	D/V/2400 D/IV/1600 Same	J Same —	2L-30R - 12R-30L Exit 2R-30L - TWY W Exit	V Same V Same	5 6 5 6	97' Same 118' Same	Concrete Concrete		me 320' Same me 320' Same	ADG V Taxilane Cente		245'
Departure Reference Code (DPRC) ⁽⁶⁾	B/I B/I		B/III, D/II Same B/III, D/II	Same D/V Same	D/V Same		WY W - TWY W1 Crossover	III Same	3 Same	125' Same	Concrete	MITL 118' Sa	me 186' Same	ADG V TSA Width ADG V Taxiway OFA V	lidth	214' 320'
Aeronautical Survey Classification Critical Design Aircraft	NVG NVG King Air B350 King Air E		VG Same VG B787-9 B777-300ER B787-9	Same VG Same B777-300ER B787-9 B777-300ER	VG Same R B787-9 B777-300ER		WY W1 - TWY V Crossover TWY Z - TWY Y Crossover	IIISameVSame	3 Same	111' Same 167' Same	Concrete Concrete	MITL 118' Sa MITL 214' Sa	me 186' Same me 320' Same	ADG V Taxiway OFA V		276'
Critical Design Aircraft Airplane Design Group (ADG)				V V V	V V		WY Y - 12L-30R Exit	V Same	5 6	129' Same	Concrete		me 320 Same	ADG V TWY Wingtip C		53'
Critical Design Aircraft Taxiway Design Group (TDG) Critical Design Aircraft Wingspan	2 57.9' 27.9'	,	5 6 5 197.3' 212.6' 197.3'	6 5 6 212.6' 197.3' 212.6'	5 6 197.3' 212.6'		2L-30R - 12R-30L Exit	V Same	5 6	259' Same	Concrete		me 320' Same	ADG V TLN Wingtip CI ADG III Taxiway Cente		31' 93'
Critical Design Aircraft Approach Speed (Knots)	103.0 103.0		157.5 212.0 157.5 153.0 150.0 153.0	212.0 197.3 212.0 150.0 153.0 150.0	153.0 150.0		TWY Z - TWY Y Crossover 'WY Y - 12L-30R Exit	V Same V Same	5 6	175' 150' 403' Same	Concrete Concrete	MITL 214' Sa MITL 214' Sa	me 320' Same me 320' Same	ADG III Taxilane Cente	rline Fixed Or Moveable Object	81'
Critical Design Aircraft Undercarriage Width Critical Design Aircraft Tail Height	18.6' 18.6' 18.6'		39.1' 42.3' 39.1' 56.1' 61.8' 56.1'	42.3' 39.1' 42.3'	39.1' 42.3'		2L-30R - 12R-30L Exit	V Same	5 6	536' 105'	Concrete	MITL 214' Sa	me 320' Same	ADG III Taxiway Cente ADG III Taxilane Cente		ne CL 152'
Critical Aircraft MTOW (lbs.)	14.3' 14.3' 15,000 15,000		56.1' 61.8' 56.1' 561,500 777,000 561,500	61.8' 56.1' 61.8' 777,000 561,500 777,000	56.1' 61.8' 561,500 777,000		2R-30L - TWY W Exit WY Y - 12L-30R Exit	V Same V Same	5 6 5 A	129' Same 111' Same	Concrete Concrete		me 320' Same me 320' Same	ADG III TSA Width		118'
 Runway end coordinates and elevations are based on the AGIS survey with aerial imag Horizontal Datum: North American Datum of 1983, 2011 Adjustment (NAD83 [2010.00]) Vortical Datum: North American Vortical Datum 1988 (NAVD89) 			(6) The APRC is comprised of the AAC, ADG, and approach visibility min ADG where no special operating procedures are necessary. According critical design aircraft identified for the runway. Nevertheless, the AB	g to AC 150/5300-13A, Change 1, Tables 3-7 & 3-8, existing/futu	ture Runway 12L-30R may not accommodate the	M Same 12	2L-30R - 12R-30L Exit	V Same V Same	5 6	85' Same	Concrete		me 320' Same	ADG III Taxiway OFA		186' 162'
 (3) Vertical Datum: North American Vertical Datum 1988 (NAVD88). (4) Runway 11-29 currently operates as Taxiway W1, and is not marked as a runway. It als and is planned to be formally decommissioned in accordance with the recommendation: (5) AUM NAVADS are aither surved by the accordance to the SA accord for the Runway 121 RE 	s in the SJC RIM Study.	for existing airspace purpo	critical design aircraft identified for the runway. Nevertheless, the AP runway to taxiway separation. These codes however, do not take into restrictions/plans.				2R-30L - TWY W Exit WY Y - 12L-30R Runway Entrand	V Same	5 6	100' Same	Concrete Concrete	MITL 214' Sa MITL 214' Sa		ADG III Taxilane OFA		<u> </u>
(5) All NAVAIDS are either owned by the airport or the FAA except for the Runway 12L RE			AFETY AREA KEY MAP	RUNWAY PROTECTION ZC		N Same	2L-30R - 12R-30L Runway Entran		5 6	132' Same 98' Same	Concrete		me 320' Same me 320' Same	ADG III TLN Wingtip C	earance	22'
						V Apron	TWY L - TWY G Partial Paralle	III Same	3 Same	50' Same	Asphalt	MITL 118' N		TDG 2 Taxiway Edge S TDG 3 Taxiway Edge S		7.5'
RUNWAY RSA WIDTH (C) RSA BEYOND STOP END (R)	STANDARD RSA LENGTH			RUNWAY RPZ LENGTH		W Same	TWY G - TWY C Partial Paralle N/A Full Parallel	II III IV Same	2 3 5 Same	75' Same 76' Same	Asphalt Concrete	MITL 79' N. MITL 171' Sa	/A 131' 162' me 259' Same	TDG 5/6 Taxiway Edge		15'
Existing 11-29 150' 300' Existing/Future 12L-30R 500' 1.000'	300' 1.000'	-		roach RPZ Existing 11 & 29 1,000'		N/A W1	N/A Runway Entran		N/A 3	N/A 50'	Concrete	MITL N/A 11		TDG 2 Shoulder Width TDG 3 Shoulder Width		15' 20'
Existing/Future 12L-30R 500' 1,000' Existing/Future 12R-30L 500' 1,000'	1,000'		PORTION	roach RPZ Existing/Future 12L 1,700' roach RPZ Existing/Future 30R 1,700'		W1 V N/A W2	N/A Partial Paralle N/A Crossover	III Same N/A III	3 Same N/A 3	98' Same N/A 109'	Asphalt/Concrete Asphalt		me 186' Same 18' N/A 186'	TDG 5/6 Shoulder Width	h	30'
	E AREA AND			roach RPZ Existing/Future 12R 2,500'		N/A W2 N/A W3	N/A Crossover N/A Crossover	N/A III N/A III	N/A 3 N/A 3	N/A 109 N/A 109'	Asphalt	MITL N/A 11 MITL N/A 11		Runway 12L-30R Cent		
OBSTACLE FREE ZONE		A -	R R R	roach RPZ Existing/Future 30L 2,500' arture RPZ Existing 11 & 29 1,000'		N/A W4	N/A Crossover	N/A III	N/A 3	N/A 109'	Asphalt	MITL N/A 11		Runway 12R-30L Center Runway 12L-30R Center		
	ANDARD OFA ROFZ ROFZ BEYON LENGTH WIDTH (X) STOP END (D			arture RPZ Existing/Future 12L 1,700'		N/A V1 N/A V3	N/A Crossover N/A Crossover	N/A III N/A III	N/A 3 N/A 3	N/A 109' N/A 109'	Asphalt Asphalt	MITL N/A 11 MITL N/A 11		Runway 12L-30R Center	erline Taxiway Z Centerline	565'
Existing 11-29 500' 300'	LENGTH WIDTH (X) STOP END (D) 300' 400' 200'			arture RPZ Existing/Future 30R 1,700' arture RPZ Existing/Future 12R 1,700'		N/A V5	N/A Crossover	N/A III	N/A 3	N/A 109'	Asphalt	MITL N/A 11	18' N/A 186'	Runway 12L-30R Cente Runway 12R-30L Cente		350'
H Existing/Future 12L-30R 800' 1,000' Existing/Future 12R 30R 200' 1,000'	1,000' 400' 200'	_		arture RPZ Existing/Future 12R 1,700' arture RPZ Existing/Future 30L 1,700'		Y ⁽¹⁾ Same Z ⁽¹⁾ Same	N/A Full Parallel	V Same V Same	5 6	75' Same 75' Same	Concrete	MITL 214' Sa MITL 214' Sa	me 320' Same me 320' Same	Runway 12R-30L Center Runway 12R-30L Center		
Existing/Future 12R-30R 800' 1,000'	1,000' 400' 200']				(1) Taxiways Y and Z are ADG V but ha	ave operational restrictions when certain aircra	t are landing and operating on Runway	/ 12L-30R and Taxiway Y. When ar						ay V (Future Apron Taxilane) centerline separation for segmer	
DD/Exh					DISCLAIMER	,		· · · · · · · · · · · · · · · · · · ·		REVISION BI (ween Taxiway G and Taxiway C is 920'.	,

CAPITAL OF SILICON VALLEY

RUNWA									
RUNWAY	RSA WIDTH (C) RSA BEYON STOP END (I		RSA					
Existing 11-29	150'	300'	300'						
Existing/Future 12L-30R	500'	1,000'	1,000'						
Existing/Future 12R-30L	500'	1,000'	1,000'						
RUNWAY OBJECT FREE AREA AND OBSTACLE FREE ZONE DIMENSIONS									
RUNWAY	ROFA WIDTH (Q)	ROFA BEYOND STOP END (A)	STANDARD OFA LENGTH	ROFZ WIDTH (X)	ROFZ BEYO				
Existing 11-29	500'	300'	300'	400'	200'				
Existing/Future 12L-30R	800'	1,000'	1,000'	400'	200'				
Existing/Future 12R-30R	800'	1,000'	1,000'	400'	200'				





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REVISION BLOCK NO. BY APP DATE REVISIONS 1 CITY AUG. 2015 ADD RUNWAY 12R-30L LOCALIZER AND GLIDESLOPE CRITICAL AREAS 2 CITY INTERIM TERMINAL FACILITY JUL. 2018 AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) FACILITY 3 CITY SEP. 2018 INCORPORATES PROPOSED PROJECTS IDENTIFIED IN THE RUNWAY INCURSION MITIGATION (RIM) STUDY 4 HNTB MAY 2020

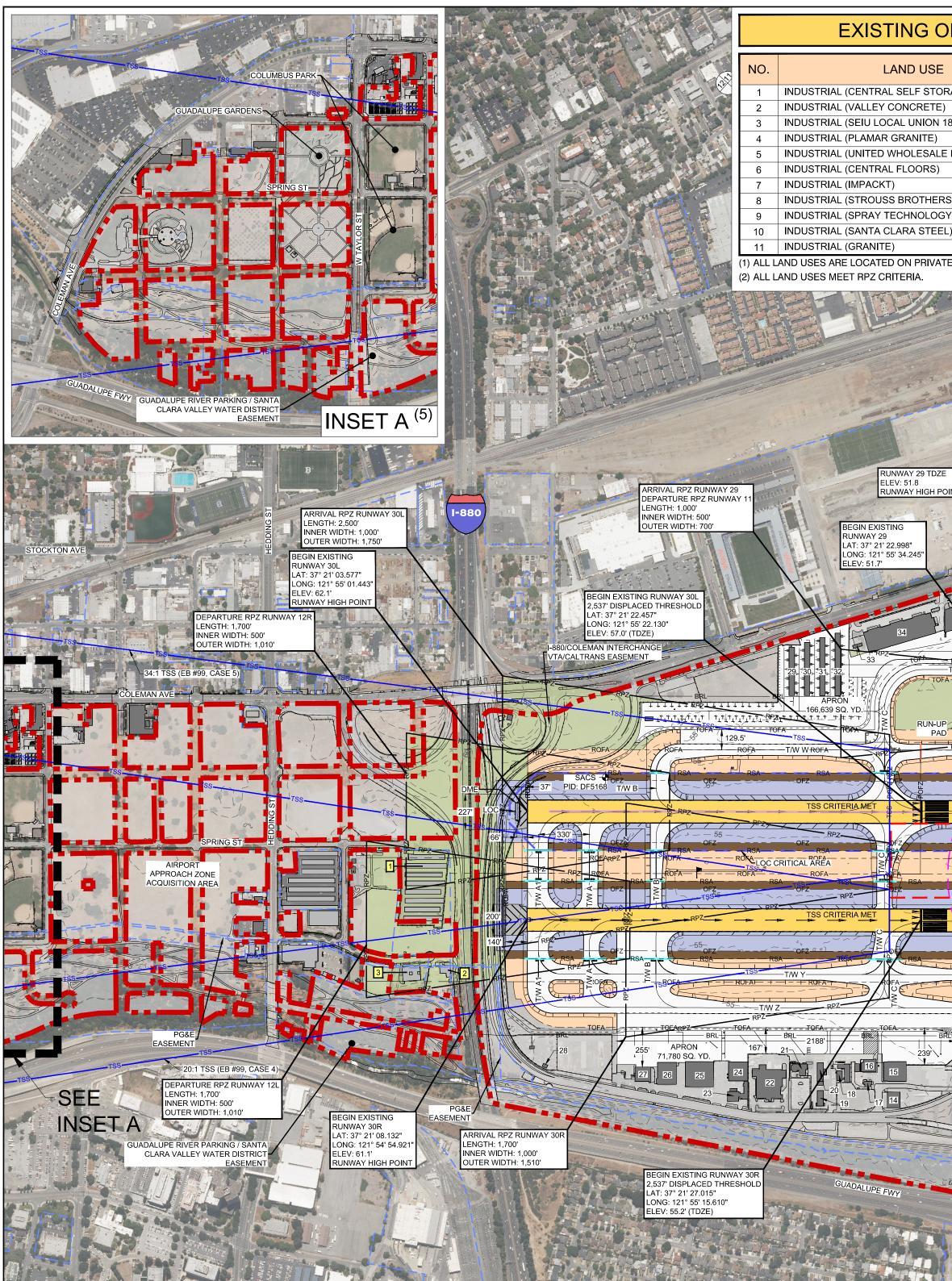
5		

HNTB

AIRPORT DATA SHEET

DRAWN BY: AYG/KKP/EWG CHECKED BY: JRB/TMW

MAY 2020





					9839	AIRPORT REFERENCE POINT LAT: 37° 21' 45.637" LONG: 121° 55' 44.790"
		DRAWING LEGEN	D			ARD AND AND AND AND AND AND AND AND AND AN
PAVEMENT		ESHOLD SITING SERVICE (TSS)	TSS	GLIDE SLOPE (GS)	¢	
/ APRON PAVEMENT		DBARS		LOCALIZER (LOC)		
AVEMENT IN USE		CRITICAL AREA HOLDBARS		REMOTE TRANSMITTER / RECEIVER (RTR)	۲	TECHNOLOGY DD
NT UNDER CONSTRUCTION		N-MOVEMENT AREA BOUNDARY		AUTOMATED SURFACE OBSERVING SYSTEM	A	
PROPERTY LINE		ST PAD		(ASOS)	-	
PROPERTY FILL	8' PE	ERIMETER FENCE	xx	VERY HIGH FREQUENCY OMNI-DIRECTIONAL	\land	
SAFETY AREA	EAS	EMENT		RANGE (VOR)		
PROTECTION ZONE	RPZ TOP	POGRAPHIC CONTOURS (FEET, MSL)	40	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM		NOTES
PORTION OF THE RPZ	GLI	DESLOPE (GS) CRITICAL AREA		WITH RUNWAY ALIGNMENT INDICATOR LIGHTS (MALSR)		110120
OBJECT FREE AREA	BOFA - BOFA - LOC	CALIZER (LOC) CRITICAL AREA			No.	
OBJECT FREE AREA	TOFA	DS CRITICAL AREA		SURVEY POINTS	₩ ¹⁴ 4	(1) ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
OBSTACLE FREE ZONE	OFZ VOF	R CRITICAL AREA		AIRPORT REFERENCE POINT	$\mathbf{\Theta}$	(2) HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83 [2010.00]).
RESTRICTION LINE	BRL CON	IPASS CALIBRATION PAD CRITICAL AREA			(12)	(3) VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
OBJECT FREE AREA /		PORT BEACON	*	SECTION CORNERS	$\begin{pmatrix} 1 \\ 3 \\ 4 \end{pmatrix}$	(4) THE BUILDING RESTRICTION LINE (BRL) IS A COMPOSITE OF THE PART 77 35' CONTOUR, TOFA, RPZ, AND NAVAID
G RESTRICTION LINE	WIN	D CONE AND SEGMENTED CIRCLE	₽ -Ô-	EXISTING OFF-AIRPORT LAND USES	xx	CRITICAL AREAS.
G - EXISTING - ON AIRPORT	PRE	CISION APPROACH PATH INDICATOR (PAPI)	THE	(SEE TABLE FOR OFF-AIRPORT LAND USES IN RPZ)		(5) THE SCALE AND ORIENTATION ARE THE SAME IN THE INSET AS SHOWN IN OVERALL VIEW OF DRAWING.
G - EXISTING - OFF AIRPORT	RUN	IWAY END IDENTIFIER LIGHTS (REIL)	•			(6) RUNWAY 11-29 HAS BEEN TEMPORARILY CLOSED SINCE 9/8/2009.

TING OFF-AIRPOR	RT LAND USES IN RPZ		EXISTING BUILDINGS / FACILITIES (MAIN AIRPORT CAMPUS)										
LAND USE	LOCATION	AVIGATION EASEMENT	NO.	DESCRIPTION	TOP ELEVATION FEET MSL	NO.	DESCRIPTION	TOP ELEVATION FEET MSL	NO.	DESCRIPTION	TOP ELEVATION FEET MSL		
AL SELF STORAGE)	12L DEPARTURE RPZ (S OF AIRPORT)	76-03	1	AIRPORT FUEL FARM	34.0	16	FIRE STATION 20	75.0	33	AVBASE FUEL FARM	36.2		
CONCRETE)	12L DEPARTURE RPZ (SE OF AIRPORT)	76-03	2	FED-EX CARGO	27.9	17	WASTE DISPOSAL	65.1	34	AVBASE HANGAR	93.6		
DCAL UNION 1877)	12L DEPARTURE RPZ (SE OF AIRPORT)	N/A	3	SAN JOSE POLICE DEPARTMENT (SJPD)	54.0	18	CITY MAINTENANCE	71.0	35	ATLANTIC AVIATION SOUTH	95.3		
R GRANITE)	30R DEPARTURE RPZ (NE OF AIRPORT)	74-06	4	SHUTTLE BUS STAGING	58.6	19	CITY MAINTENANCE	74.6	36	HEWLETT PACKARD HANGAR	93.2		
WHOLESALE FLOWERS)	30R DEPARTURE RPZ (NE OF AIRPORT)	74-06	5	FUEL DISPENSING RACKS	57.5	20	CITY MAINTENANCE	74.5	37	ATLANTIC AVIATION HANGARS	91.2		
AL FLOORS)	30R DEPARTURE RPZ (NE OF AIRPORT)	74-06	0	COMPRESSED NATURAL GAS (CNG) FUEL	50.0	21	CITY BUILDING	70.8	38	ATLANTIC AVIATION HANGARS	89.2		
(Т)	12R ARRIVAL RPZ (NE OF AIRPORT)	72-01	6	STATION	53.6	22	LSG SKY CHEFS	100.5	39	ATLANTIC AVIATION HANGARS	79.4		
SS BROTHERS CONSTRUCTION)	12R ARRIVAL RPZ (NW OF AIRPORT)	73-01	7	TERMINAL A	81.8	23	CITY OFFICE	71.6	40	ATLANTIC AVIATION HANGARS	90.1		
TECHNOLOGY)	12R ARRIVAL RPZ (NW OF AIRPORT)	73-01	8	HOURLY LOT 2 (TERMINAL A GARAGE)	110.8	24	MULTIPLE TENANT HANGAR	85.4	41	ATLANTIC AVIATION FUEL FARM	70.5		
CLARA STEEL)	12R ARRIVAL RPZ (NW OF AIRPORT)	73-01	9	FIS FACILITY	117.4	25	MULTIPLE TENANT HANGAR	97.8	42	FAA TOWER	146.6		
ſE)	12R ARRIVAL RPZ (NW OF AIRPORT)	N/A	10	CENTRAL PLANT	62.5	26	AMERICAN AIRLINES HANGAR	88.1	43	REGULATOR VAULT	94.5		
ED ON PRIVATE PROPERTY.			11	TERMINAL B	117.4	27	SOUTHWEST AIRLINES PROVISIONING	91.6	44	SIGNATURE HANGARS 1-2	94.6		
CRITERIA.			10	HOURLY LOT 3 (TERMINAL B GARAGE) /	110.0	28	MAIN POINT OF ENTRY (MPOE) DATA BUILDING	67.7	45	SIGNATURE TERMINAL	78.5		
			12	CONSOLIDATED RENTAL CAR FACILITY (CONRAC)	149.6	29	CITY T-HANGARS	70.6	46	SIGNATURE HANGARS 3-4	93.9		
			13	AIR FREIGHT	77.3	30	CITY T-HANGARS	70.2	47	SIGNATURE HANGARS 5-6	93.0		
		BR	14	CITY HANGARS	83.8	31	CITY T-HANGARS	70.0	48	SIGNATURE HANGAR 7	130.6		
	The second secon	JKA	15	CITY HANGARS	85.9	32	CITY T-HANGARS	69.8	49	SIGNATURE FUEL FARM	65.9		

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Airport BLVD
AIRPORT BEACON
RUNWAY 12L TDZE ELEV: 43.8'

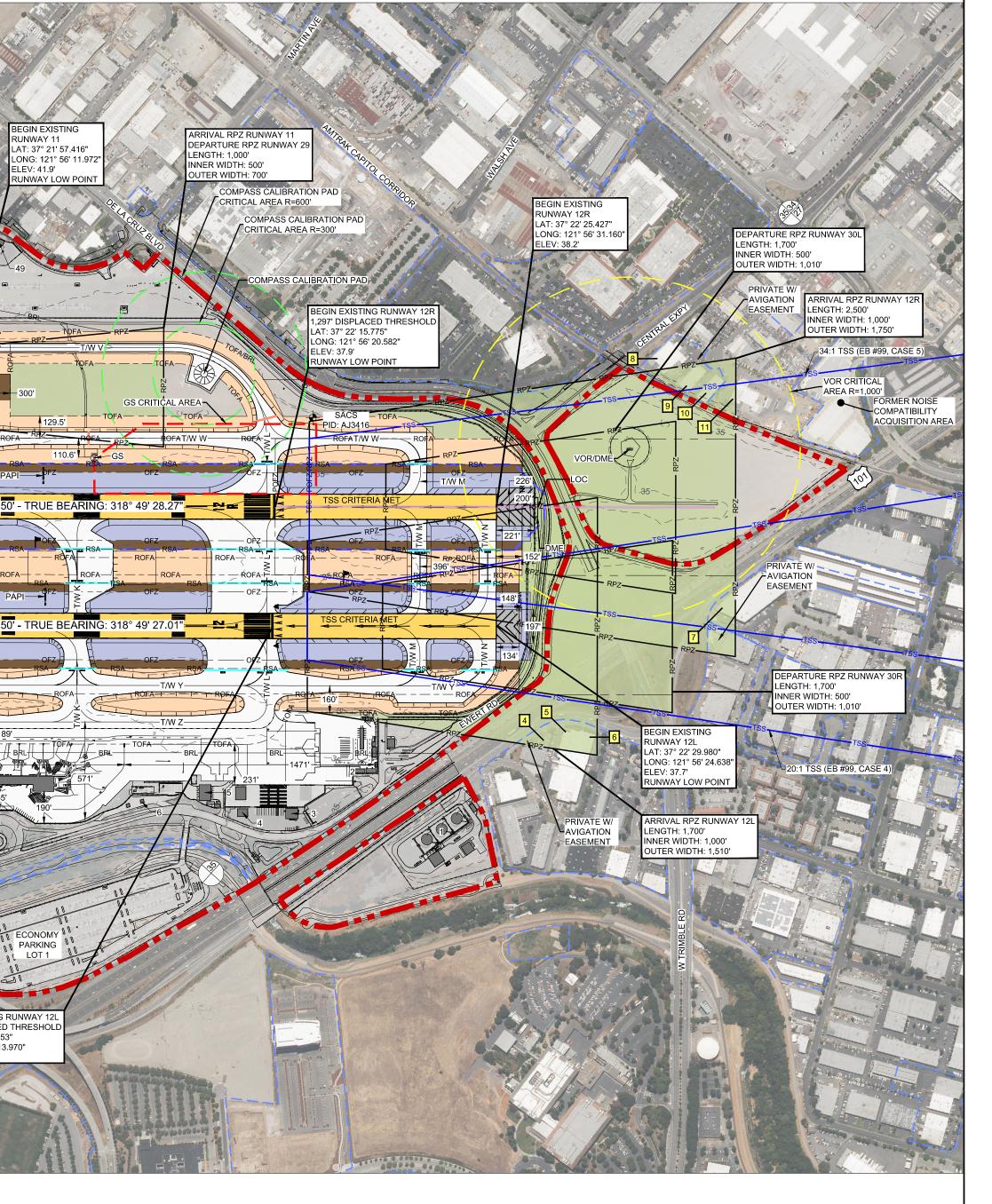
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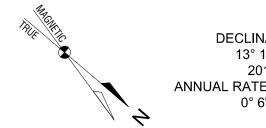
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REVISION BLOCK

BEGIN EXISTING RUNWAY 12L 1,308' DISPLACED THRESHOLD LAT: 37° 22' 20.253" LONG: 121° 56' 13.970" ELEV: 37.8'

REVISIONS	DATE	APP	BY	NO.
ADD RUNWAY 12R-30L LOCALIZER AND GL	AUG. 2015		CITY	1
INTERIM TERMINAL FA	JUL. 2018		CITY	2
AIRCRAFT RESCUE AND FIRE FIGHT	SEP. 2018		CITY	3
INCORPORATES PROPOSED PROJECTS IE INCURSION MITIGATION (F	MAY 2020		HNTB	4





DECLINATION: من 18' E 2018 ANNUAL RATE OF CHANGE 0° 6' W

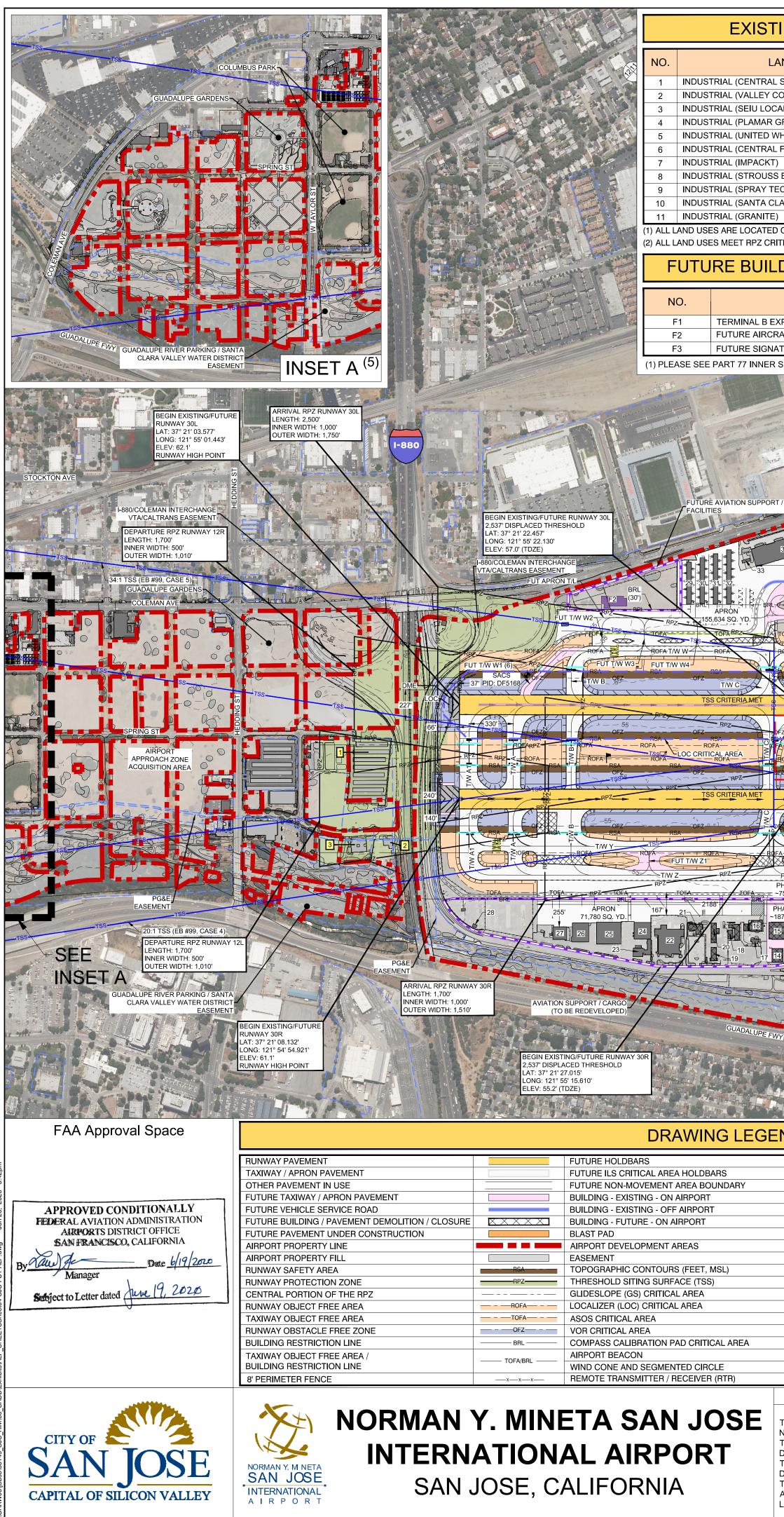
1 00 GRAPHIC SCALE IN FEET

EXISTING AIRPORT LAYOUT PLAN ACILITY TING (ARFF) FACILITY

DENTIFIED IN THE RUNWAY RIM) STUDY

HNTB DRAWN BY: AYG/KKP/EWG CHECKED BY: JRB/TMW

MAY 2020



TING OFF-AIRPO	RT LAND USES IN RF	PZ			EXISTIN	G BUIL	DINGS / FACILITIES (MAIN A		AMPUS)		
LAND USE	LOCATION	AVIGATION EASEMENT	NO.	DESCRIPTION	TOP ELEVATION FEET MSL	NO.	DESCRIPTION	TOP ELEVATION FEET MSL	NO.	DESCRIPTION	TOP ELEVATION FEET MSL
AL SELF STORAGE) (CONCRETE)	12L DEPARTURE RPZ (S OF AIRPORT) 12L DEPARTURE RPZ (SE OF AIRPORT		1	AIRPORT FUEL FARM FED-EX CARGO	34.0	16	FIRE STATION 20 (TO BE DEMOLISHED) WASTE DISPOSAL	75.0	33	AVBASE FUEL FARM AVBASE HANGAR	36.2
OCAL UNION 1877)	12L DEPARTURE RPZ (SE OF AIRPORT	,	2	SAN JOSE POLICE DEPARTMENT (SJPD)	27.9 54.0	17 18	CITY MAINTENANCE (TO BE DEMOLISHED)	65.1 71.0	34 35	AVBASE HANGAR ATLANTIC AVIATION SOUTH	93.6 95.3
R GRANITE)	30R DEPARTURE RPZ (NE OF AIRPOR	T) 74-06	4	SHUTTLE BUS STAGING	58.6	19	CITY MAINTENANCE (TO BE DEMOLISHED)	74.6	36	HEWLETT PACKARD HANGAR	93.2
WHOLESALE FLOWERS)			5	FUEL DISPENSING RACKS	57.5	20		74.5	37	ATLANTIC AVIATION HANGARS	91.2
AL FLOORS) (T)	30R DEPARTURE RPZ (NE OF AIRPOR 12R ARRIVAL RPZ (NE OF AIRPORT)	(T) 74-06 72-01	6	COMPRESSED NATURAL GAS (CNG) FUEL STATION	53.6	21 22	CITY BUILDING (TO BE DEMOLISHED)	70.8	38 39	ATLANTIC AVIATION HANGARS ATLANTIC AVIATION HANGARS	89.2
SS BROTHERS CONSTRUCTION)	12R ARRIVAL RPZ (NW OF AIRPORT)	73-01	7	TERMINAL A	81.8	23	CITY OFFICE	71.6	40	ATLANTIC AVIATION HANGARS	90.1
TECHNOLOGY)	12R ARRIVAL RPZ (NW OF AIRPORT)	73-01	8	HOURLY LOT 2 (TERMINAL A GARAGE)	110.8	24	MULTIPLE TENANT HANGAR	85.4	41	ATLANTIC AVIATION FUEL FARM	70.5
CLARA STEEL) (E)	12R ARRIVAL RPZ (NW OF AIRPORT) 12R ARRIVAL RPZ (NW OF AIRPORT)	73-01 N/A	9	FIS FACILITY CENTRAL PLANT	117.4 62.5	25 26	MULTIPLE TENANT HANGAR AMERICAN AIRLINES HANGAR	97.8 88.1	42	FAA TOWER REGULATOR VAULT	146.6 94.5
ED ON PRIVATE PROPERTY.			11	TERMINAL B	117.4	27	SOUTHWEST AIRLINES PROVISIONING	91.6	44	SIGNATURE HANGARS 1-2	94.6
CRITERIA.			12	HOURLY LOT 3 (TERMINAL B GARAGE) /	., 149.6	28	MAIN POINT OF ENTRY (MPOE) DATA BUILDING	67.7	45	SIGNATURE TERMINAL	78.5
LDINGS / FACILIT	IES (MAIN AIRPORT	CAMPUS)	13	CONSOLIDATED RENTAL CAR FACILITY (CONRAC AIR FREIGHT (TO BE DEMOLISHED)	77.3	29 30	CITY T-HANGARS CITY T-HANGARS	70.6	46	SIGNATURE HANGARS 3-4 SIGNATURE HANGARS 5-6	93.9 93.0
			14	CITY HANGARS (TO BE DEMOLISHED)	83.8	31	CITY T-HANGARS	70.0	48	SIGNATURE HANGAR 7	130.6
DESCRIPTION	J	TOP ELEVATION FEET MSL	15	CITY HANGARS (TO BE DEMOLISHED)	85.9	32	CITY T-HANGARS	69.8	49	SIGNATURE FUEL FARM (TO BE RELOCATED)	65.9
EXPANSION		TBD									
CRAFT RESCUE AND FIRE FIGHTIN	IG (ARFF) FACILITY ⁽¹⁾	TBD	DLEMAN AVE								
NATURE HANGAR A		TBD									
R SHEETS 23 AND 24 FOR MORE I											
			Alt and					and the second second			
			The second second				And And And And And				
							Ret Ca	The states	AND		
The state of the state								Or co	ART IN		
			FAA REMOTE TRA RECEIVER (RTR)	NSMITTER /			COMPASS CALIBRATION PAD	ORRIDOA			B.C.S.
					and the second of the		Compass calibration pad			BEGIN EXISTING/FUTURE RUNWAY 12R LAT: 37° 22' 25.427'	
COLEMAN AVE				╶╷┍╴╷╶╷╴┊╴┚└╌┚╚╧┑╴╶╖╸╼┑╢╔╴╸╸╸╸╸ ╢╘╼╧╧╝━╢╡ <u>╲</u> ╗╱╔╧╼╟╘╼╧╡╢╸╪┥╚╶╧╼╟┍┲╼╦┝╸╒	49		CRITICAL AREA R=300'	A1193		LANG: 121° 56' 31.160' LENG: 121° 56' 31.160' ELEV: 38.2'	VAY 30L
DRT/GA		39 40	43 F3	44 45 46 47	48		COMPASS CALIBRATION P	AD	Contraction of the second second	INNER WIDTH: 500' OUTER WIDTH: 1,010'	A BAR COM
35		(= /484)		2166'		FUTURE A		ING/FUTURE RUNWAY 12R		PRIVATE W/	
34	340' 36		-	APRON 333' 174,084 SQ. YD		SUPPOR FACILI	IT / GA 1,297' DISPLA	CED THRESHOLD		PRIVATE W/	ARRIVAL RPZ RUNWAY 12R
4°	219' 2886'	42 PACS PACS		$\overline{F}_{\text{FWDS}} = \overline{F}_{\text{FUT}} \text{ APRON T/L} = \overline{F}_{\text{FUT}}$			LONG: 121° 5 ELEV: 37.9'			AVIGATION EASEMENT BALEP	LENGTH: 2,500' INNER WIDTH: 1,000' OUTER WIDTH: 1,750'
			FUT VEHICLE S		·····			W POINT		CENI Jak	1 TSS (EB #99, CASE 5)
		FUT T/W V3		FUT T/W V4 FUT T/W V5	FUT T/W V6				P	RPZ IS T	OR CRITICAL
						FUT T/W			RP		REA R=1,000'
	TOFA TOFA TOFA ASOS CRI							- TOFA			FORMER NOISE COMPATIBILITY ACQUISITION AREA
ROFA ROFA	AREA R=1	1,000'	ROFA	ROFA >T/W W ROFA ROFA	ROFA	GS CRITICAL A	PID: AJ3416		A	- 111 35 T	hodolomotivitet
ISA ISA	RSA RSA	RSARSA	RSA	RSA RSA SSA		GS	110.6	RPZ-		VOR/DME N N	
OFZ N OFZ	OFZ OFZ OFZ OFZ	400' 250' 200'		OFZ	OFZ PAPI		OFZ		226'	LOC	101
					WY 12R-30L 11,000' X 150'	- TRUE BEAR	RING: 318° 49' 28.27"		200'	1-35- 	TSS TS
			* * *** *			Y		PZ- 280' X	Z		Contraction of the second
	OFZ OFZ OFZ OFZ OFZ OFZ	RSA RSA	OFZ RSA	RSA RSA RSA RSA RSA						A PROVIDE -	
	DFA ROFA ROFA AREA			700' ROFA CC CRITICAL AREA	- ROFA ROFA	1		T/W M 396' TS ROFA		PRIVATE W/	
RSA RSA OFZ	RSA RSA RSA REA OFZ PAPI 35' TYP J	RSA SALA	OFZ	OFZ RSA RSA OFZ OFZ				B OFZ	=== RSA=================================	RPZ RPZ RASEMENT	
	GS CRITICAL AREA									N TSS	
					WY 12L-30R 11,000' X 150'		RING: 318° 49' 27.01"	270	240		
OFZ		J FZ ≥	OFZ - 400' 250'			OFZ			134'	RPZ	100 100
	T/W Y	TIMY	T T T T	TTW Z6		- ANA		IN Y RD2		DEPARTURE LENGTH: 1,70	RPZ RUNWAY 30R
ROFA ROFA	FUT TW 23X	FUT TW 24	UT T/W Z5	ROFA ROFA FUT TW Z8	ROFA	T/W K	FUT T/W Z10			INNER WIDTH OUTER WIDT	: 500'
FUT T/W Z2 PHASE 5 (FUT)	T/W Z	T/W Z	129.5'	-FUT T/W Z7	-196' -100'		T/W Z	REWERT	4	BEGIN EXISTING/FUTURE	EB #99, CASE 4)
= ~75,000 SQ. YD TOFA									RPZ	RUNWAY 12L LAT: 37° 22' 29.980'	TSS
~187,124 SQ. YD.	PHASE 4 (FUT)			6052' 272,880 SQ. YD.					A CAR	LONG: 121° 56' 24.638' ELEV: 37.7'	
			<u>11</u>		7 7 155					RUNWAY LOW POINT	Par LIL
TO PAGE			E De			190'				PRIVATE W/ ARRIVAL RPZ RUNWAY 12L	SILT
FF TE //// III N/ FST						P				AVIGATION LENGTH: 1,700' EASEMENT INNER WIDTH: 1,000'	
DA DA	LY PARKING			AIRPORT BLVD	8			TION SUPPORT		OUTER WIDTH: 1,510'	
CALL T	HI HI	12		A BEAL MAR	Ser est	d'	FUTURE AVIA	HUN SUPPORT			
the second se	A A A A		S A S	ALE AIRPORT BEACON				O°C C			
FWY	TANT		John Contraction							R C C	
	A PAR	THE A	a start so		The II THE			and the second	•	WIN	A Manut

		AIRPORT REFERENCE POINT LAT: 37° 21' 46.779" LONG: 121° 55' 43.041"	
NE)		
		AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)	æ
		VERY HIGH FREQUENCY OMNI-DIRECTIONAL RANGE (VOR)	\bigcirc
		PRECISION APPROACH PATH INDICATOR (PAPI)	
		RUNWAY END IDENTIFIER LIGHTS (REIL)	•
		GLIDE SLOPE (GS)	¢
		LOCALIZER (LOC)	
		MEDIUM INTENSITY APPROACH LIGHTING SYSTEM	
	40	WITH RUNWAY ALIGNMENT INDICATOR LIGHTS (MALSR)	
	TSS	SURVEY POINTS	10 aug
		AIRPORT REFERENCE POINT	\bigcirc

SURVEY POINTS	×
AIRPORT REFERENCE POINT	$\mathbf{\Theta}$
SECTION CORNERS	$\begin{pmatrix} 1 \\ 3 \\ 4 \end{pmatrix}$
EXISTING OFF-AIRPORT LAND USES (SEE TABLE FOR OFF-AIRPORT LAND USES IN RPZ)	xx

	N.	all all a		a sale in	LE ECONOMY LE PARKING LOT 1	00
and the second		LON	G-TERM PARKING O DEVELOPMEN	GARAGE	IL &	1
	AIRPORT				!	
	PKWY					
				NOTES		

1) ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL). (2) HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83 [2010.00]). (3) VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). (4) THE BUILDING RESTRICTION LINE (BRL) IS A COMPOSITE OF THE PART 77 35' CONTOUR, TOFA, RPZ, AND NAVAID CRITICAL AREAS. 5) THE SCALE AND ORIENTATION ARE THE SAME IN THE INSET AS SHOWN IN OVERALL VIEW OF DRAWING. 6) AS DOCUMENTED IN THE RIM STUDY, FUTURE TAXIWAY W1 MITIGATES THE NEED FOR AIRCRAFT TO BACK-TAXI ON RUNWAY 30L CAUSED BY THE INCREASED INTERSECTION DEPARTURE PENALTY TIME INCURRED UNDER WAKE TURBULENCE RECATEGORIZATION (RECAT).

FAA DISCLAIMER

 (\bullet)

ING GARAGE / AIRPO

HOTEL DEVELOPMENT AREA

THE CONTENTS OF THESE DOCUMENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT NECESSARILY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

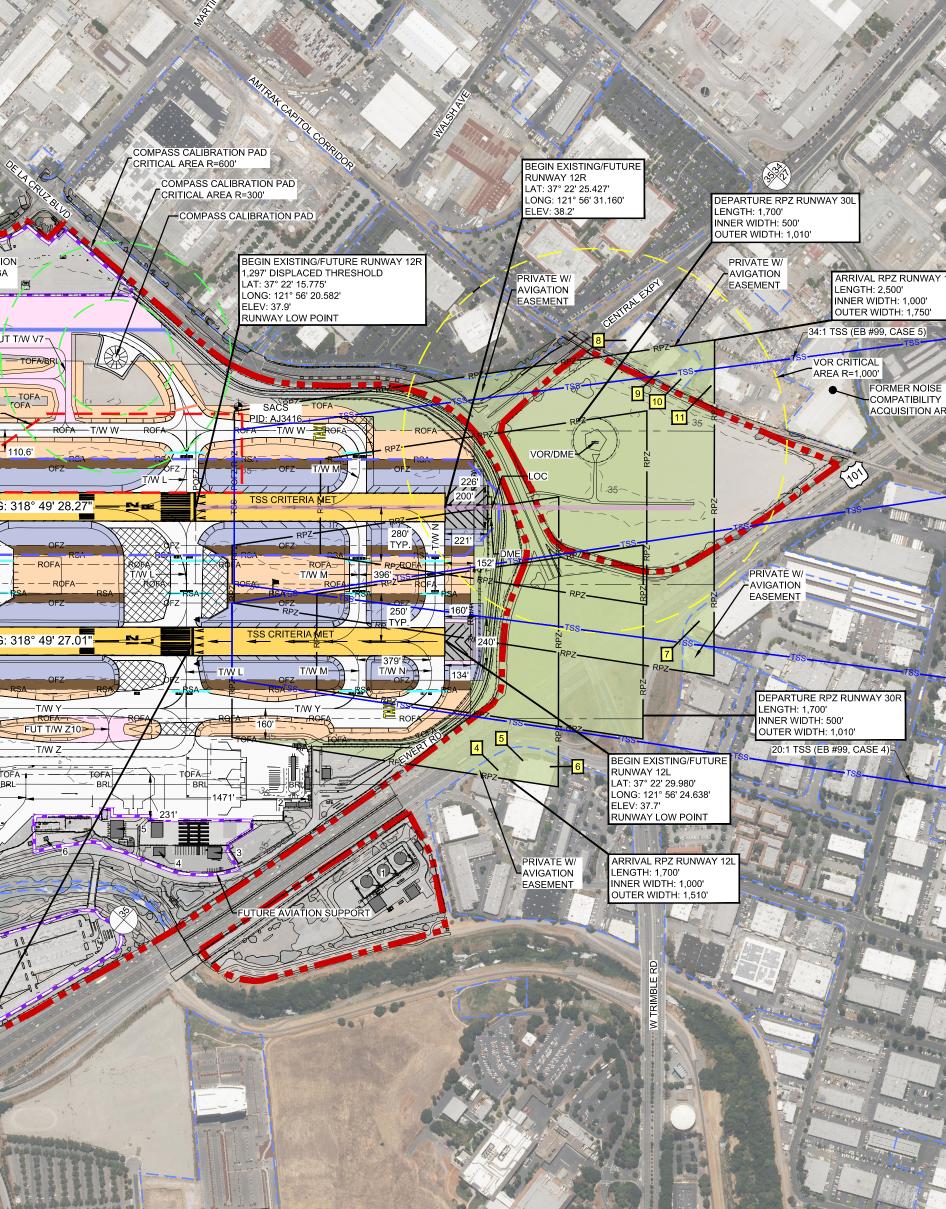
APPROVAL BLOCK

SAN JOSE INTERNATIONAL AIRPORT CITY OF SAN JOSE, CALIFORNIA

APPROVED

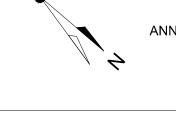
	NO.	BY	APP	DATE
	1	CITY		AUG. 20
	2	CITY		JUL. 20 ⁻
	3	CITY		SEP. 20
5/20/2020	4	HNTB		MAY 202
DATE				

		REVISION BLOCK
APP	DATE	REVISIONS
	AUG. 2015	ADD RUNWAY 12R-30L LOCALIZER AND G
	JUL. 2018	INTERIM TERMINAL F
	SEP. 2018	AIRCRAFT RESCUE AND FIRE FIGH
	MAY 2020	INCORPORATES PROPOSED PROJECTS INCURSION MITIGATION



GLIDESLOPE CRITICAL AREAS FACILITY HTING (ARFF) FACILITY

S IDENTIFIED IN THE RUNWAY I (RIM) STUDY



DECLINATION 13° 18' E 2018 ANNUAL RATE OF CHANGE 0° 6' W

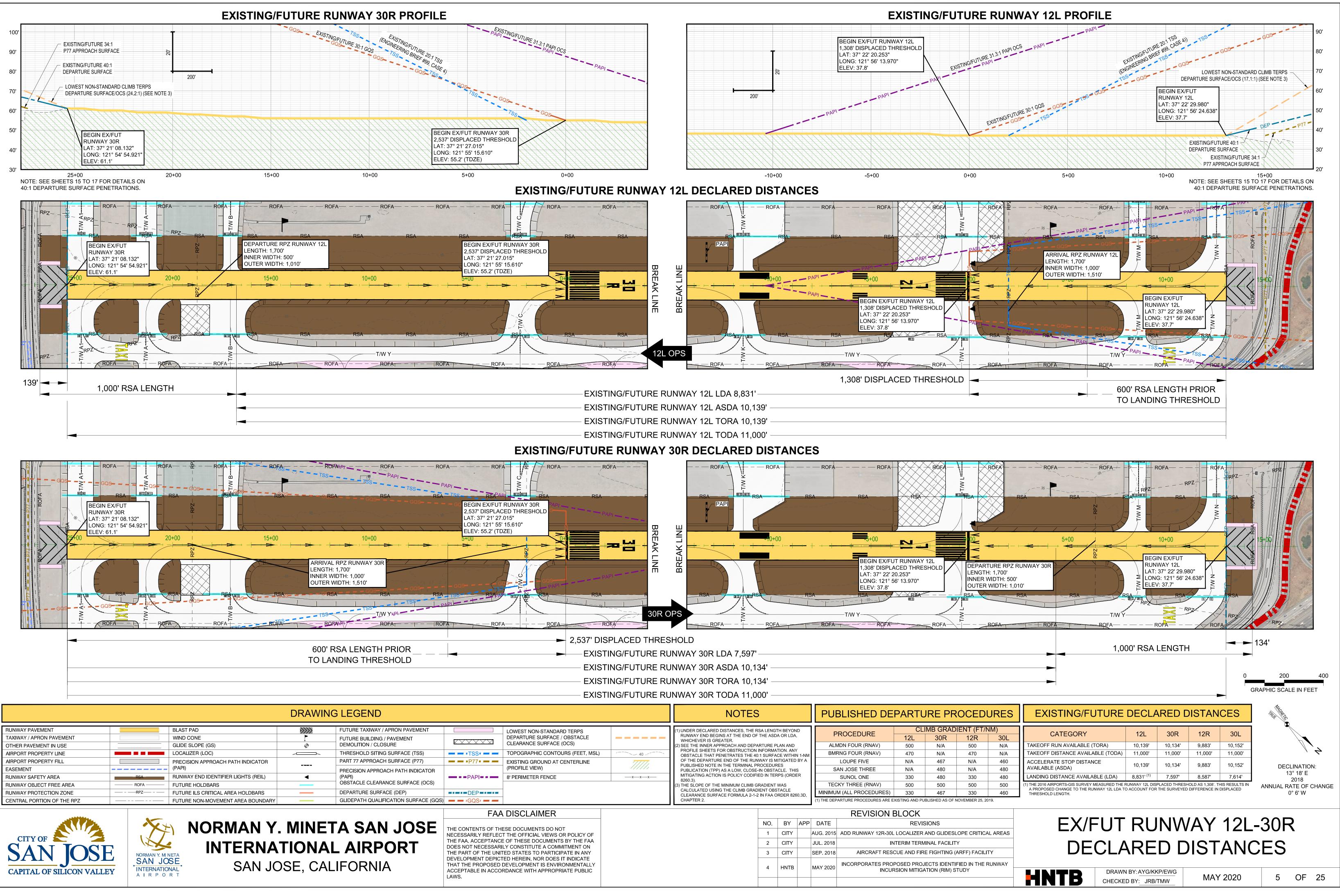
1.000 GRAPHIC SCALE IN FEET

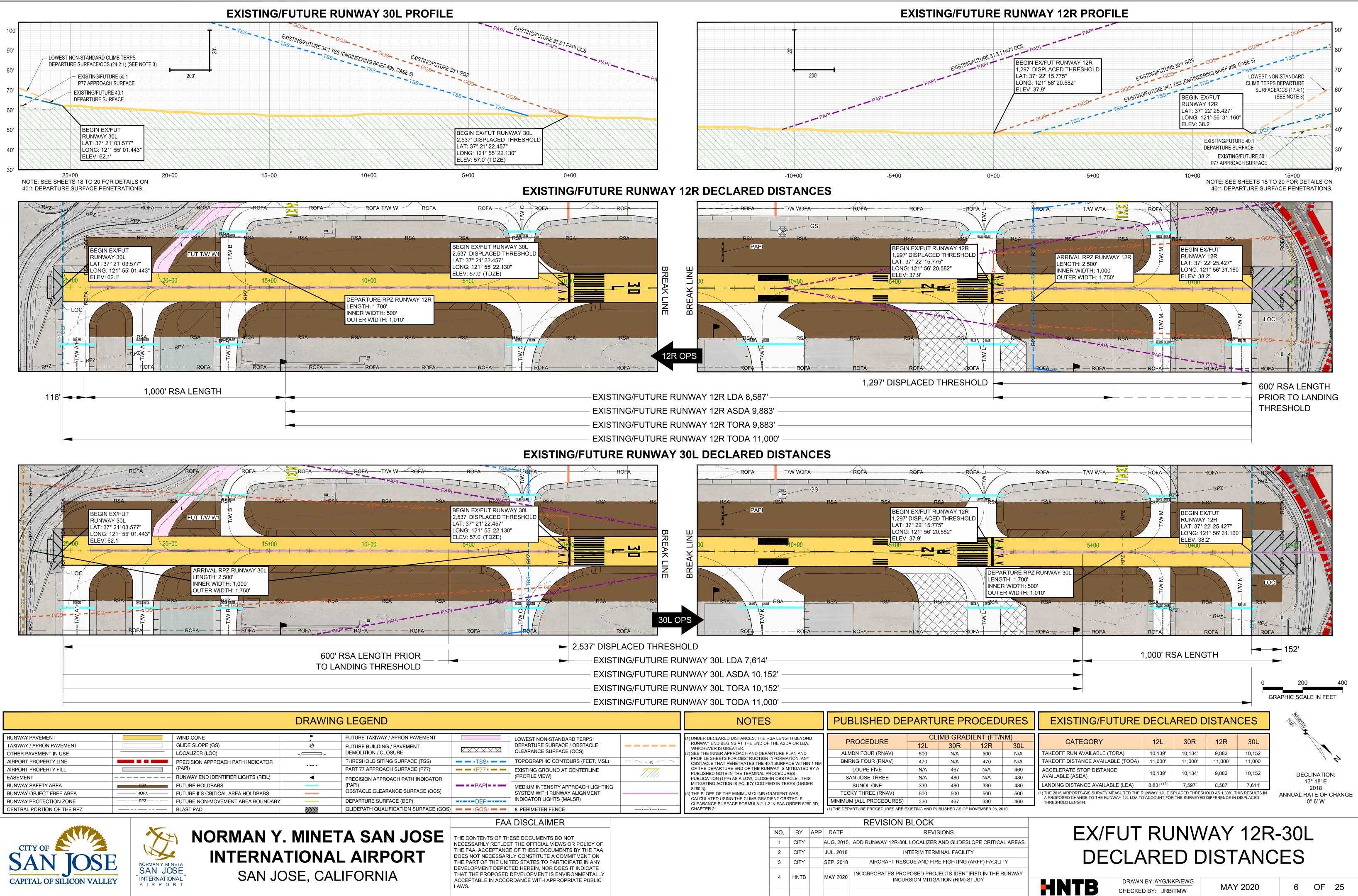
FUTURE AIRPORT LAYOUT PLAN

HNTB

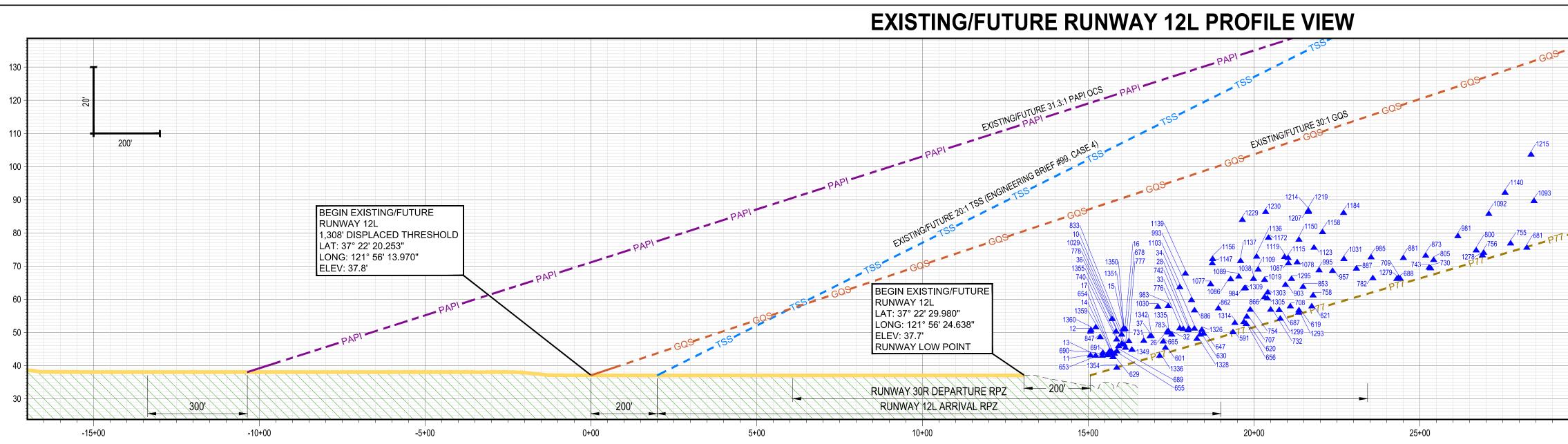
DRAWN BY: AYG/KKP/EWG CHECKED BY: JRB/TMW

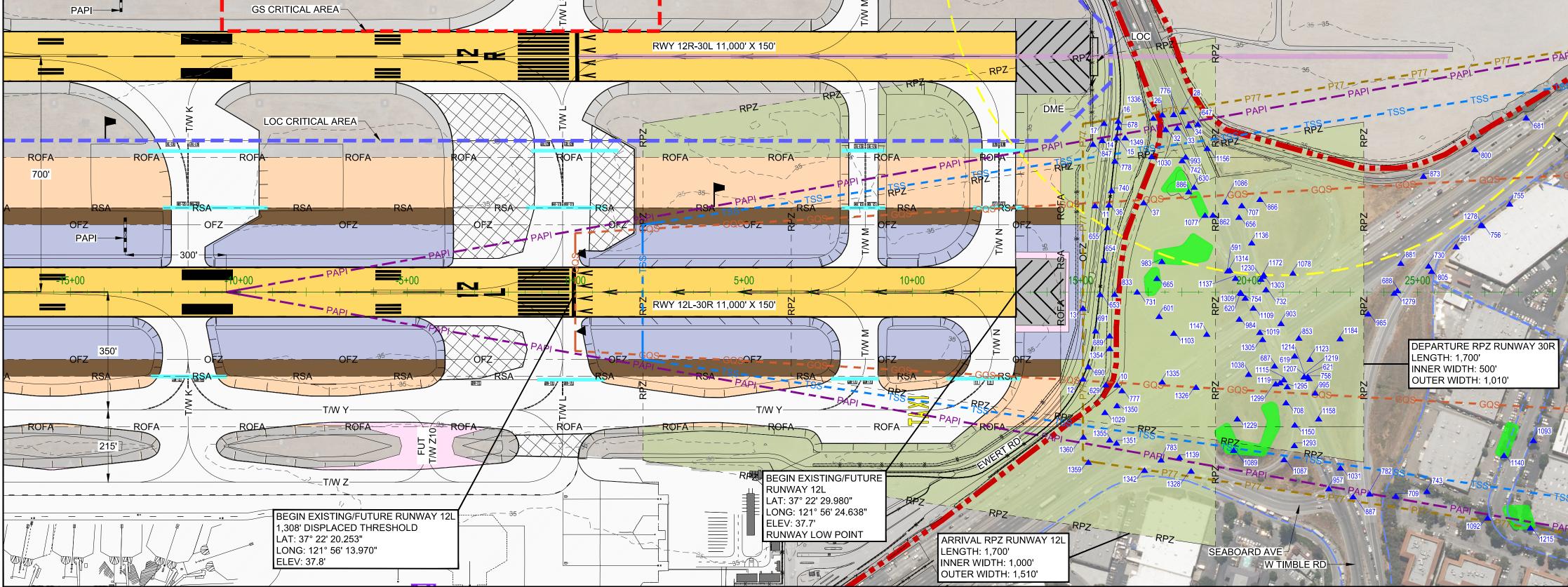
MAY 2020





			NOTES	6			PU	BLISHED DE	PARTL	JRE
	LOWEST NON-STANDARD TERPS		(1) UNDER DECLARED DISTANCES, THE R	SA LENGT	H BEYON)			CL	IMB G
	DEPARTURE SURFACE / OBSTACLE		RUNWAY END BEGINS AT THE END OF WHICHEVER IS GREATER.	THE ASD/	A OR LDA,			ROCEDURE	12L	30
	CLEARANCE SURFACE (OCS)		(2) SEE THE INNER APPROACH AND DEPA				ALI	MDN FOUR (RNAV)	500	N//
	TOPOGRAPHIC CONTOURS (FEET, MSL)	40	PROFILE SHEETS FOR OBSTRUCTION OBSTACLE THAT PENETRATES THE 40			1-NM	BM	RNG FOUR (RNAV)	470	N//
■ ■ ■ P77 = ■	EXISTING GROUND AT CENTERLINE	7////	OF THE DEPARTURE END OF THE RUN PUBLISHED NOTE IN THE TERMINAL PE			BY A		LOUPE FIVE	N/A	46
	(PROFILE VIEW)	//////	PUBLICATION (TPP) AS A LOW, CLOSE-	IN OBSTA	CLE. THIS		s	AN JOSE THREE	N/A	48
======================================	MEDIUM INTENSITY APPROACH LIGHTING		MITIGATING ACTION IS POLICY CODIFI 8260.3).	ED IN TER	PS (ORDE	२		SUNOL ONE	330	48
	SYSTEM WITH RUNWAY ALIGNMENT		(3) THE SLOPE OF THE MINIMUM CLIMB G				TEC	CKY THREE (RNAV)	500	50
===DEP=====	INDICATOR LIGHTS (MALSR)		CALCULATED USING THE CLIMB GRAD CLEARANCE SURFACE FORMULA 2-1-2			3D	MINIMU	M (ALL PROCEDURES)	330	46
) — — IGQSI — —	8' PERIMETER FENCE	xx	CHAPTER 2.			,	(1) THE DEF	PARTURE PROCEDURES ARE E	XISTING AND PU	JBLISHED
FAA	DISCLAIMER							REVISION E	BLOCK	
				NO.	BY	APP	DATE		REVIS	SIONS
	ESE DOCUMENTS DO NOT T THE OFFICIAL VIEWS OR POLICY OF			1	CITY		AUG. 2015	ADD RUNWAY 12R-30L	LOCALIZER	AND GL
	E OF THESE DOCUMENTS BY THE FAA			2	CITY		JUL. 2018	IN	TERIM TERM	/INAL F/
	ILY CONSTITUTE A COMMITMENT ON TED STATES TO PARTICIPATE IN ANY			3	CITY		SEP. 2018	AIRCRAFT RESO	CUE AND FIR	E FIGHT
THAT THE PROPOSED	IED HEREIN, NOR DOES IT INDICATE DEVELOPMENT IS ENVIRONMENTALLY RDANCE WITH APPROPRIATE PUBLIC			4	HNTB		MAY 2020	INCORPORATES PROF	POSED PROJ RSION MITIGA	





	RUNWAY PAVEMENT	
	TAXIWAY / APRON PAVEMENT	
	OTHER PAVEMENT IN USE	
	FUTURE TAXIWAY / APRON PAVEMENT	
	FUTURE PAVEMENT UNDER CONSTRUCTIO	N
	FUTURE BUILDING / PAVEMENT DEMOLITIO	V / CLO
	AIRPORT PROPERTY LINE	
	AIRPORT PROPERTY FILL	
	8' PERIMETER FENCE	
	AIRPORT DEVELOPMENT AREAS	
	RUNWAY SAFETY AREA	
	RUNWAY PROTECTION ZONE	
	CENTRAL PORTION OF THE RPZ	-
	PRECISION OBSTACLE FREE ZONE (POFZ)	
	RUNWAY OBJECT FREE AREA	-
	RUNWAY OBSTACLE FREE ZONE	
	EASEMENT	
	TOPOGRAPHIC CONTOURS (FEET, MSL)	
S	ITY OF AN JOSE	NOR
		INT

CAPITAL OF SILICON VALLEY



DRAWING LEGEND

FUTURE HOLDBARS

OBSTRUCTION POINT

BLAST PAD

(SEE NOTE 3)

____x___x___

— – — POFZ—

____ - ___OFZ___ - ____

FUTURE ILS CRITICAL AREA HOLDBARS FUTURE NON-MOVEMENT AREA BOUNDARY

BUILDING - EXISTING - ON AIRPORT

BUILDING - EXISTING - OFF AIRPORT

PART 77 APPROACH SURFACE (P77)

THRESHOLD SITING SURFACE (TSS)

OBSTACLE CLEARANCE SURFACE (OCS)

OBSTRUCTION POINT VEGETATION GROUPING

GLIDEPATH QUALIFICATION SURFACE (GQS)

PRECISION APPROACH PATH INDICATOR (PAPI)

BUILDING - FUTURE - ON AIRPORT

NORMAN Y. MINETA SAN JOSE THE CONTENTS OF THESE DOCUMENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA **INTERNATIONAL AIRPORT** DOES NOT NECESSARILY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN, NOR DOES IT INDICATE SAN JOSE, CALIFORNIA THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

GQS I

P77 = =

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EXISTING/FUTURE RUNWAY 12L PLAN VIEW

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NOTES:

(1) SEE SHEET 8 FOR OBSTRUCTION DATA TABLES.

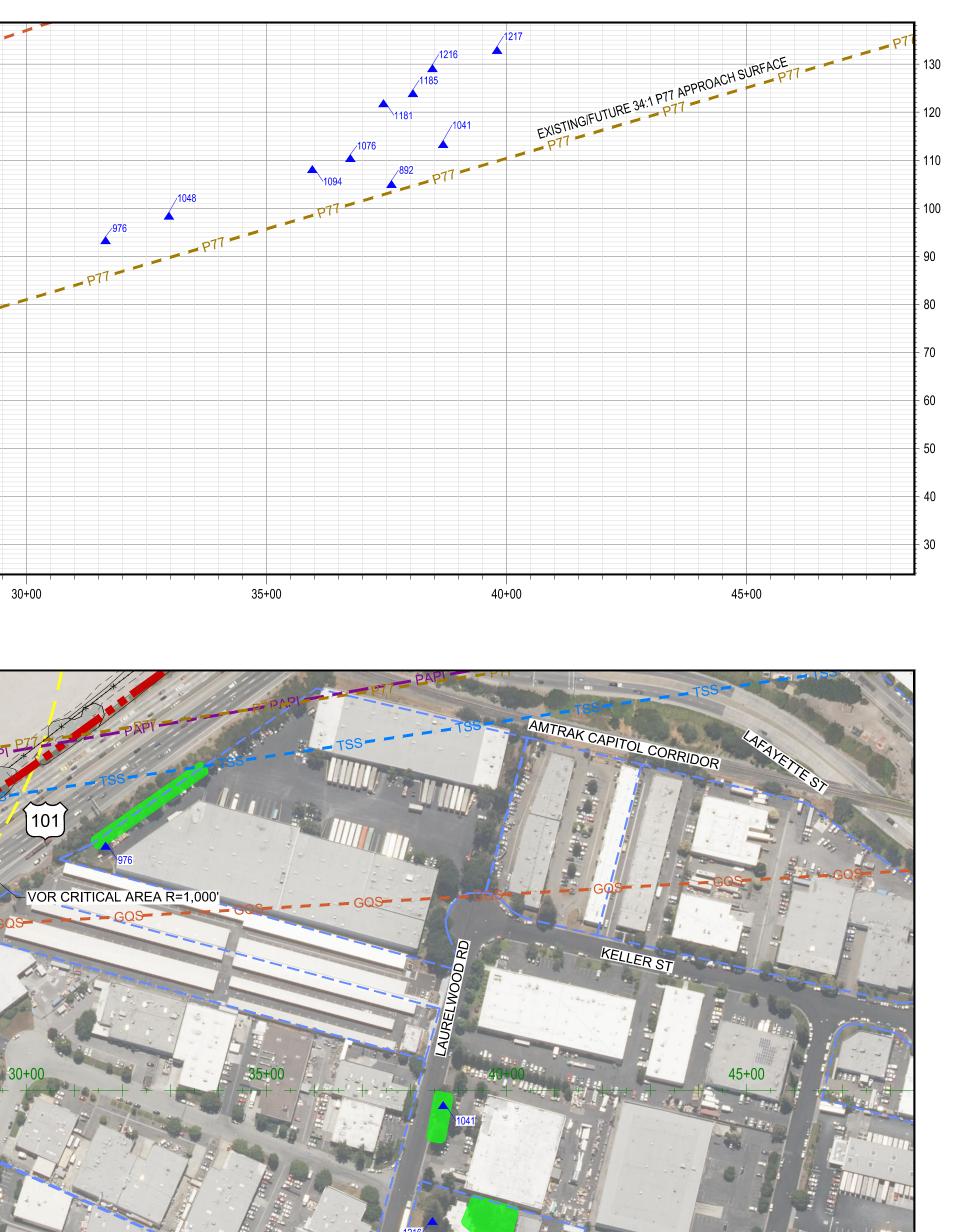
(2) ENTIRE RUNWAY CENTERLINE PROFILE NOT DEPICTED. LINE OF SIGHT REQUIREMENTS MET.

(3) MULTIPLE VEGETATION OBSTRUCTION POINTS EXIST IN IDENTIFIED GROUPINGS. THE MOST RESTRICTIVE OBJECT IS IDENTIFIED WITH AN OBJECT ID AND IS INCLUDED IN THE TABLE FOR EVALUATION.

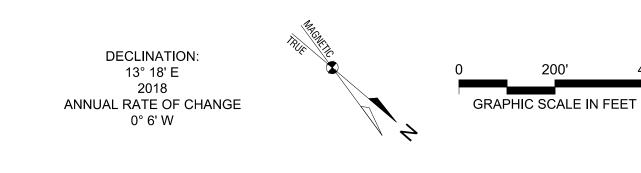
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REVISION BLOCK

REVISIONS	DATE	APP	BY	NO.
ADD RUNWAY 12R-30L LOCALIZER AND GL	AUG. 2015		CITY	1
INTERIM TERMINAL FA	JUL. 2018		CITY	2
AIRCRAFT RESCUE AND FIRE FIGHT	SEP. 2018		CITY	3
INCORPORATES PROPOSED PROJECTS IE INCURSION MITIGATION (F	MAY 2020		HNTB	4







S EX/FUT RUNWAY 12L INNER APPROACH FACILITY HTING (ARFF) FACILITY

IDENTIFIED IN THE RUNWAY (RIM) STUDY

PLAN AND PROFILE DRAWN BY: AYG/KKP/EWG HNTB

CHECKED BY: JRB/TMW

MAY 2020

	EXISTING/I	UTURE R	UNWAY 12	LIN	NER	APPRC	DACH (OBSTR	UCTIC	N DATA	TABLE
10.	OBJECT (1)	LAT. (2)	LONG. (2)	MSL (FT.) (3)	AGL. (FT.) (7)	SOURCE (4)	12L TSS (FT.) (5)	12L GQS (FT.) (5)	12L P77 APP (FT.) (5)	12L PAPI OCS (FT.) (5)	DISPOSITIC ACTION T BE TAKEI
10	RAMP	N037°22'33.968"	W121°56'24.597"	47.3	15.0	HNTB	-61.0	-44.1	6.6	-76.4	LEAVE AS IS
11	ROAD	N037°22'30.010"	W121°56'29.028"	43.9	15.0	HNTB	-61.0	-45.3	5.2	-77.7	LEAVE AS IS
2	ROAD	N037°22'33.096"	W121°56'23.942"	51.2	15.0	HNTB	-52.0	-36.8	13.5	-69.2	LEAVE AS I
13	ROAD	N037°22'31.732"	W121°56'25.900"	44.0	10.0	HNTB	-59.2	-44.0	6.3	-75.8	LEAVE AS I
14	ROAD	N037°22'28.910"	W121°56'31.010"	45.2	10.0	HNTB	-60.8	N/A	5.9	-77.6	LEAVE AS I
5	ROAD	N037°22'29.172"	W121°56'31.422"	51.8	15.0	HNTB	-56.3	N/A	11.3	-72.3	LEAVE AS I
16	ROAD	N037°22'28.889"	W121°56'31.928"	52.0	15.0	HNTB	-56.4	N/A	11.2	N/A	LEAVE AS I
17	ROAD	N037°22'28.619"	W121°56'31.528"	45.3	10.0	HNTB	-61.0	N/A	5.8	N/A	LEAVE AS I
26	ROAD	N037°22'29.739"	W121°56'33.175"	50.9	15.0	HNTB	-64.0	N/A	6.3	N/A	LEAVE AS I
28	ROAD	N037°22'30.132"	W121°56'33.759"	52.1	15.0	HNTB	-65.9	N/A	5.7	N/A	LEAVE AS I
32	ROAD	N037°22'30.098"	W121°56'32.847"	50.3	15.0	HNTB	-65.1	N/A	5.4	-78.6	LEAVE AS I
33	ROAD	N037°22'30.328"	W121°56'33.171"	52.0	15.0	HNTB	-65.1	N/A	6.1	-78.0	LEAVE AS I
34	ROAD	N037°22'30.529"	W121°56'33.515"	52.1	15.0	HNTB	-66.8	N/A	5.2	-79.1	LEAVE AS I
36	ROAD	N037°22'30.304"	W121°56'29.386"	51.2	15.0	HNTB	-55.8	-39.4	11.3	-71.7	LEAVE AS I
37	ROAD	N037°22'31.027"	W121°56'30.290"	49.8	15.0	HNTB	-62.4	-44.2	6.8	-76.4	LEAVE AS I
91	GROUND	N037°22'34.204"	W121°56'30.440"	51.0	0.0	AGIS	-73.7	-51.4	0.7	-82.7	LEAVE AS I
101	TREE	N037°22'33.570"	W121°56'27.520"	46.3	0.0	AGIS	-68.2	-49.3	1.9	-80.8	LEAVE AS I
19	BRIDGE	N037°22'37.329"	W121°56'29.708"	57.6	10.7	AGIS	-77.0	-51.4	1.4	-82.8	LEAVE AS I
20	GROUND	N037°22'34.936"	W121°56'30.144"	53.5	0.0	AGIS	-73.1	-50.2	2.0	-81.2	LEAVE AS I
21		N037°22'38.020"	W121°56'29.451"	58.8	6.4	AGIS	-77.7	-51.5	1.5	-82.9	LEAVE AS I
29	SIGN	N037°22'33.715"	W121°56'24.333"	43.5	14.3	AGIS	-63.0	N/A	3.8	-79.1	LEAVE AS
30	SIGN	N037°22'31.847"	W121°56'31.945"	50.3	12.3	AGIS	-69.4	N/A	2.9	-80.9	LEAVE AS I
47	ROAD	N037°22'30.707"	W121°56'33.777"	50.6	15.0	AGIS	-69.6	N/A	2.9	-81.4	LEAVE AS I
53	WALL	N037°22'31.842"	W121°56'26.693"	44.1	9.4	AGIS	-61.6	-45.6	5.0	-77.2	LEAVE AS I
54	WALL	N037°22'31.262"	W121°56'27.728"	44.4	9.0	AGIS	-61.9	-45.7	4.9	-77.6	LEAVE AS I
55	WALL	N037°22'30.710"	W121°56'28.722"	44.5	8.9	AGIS	-62.3	-45.9	4.7	-78.1	LEAVE AS
56	SIGN	N037°22'33.415"	W121°56'32.194"	54.1	10.4	AGIS	-72.2	-49.4	2.8	-81.1	LEAVE AS
65	BUSH	N037°22'32.786"	W121°56'28.516"	48.2	0.0	AGIS	-65.9	-47.2	4.1	-78.7	LEAVE AS I
78	FENCE	N037°22'29.016"	W121°56'31.768"	46.3	9.7	AGIS	-62.2	N/A	5.5	N/A	LEAVE AS I
81	LIGHT POLE	N037°22'37.840"	W121°56'41.909"	76.5	41.0	AGIS	-92.5	N/A	0.1	-86.8	LEAVE AS I
87	BRIDGE	N037°22'37.080"	W121°56'28.941"	57.7	17.4	AGIS	-73.9	-49.3	3.3	-80.8	LEAVE AS I
88	PWR TRANS LINE	N037°22'38.337"	W121°56'34.005"	67.2	33.6	AGIS	-82.6	-51.9	2.1	-82.4	LEAVE AS I
89	SIGN	N037°22'32.857"	W121°56'25.780"	45.3	13.1	AGIS	-61.8	-45.4	5.3	-77.3	LEAVE AS I
90	WALL	N037°22'32.977"	W121°56'24.407"	43.9	9.3	AGIS	-60.0	-44.7	5.8	-76.9	LEAVE AS I
91	WALL	N037°22'32.448"	W121°56'25.575"	44.8	10.0	AGIS	-60.2	-44.5	6.0	-76.4	LEAVE AS I
07	SIGN	N037°22'33.253"	W121°56'32.589"	55.7	13.9	AGIS	-71.1	-48.1	4.1	-79.9	LEAVE AS I
08	SIGN	N037°22'38.042"	W121°56'28.199"	58.8	8.9	AGIS	-74.5	N/A	3.4	-81.1	LEAVE AS I
09	TREE	N037°22'42.275"	W121°56'28.274"	67.4	0.0	AGIS	-82.2	N/A	2.4	-83.7	LEAVE AS I
30	PWR TRANS LINE	N037°22'38.549"	W121°56'35.436"	70.3	38.6	AGIS	-84.2	-52.0	2.4	-82.5	LEAVE AS I
31	ROAD	N037°22'32.611"	W121°56'27.660"	48.4	15.0	AGIS	-62.8	-45.0	5.9	-76.5	LEAVE AS I
32	BRIDGE	N037°22'35.412"	W121°56'30.847"	57.8	22.6	AGIS	-72.6	-48.4	4.1	-79.4	LEAVE AS
40	FENCE	N037°22'30.087"	W121°56'29.845"	46.8	10.4	AGIS	-60.6	N/A	6.6	-76.5	LEAVE AS I
42	TREE	N037°22'31.063"	W121°56'32.389"	51.6	0.0	AGIS	-66.3	N/A	5.3	-78.6	LEAVE AS I
43	TREE	N037°22'42.873"	W121°56'29.159"	70.5	0.0	AGIS	-83.8	N/A	2.7	-83.6	LEAVE AS I
54	BRIDGE	N037°22'35.118"	W121°56'30.111"	57.8	11.0	AGIS	-69.5	-46.3	5.9	-77.4	LEAVE AS I
55	UTILITY POLE	N037°22'39.142"	W121°56'39.122"	77.8	47.4	AGIS	-88.7	-52.4	2.9	-83.2	LEAVE AS
56	PWR TRANS LINE	N037°22'38.952"	W121°56'37.862"	75.0	44.8	AGIS	-87.4	-52.5	2.5	-83.2	LEAVE AS I
58	SIGN	N037°22'38.084"	W121°56'29.433"	62.1	10.0	AGIS	-74.7	-48.3	4.7	-79.8	LEAVE AS I
76 77	ROAD	N037°22'29.986"	W121°56'33.461"	52.2	15.0	AGIS	-64.4	N/A	6.6	N/A	LEAVE AS
77	SIGN	N037°22'34.184"	W121°56'24.562"	48.3	13.9	AGIS	-60.7	N/A	7.2	-76.0	LEAVE AS I
78	FENCE	N037°22'29.588"	W121°56'30.746"	47.6	11.1	AGIS	-60.3	N/A	7.2	-76.2	LEAVE AS I
82 02	LIGHT POLE	N037°22'41.656"	W121°56'27.706"	67.3	34.6	AGIS	-78.4	N/A	4.6	-81.3	LEAVE AS I
83	SIGN	N037°22'36.390"	W121°56'23.587"	51.2	15.9	AGIS	-63.5	N/A	6.7	N/A	LEAVE AS I
00		N037°22'37.315"	W121°56'39.786"	75.7	40.0	AGIS	-85.6	N/A	3.8	-82.4	LEAVE AS I
05	LIGHT POLE	N037°22'38.716"	W121°56'35.367"	72.8	42.4	AGIS	-82.1	-49.7	4.7	-80.2	LEAVE AS
33	ROAD	N037°22'32.159"	W121°56'27.051"	50.3	15.0	AGIS	-57.6	-40.9	9.8	-72.4	LEAVE AS I
47 50	WALL	N037°22'28.776"	W121°56'30.679"	49.5	14.2	AGIS	-55.1	N/A	11.0	-72.4	LEAVE AS I
53	LIGHT POLE	N037°22'37.079"	W121°56'30.303"	64.7	31.7	AGIS	-70.5	-44.7	8.2	-75.9	LEAVE AS I
62	ROAD	N037°22'32.799"	W121°56'31.625"	58.2	15.0	AGIS	-64.2	-42.7	9.2	-74.5	LEAVE AS I
66	LIGHT POLE	N037°22'33.533"	W121°56'33.197"	61.6	25.2	AGIS	-67.8	-44.0	8.5	-75.7	LEAVE AS I
73	LIGHT POLE	N037°22'36.698"	W121°56'37.803"	74.1	39.5	AGIS	-79.6	N/A	6.7	-78.9	LEAVE AS I
81	LIGHT POLE	N037°22'37.883"	W121°56'34.844"	73.4	39.2	AGIS	-76.9	-46.1	8.0	-76.7	LEAVE AS I
86	BUSH	N037°22'31.812"	W121°56'31.684"	57.6	0.0	AGIS	-61.2	N/A	10.7	-73.0	LEAVE AS I
87	LIGHT POLE	N037°22'41.344"	W121°56'27.221"	70.2	34.4	AGIS	-73.1	N/A	8.9	N/A	LEAVE AS I
92	TREE	N037°22'51.153"	W121°56'40.486"	105.8	0.0	AGIS	-110.1	N/A	1.8	-87.3	LEAVE AS I
03	SIGN	N037°22'36.400"	W121°56'30.274"	65.3	10.3	AGIS	-67.3	-42.3	10.3	-73.5	LEAVE AS I
	LIGHT POLE	N037°22'40.652"	W121°56'26.859"	69.5	34.4	AGIS	-70.1	N/A	10.4	-75.2	LEAVE AS I
57											1
57 76	TREE	N037°22'40.438"	W121°56'44.624"	94.1	0.0	AGIS	-92.0	N/A	7.6	-80.1	LEAVE AS I

	EXISTING/		UNWAY 12	L IN	NER .	APPRC	ACH C	BSTR	UCTIC	N DATA	FABLE
NO.	OBJECT (1)	LAT. (2)	LONG. (2)	MSL (FT.) (3)	AGL. (FT.) (7)	SOURCE (4)	12L TSS (FT.) (5)	12L GQS (FT.) (5)	12L P77 APP (FT.) (5)	12L PAPI OCS (FT.) (5)	DISPOSITION/ ACTION TO BE TAKEN
984	LIGHT POLE	N037°22'35.394"	W121°56'29.382"	64.2	30.7	AGIS	-62.2	-39.4	12.8	-70.6	LEAVE AS IS (8)
985	PWR TRANS LINE	N037°22'38.136"	W121°56'32.649"	73.6	41.7	AGIS	-71.9	-42.7	11.0	-73.4	LEAVE AS IS (8)
993	LIGHT POLE	N037°22'31.072"	W121°56'32.573"	60.7	23.9	AGIS	-57.7	N/A	14.1	-69.9	LEAVE AS IS (8)
995	TREE	N037°22'38.499"	W121°56'29.177"	69.7	0.0	AGIS	-67.9	-41.3	11.7	-72.9	LEAVE AS IS (8)
1019	SIGN	N037°22'36.104"	W121°56'29.513"	66.8	11.5	AGIS	-62.6	-38.7	13.7	-70.0	LEAVE AS IS (8)
1029	TRAFF SIGNAL	N037°22'34.228"	W121°56'23.543"	55.0	23.6	AGIS	-51.5	N/A	15.4	-67.8	LEAVE AS IS (8)
1030	LIGHT POLE	N037°22'30.311"	W121°56'31.756"	58.7	24.9	AGIS	-54.7	N/A	15.0	-68.7	LEAVE AS IS (8)
1031	LIGHT POLE	N037°22'40.504"	W121°56'27.714"	73.1	34.0	AGIS	-68.3	N/A	12.9	-72.5	LEAVE AS IS (8)
1038	LIGHT POLE	N037°22'36.667"	W121°56'28.083"	67.1	34.1	AGIS	-60.7	-37.4	14.9	-69.1	LEAVE AS IS (8)
041	TREE	N037°22'49.186"	W121°56'45.326"	114.1	0.0	AGIS	-107.1	-52.6	7.0	-81.2	LEAVE AS IS (8)
048	TREE	N037°22'47.712"	W121°56'36.689"	99.2	0.0	AGIS	-93.4	N/A	8.9	-79.0	LEAVE AS IS (8)
076	TREE	N037°22'52.903"	W121°56'36.369"	111.2	0.0	AGIS	-100.4	N/A	9.7	-80.2	LEAVE AS IS (8)
077	TREE	N037°22'32.629"	W121°56'31.430"	65.5	0.0	AGIS	-55.7	-34.6	17.2	-66.4	LEAVE AS IS (8)
078	LIGHT POLE	N037°22'35.689"	W121°56'31.955"	72.1	39.4	AGIS	-62.2	-36.7	16.1	-67.7	LEAVE AS IS (8)
086	LIGHT POLE	N037°22'32.818"	W121°56'32.290"	67.0	24.6	AGIS	-57.3	-35.1	16.9	-67.0	LEAVE AS IS (8)
087	LIGHT POLE	N037°22'39.100"	W121°56'26.579"	71.8	34.8	AGIS	-61.2	N/A	16.6	-68.4	LEAVE AS IS (8)
											LEAVE AS IS (8)
)89 	TREE	N037°22'37.807"	W121°56'25.616"	67.8	0.0	AGIS	-57.7	N/A	17.0	-67.5	. ,
)92	TREE	N037°22'44.728"	W121°56'29.890"	86.7	0.0	AGIS	-76.5	N/A	13.7	N/A	LEAVE AS IS (8)
)93	TREE	N037°22'44.239"	W121°56'33.151"	90.6	0.0	AGIS	-79.5	N/A	13.6	-73.1	LEAVE AS IS (8)
)94	TREE	N037°22'52.138"	W121°56'35.975"	108.9	0.0	AGIS	-98.7	N/A	9.8	-79.8	LEAVE AS IS (8)
103	LIGHT POLE	N037°22'34.218"	W121°56'27.406"	64.6	33.3	AGIS	-52.0	-32.4	19.0	-64.1	LEAVE AS IS (8)
109	ROAD	N037°22'35.488"	W121°56'30.032"	69.9	15.0	AGIS	-58.5	-35.0	17.4	-66.1	LEAVE AS IS (8)
115	PWR TRANS LINE	N037°22'37.548"	W121°56'28.782"	73.4	20.6	AGIS	-59.6	-34.5	18.2	-66.1	LEAVE AS IS (8)
119	PWR TRANS LINE	N037°22'37.524"	W121°56'28.615"	73.7	20.5	AGIS	-58.8	-33.9	18.8	-65.5	LEAVE AS IS (8)
23	PWR TRANS LINE	N037°22'37.734"	W121°56'29.984"	76.5	38.2	AGIS	-60.4	-34.0	19.0	-65.3	LEAVE AS IS (8)
36	LIGHT POLE	N037°22'34.193"	W121°56'31.796"	73.8	26.3	AGIS	-54.4	-30.9	21.4	-62.3	LEAVE AS IS (8)
37	LIGHT POLE	N037°22'34.519"	W121°56'30.419"	72.5	20.7	AGIS	-53.3	-30.6	21.5	-61.8	LEAVE AS IS (8)
39	PWR TRANS LINE	N037°22'36.743"	W121°56'24.107"	68.7	34.8	AGIS	-48.8	N/A	22.6	-61.5	LEAVE AS IS (8)
40	TREE	N037°22'43.880"	W121°56'32.022"	93.1	0.0	AGIS	-72.6	N/A	18.7	-67.9	LEAVE AS IS (8)
47	LIGHT POLE	N037°22'34.964"	W121°56'28.176"	71.8	39.8	AGIS	-49.7	-28.5	23.3	-60.0	LEAVE AS IS (8)
150	LIGHT POLE	N037°22'38.666"	W121°56'27.798"	78.9	34.3	AGIS	-55.7	N/A	22.7	-62.0	LEAVE AS IS (8)
156	TREE	N037°22'31.380"	W121°56'33.333"	73.1	0.0	AGIS	-48.5	N/A	24.5	-59.7	LEAVE AS IS (8)
58	LIGHT POLE	N037°22'39.075"	W121°56'28.547"	81.2	34.0	AGIS	-57.0	N/A	22.9	-61.9	LEAVE AS IS (8)
72	POLE	N037°22'35.074"	W121°56'31.206"	79.5	26.9	AGIS	-50.5	-26.4	26.1	-57.5	LEAVE AS IS (8)
81	TREE	N037°22'52.771"	W121°56'37.855"	122.6	0.0	AGIS	-92.5	N/A	19.1	-70.7	LEAVE AS IS (8)
184	UTILITY POLE	N037°22'37.998"	W121°56'31.287"	87.0	56.0	AGIS	-54.4	-26.5	26.8	-57.5	LEAVE AS IS (8)
185	TREE	N037°22'51.121"	W121°56'41.370"	124.7	0.0	AGIS	-93.4	-39.9	19.5	-69.6	LEAVE AS IS (8)
207	LIGHT POLE	N037°22'37.942"	W121°56'29.357"	87.3	34.4	AGIS	-48.7	-22.6	30.3	-54.1	LEAVE AS IS (8)
214	LIGHT POLE	N037°22'37.942"	W121°56'29.365"	87.5	34.5	AGIS	-48.5	-22.4	30.5	-53.9	LEAVE AS IS (8)
15	TREE	N037°22'45.864"	W121°56'30.659"	104.6	0.0	AGIS	-65.0	N/A	27.9	N/A	LEAVE AS IS (8)
216	TREE	N037°22'50.595"	W121°56'42.895"	129.9	0.0	AGIS	-90.3	-36.2	23.4	-65.5	LEAVE AS IS (8)
.17	TREE	N037°22'52.058"	W121°56'43.330"	133.7	0.0	AGIS	-93.1	-36.8	23.3	-66.1	LEAVE AS IS (8)
219	LIGHT POLE	N037°22'37.942"	W121°56'29.368"	87.7	35.1	AGIS	-48.4	-22.3	30.7	-53.8	LEAVE AS IS (8)
		N037°22'37.280"		84.9							LEAVE AS IS (8)
29			W121°56'26.570"		55.4	AGIS	-41.2	N/A	33.8	-50.5	
230	LIGHT POLE	N037°22'35.100"	W121°56'31.013"	87.3	34.4	AGIS	-42.3	-18.3	34.1	-49.4	LEAVE AS IS (8)
278	PWR TRANS LINE	N037°22'38.918"	W121°56'37.847"	74.2	40.0	AGIS	-88.1	-53.3	1.7	-84.0	LEAVE AS IS (8)
79	PWR TRANS LINE	N037°22'38.314"	W121°56'33.857"	67.1	33.2	AGIS	-82.3	-51.7	2.3	-82.2	LEAVE AS IS (8)
93	ROAD	N037°22'39.055"	W121°56'27.220"	56.9	15.0	AGIS	-77.7	N/A	0.7	-84.2	LEAVE AS IS (8)
95	ROAD	N037°22'37.760"	W121°56'28.674"	67.1	15.0	AGIS	-66.4	-41.1	11.6	-72.7	LEAVE AS IS (8)
99	BUSH	N037°22'37.453"	W121°56'28.475"	55.1	0.0	AGIS	-76.7	-52.0	0.6	-83.7	LEAVE AS IS (8)
03	SIGN	N037°22'35.089"	W121°56'31.142"	63.0	9.3	AGIS	-66.9	-42.9	9.6	-74.0	LEAVE AS IS (8)
05	SIGN	N037°22'36.301"	W121°56'29.386"	61.2	5.9	AGIS	-68.7	-44.7	7.8	-76.0	LEAVE AS IS (8)
09	SIGN	N037°22'34.904"	W121°56'30.146"	64.3	10.2	AGIS	-62.2	-39.3	12.9	-70.4	LEAVE AS IS (8)
14	GUARDRAIL	N037°22'34.235"	W121°56'30.505"	53.8	2.9	AGIS	-71.1	-48.8	3.3	-80.1	LEAVE AS IS (8)
26	INTERSTATE	N037°22'35.758"	W121°56'26.451"	51.7	17.0	AGIS	-68.3	-47.5	4.1	-79.5	LEAVE AS IS (8)
28	ROAD	N037°22'37.267"	W121°56'24.009"	49.0	15.0	AGIS	-70.2	N/A	1.9	N/A	LEAVE AS IS (8)
35	INTERSTATE	N037°22'34.903"	W121°56'25.777"	51.3	17.0	AGIS	-63.6	-44.6	6.7	-76.7	LEAVE AS IS (8)
36	BUSH	N037°22'29.608"	W121°56'32.865"	43.9	0.0	AGIS	-69.7	-44.0 N/A	0.1	-70.7 N/A	LEAVE AS IS (8)
42	ROAD	N037°22'36.225"	W121°56'22.903"	49.9	15.0	AGIS	-62.4	N/A	6.9	N/A	LEAVE AS IS (8)
49	POLE	N037°22'29.361"	W121°56'31.636"	45.7	9.0	AGIS	-63.7	N/A	4.3	-79.3	LEAVE AS IS (8)
50	SIGN	N037°22'34.364"	W121°56'24.021"	51.9	18.1	AGIS	-56.3	N/A	11.2	-72.0	LEAVE AS IS (8)
351	INTERSTATE	N037°22'35.075"	W121°56'22.976"	52.1	17.0	AGIS	-56.0	N/A	11.5	-72.0	LEAVE AS IS (8)
	BUSH	N037°22'33.100"	W121°56'25.431"	40.3	0.0	AGIS	-66.8	-50.4	0.3	-82.4	LEAVE AS IS (8)
354		N007800104 007	W121°56'22.895"	48.8	13.5	AGIS	-58.3	N/A	8.8	-74.6	LEAVE AS IS (8)
	SIGN	N037°22'34.867"	WIZI J022.09J		10.0						
354 355 359	SIGN	N037 22 34.867 N037°22'34.827"	W121°56'21.764"	52.5	17.0	AGIS	-51.5	N/A	14.3	N/A	LEAVE AS IS (8)



NOTES:

(1) ALL ROAD ELEVATIONS WERE ADJUSTED UPWARD 15 FEET AND RAILROAD ELEVATIONS WERE ADJUSTED UPWARD 23 FEET AS PER 18B REQUIREMENTS. ROAD OBSTRUCTIONS WITH A SOURCE HNTB WERE ADDED AT CRITICAL POINTS OF THE APPROACH SURFACES (I.E. EDGES AND EXTENDED RUNWAY CENTERLINE) AND WERE INTERPOLATED FROM THE PLANIMETRIC MAPPING AND ADJUSTED UPWARD ACCORDINGLY.

(2) HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83 [2010.00]).

(3) VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) - ALL ELEVATIONS ARE HEIGHT ABOVE MEAN SEA LEVEL (MSL). (4) THE AGIS SURVEY SOURCE INCLUDES THE OBJECTS COLLECTED IN ACCORDANCE WITH THE VERTICALLY GUIDED APPROACH SURFACES DESCRIBED IN AC

150/5300-18B. THE 18B OBSTRUCTION SURVEY SPECIFICATIONS SUPPORT DEVELOPMENT OF INSTRUMENT APPROACH AND DEPARTURES PROCEDURES AND ARE A REQUIREMENT FOR ALP UPDATES. THE IMAGERY USED TO ANALYZE THESE SOURCES IS FROM JUNE 23, 2016. (5) A POSITIVE NUMBER INDICATES THE AMOUNT OF PENETRATION, "N/A" INDICATES THE OBJECT IS NOT UNDER THE SURFACE, AND A NEGATIVE NUMBER

INDICATES THE CLEARANCE AMOUNT. (6) DEPICTION OF FEATURES AND OBJECTS WITHIN THE PART 77 PRIMARY, TRANSITIONAL, HORIZONTAL, AND CONICAL SURFACES ARE ILLUSTRATED ON THE AIRPORT AIRSPACE DRAWINGS.

(7) ALL KNOWN ABOVE GROUND LEVEL (AGL) ELEVATIONS SUCH AS ROADS, INTERSTATES, RAILROADS, ETC. ARE PROVIDED. TREES ARE LISTED AT 0.0' AGL DUE TO PHOTOGRAMMETRIC SURVEY LIMITATIONS.

(8) THE DISPOSITION FOR THESE OBJECTS ARE "LEAVE AS IS" BECAUSE THE PART 77 APPROACH (APP) PENETRATIONS ARE MITIGATED BY THE 1,308' DISPLACED THRESHOLD AND CLEAR OF CRITICAL AIRSPACE SURFACES SUCH AS THE THRESHOLD SITING SURFACE (TSS), GLIDEPATH QUALIFICATION SURFACE (GQS), AND PAPI OBSTACLE CLEARANCE SURFACE (OCS).

FAA DISCLAIMER					REVISION BLOCK
	NO.	BY	APP	DATE	REVI
THE CONTENTS OF THESE DOCUMENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF	1	CITY		AUG. 2015	ADD RUNWAY 12R-30L LOCALIZER
THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT NECESSARILY CONSTITUTE A COMMITMENT ON	2	CITY		JUL. 2018	INTERIM TER
THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY	3	CITY		SEP. 2018	AIRCRAFT RESCUE AND FI
DEVELOPMENT DEPICTED HEREIN, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.	4	HNTE	3	MAY 2020	INCORPORATES PROPOSED PRO INCURSION MITIC

GLIDESLOPE CRITICAL AREAS FACILITY

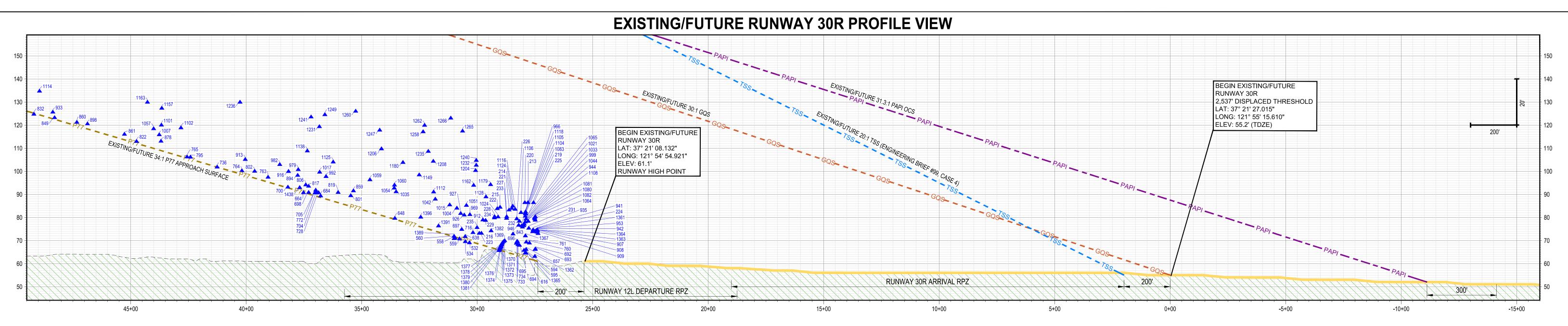
HTING (ARFF) FACILITY S IDENTIFIED IN THE RUNWAY N (RIM) STUDY

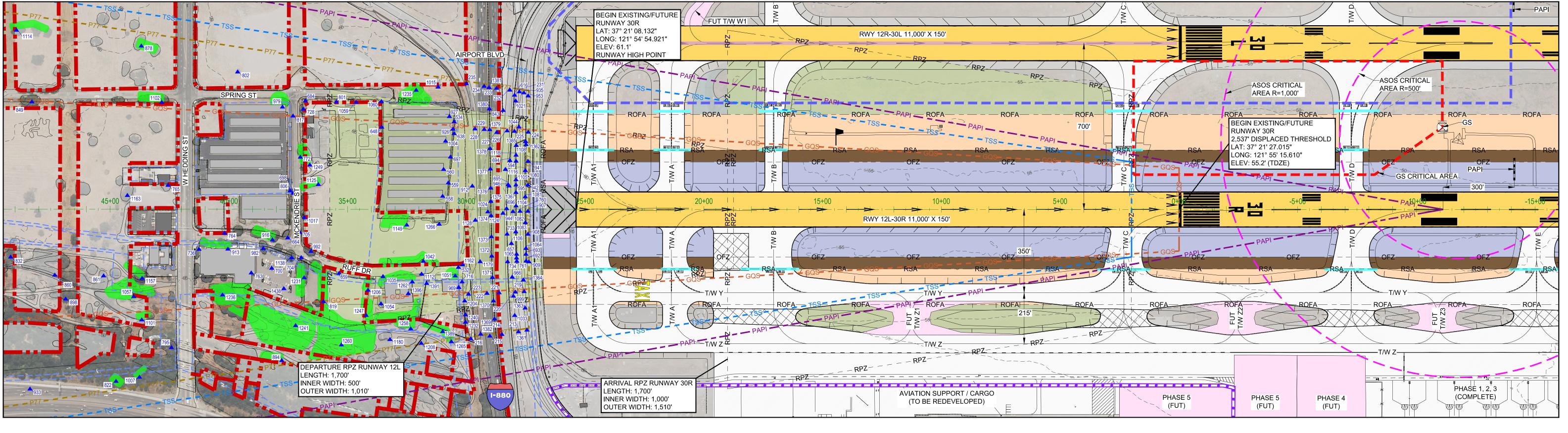
EX/FUT RUNWAY 12L INNER APPROACH PLAN AND PROFILE TABLES



DRAWN BY: AYG/KKP/EWG CHECKED BY: JRB/TMW

MAY 2020





		DRAWING LEGEI	ND		
RUNWAY PAVEMENT		FUTURE HOLDBARS		GLIDE SLOPE (GS) CRITICAL AREA	
TAXIWAY / APRON PAVEMENT		FUTURE ILS CRITICAL AREA HOLDBARS		LOCALIZER (LOC) CRITICAL AREA	
OTHER PAVEMENT IN USE		FUTURE NON-MOVEMENT AREA BOUNDARY		ASOS CRITICAL AREA	
FUTURE TAXIWAY / APRON PAVEMENT		BUILDING - EXISTING - ON AIRPORT		VOR CRITICAL AREA	
FUTURE PAVEMENT UNDER CONSTRUCTION		BUILDING - EXISTING - OFF AIRPORT		COMPASS CALIBRATION PAD CRITICAL AREA	
FUTURE BUILDING / PAVEMENT DEMOLITION / CLOSURE	XXXXX	BUILDING - FUTURE - ON AIRPORT		EXISTING GROUND AT CENTERLINE (PROFILE VIEW)	11111
AIRPORT PROPERTY LINE		BLAST PAD		EXISTING GROUND AT CENTERLINE (FROFILE VIEW)	
AIRPORT PROPERTY FILL		OBSTRUCTION POINT	130	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM	
8' PERIMETER FENCE	XX	OBSTRUCTION POINT VEGETATION GROUPING	130	WITH RUNWAY ALIGNMENT INDICATOR LIGHTS (MALSR)	
AIRPORT DEVELOPMENT AREAS		(SEE NOTE 3)		VERY HIGH FREQUENCY OMNI-DIRECTIONAL	
RUNWAY SAFETY AREA	RSA			RANGE (VOR)	
RUNWAY PROTECTION ZONE		GLIDEPATH QUALIFICATION SURFACE (GQS)	GQS -	AUTOMATED SURFACE OBSERVING SYSTEM	A
CENTRAL PORTION OF THE RPZ			P77 = =	(ASOS)	283
PRECISION OBSTACLE FREE ZONE (POFZ)	— – — POFZ— – —	PART 77 APPROACH SURFACE (P77)		PRECISION APPROACH PATH INDICATOR (PAPI)	
RUNWAY OBJECT FREE AREA		PRECISION APPROACH PATH INDICATOR (PAPI)		RUNWAY END IDENTIFIER LIGHTS (REIL)	•
RUNWAY OBSTACLE FREE ZONE	OFZ	OBSTACLE CLEARANCE SURFACE (OCS)		GLIDE SLOPE (GS)	\$
EASEMENT				LOCALIZER (LOC)	
TOPOGRAPHIC CONTOURS (FEET, MSL)	40	THRESHOLD SITING SURFACE (TSS)		WIND CONE AND SEGMENTED CIRCLE	P -(-)-





EXISTING/FUTURE RUNWAY 30R PLAN VIEW

FAA DISCLAIMER

THE CONTENTS OF THESE DOCUMENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT NECESSARILY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

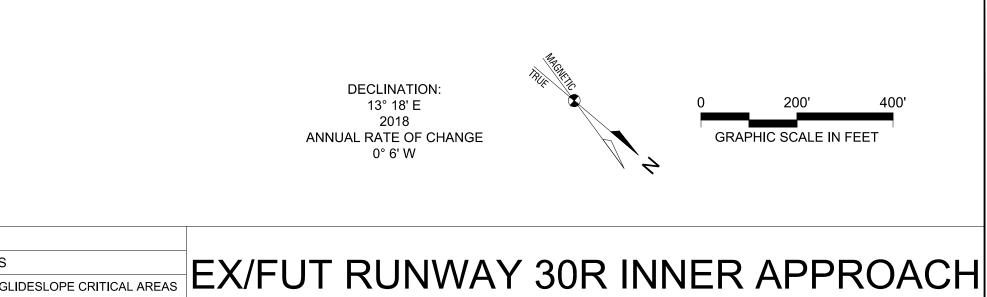
NOTES:

(1) SEE SHEET 10 FOR OBSTRUCTION DATA TABLES.

(2) ENTIRE RUNWAY CENTERLINE PROFILE NOT DEPICTED. LINE OF SIGHT REQUIREMENTS MET.

(3) MULTIPLE VEGETATION OBSTRUCTION POINTS EXIST IN IDENTIFIED GROUPINGS. THE MOST RESTRICTIVE OBJECT IS IDENTIFIED WITH AN OBJECT ID AND IS INCLUDED IN THE TABLE FOR EVALUATION.

				REVISION BLOCK
NO.	BY	APP	DATE	REVISIONS
1	CITY		AUG. 2015	ADD RUNWAY 12R-30L LOCALIZER AND GL
2	CITY		JUL. 2018	INTERIM TERMINAL FA
3	CITY		SEP. 2018	AIRCRAFT RESCUE AND FIRE FIGHT
4	HNTB		MAY 2020	INCORPORATES PROPOSED PROJECTS II INCURSION MITIGATION (F



PLAN AND PROFILE

FACILITY

HTING (ARFF) FACILITY IDENTIFIED IN THE RUNWAY (RIM) STUDY

DRAWN BY: AYG/KKP/EWG CHECKED BY: JRB/TMW

HNTB

MAY 2020

				MO	101				005	200 0101	P.C.
0.	OBJECT (1)	LAT. (2)	LONG. (2)	MSL (FT.) (3)	AGL. (FT.) (7)	SOURCE (4)	30R TSS (FT.) (5)	30R GQS (FT.) (5)	30R P77 APP (FT.) (5)	30R PAPI OCS (FT.) (5)	DISPOSITIO ACTION TO BE TAKEN
13	ROAD	N037°21'09.607"	W121°54'48.215"	87.4	15.0	HNTB	-96.9	N/A	25.0	-89.9	LEAVE AS IS
4	ROAD	N037°21'09.159"	W121°54'47.542"	84.9	15.0	HNTB	-102.9	N/A	20.4	-94.7	LEAVE AS IS
5	ROAD	N037°21'08.827"	W121°54'47.061"	85.4	15.0	HNTB	-104.9	N/A	19.4	-95.8	LEAVE AS IS
6	ROAD	N037°21'08.302"	W121°54'46.298"	74.1	15.0	HNTB	-120.3	N/A	5.7	-109.8	LEAVE AS IS
920	ROAD	N037°21'08.683" N037°21'08.421"	W121°54'49.989" W121°54'49.667"	87.4 87.4	15.0 15.0	HNTB HNTB	-95.7 -97.6	-59.7 -61.0	25.7 24.6	-88.7 -89.9	LEAVE AS IS
20 21	ROAD	N037°21'07.931"	W121 54 49.007 W121°54'49.082"	84.2	15.0	HNTB	-97.0	-66.5	19.3	-09.9	LEAVE AS IS
2	ROAD	N037°21'07.569"	W121°54'48.644"	84.8	15.0	HNTB	-106.1	-67.5	18.5	-96.3	LEAVE AS IS
23	ROAD	N037°21'07.010"	W121°54'47.972"	74.1	15.0	HNTB	-120.8	-80.9	5.4	-109.6	LEAVE AS IS
24	ROAD	N037°21'04.438"	W121°54'56.383"	75.5	15.0	HNTB	-106.8	-71.1	14.2	-100.1	LEAVE AS IS
25	ROAD	N037°21'03.983"	W121°54'55.944"	77.4	15.0	HNTB	-107.8	-71.1	14.5	-100.0	LEAVE AS IS
26	ROAD	N037°21'03.743"	W121°54'55.711"	80.4	15.0	HNTB	-106.2	-69.1	16.6	-98.0	LEAVE AS IS
27	ROAD	N037°21'03.461"	W121°54'55.294"	81.3	15.0	HNTB	-107.6	-69.7	16.1	-98.6	LEAVE AS IS
28	ROAD	N037°21'02.989"	W121°54'54.980"	81.3	15.0	HNTB	-110.2	-71.5	14.6	-100.2	LEAVE AS IS
29	ROAD	N037°21'02.685"	W121°54'54.684"	79.7	15.0	HNTB	-113.8	-74.3	11.9	-103.1	LEAVE AS IS
31 32	ROAD	N037°21'03.057" N037°21'02.714"	W121°54'57.667" W121°54'57.404"	76.3 79.3	15.0 15.0	HNTB HNTB	-107.8	N/A N/A	14.0 15.7	-100.9 -99.3	LEAVE AS IS
33	ROAD	N037 21 02.714 N037°21'02.247"	W121 54 57 404 W121°54'57 022"	79.3 80.6	15.0	HNTB	-108.3	N/A	15.7	-99.3	LEAVE AS IS
34	ROAD	N037°21'02.247	W121°54'56.671"	80.8	15.0	HNTB	-110.8	N/A	14.1	-101,3	LEAVE AS IS
35	ROAD	N037°21'01.169"	W121°54'56.161"	76.6	15.0	HNTB	-118.7	N/A	7.7	-107.9	LEAVE AS IS
32	BUSH	N037°21'05.957"	W121°54'48.679"	70.0	0.0	AGIS	-127.0	-86.4	0.1	-114.7	LEAVE AS IS
34	BUSH	N037°21'01.835"	W121°54'54.249"	70.5	0.0	AGIS	-127.4	N/A	0.1	-115.2	LEAVE AS IS
58	BUILDING	N037°21'03.516"	W121°54'50.929"	71.8	12.6	AGIS	-128.4	-86.7	0.1	-114.5	LEAVE AS IS
59	BUILDING	N037°21'03.327"	W121°54'51.647"	71.7	11.3	AGIS	-127.4	-86.1	0.5	-114.1	LEAVE AS IS
60	BUILDING	N037°21'02.810"	W121°54'52.013"	72.0	10.9	AGIS	-128.0	-86.4	0.3	-114.5	LEAVE AS IS
94	WALL	N037°21'04.857"	W121°54'54.828"	65.8	3.9	AGIS	-119.0	-82.5	3.0	-111.1	LEAVE AS IS
95	WALL	N037°21'05.505"	W121°54'53.894"	65.5	4.0	AGIS	-119.3	-82.8	2.7	-111.1	LEAVE AS IS
6	WALL	N037°21'02.998"	W121°54'57.366"	66.7	5.4	AGIS	-118.4	N/A	3.8	-111.1	LEAVE AS IS
88	BUSH	N037°21'02.156"	W121°54'53.783"	72.7	0.0	AGIS	-125.2	-84.3	2.3	-112.8	LEAVE AS IS
8	TREE	N037°20'59.714"	W121°54'51.553"	80.6	0.0	AGIS	-132.5	-86.5	1.2	-114.8	LEAVE AS IS
57 54	SIGN	N037°21'07.425"	W121°54'51.194"	67.1 91.7	4.2 31.4	AGIS AGIS	-117.6	-81.1 -88.6	4.4 0.7	-109.6 -115.6	LEAVE AS IS
84 84	LIGHT POLE	N037°20'59.806" N037°20'56.602"	W121°54'43.979" W121°54'49.962"	91.7	26.8	AGIS	-138.8	-00.0 N/A	1.5	-115.6	LEAVE AS IS
92	SIGN	N037°21'07.906"	W121°54'51.257"	67.3	7.7	AGIS	-115.4	-79.6	5.8	-108.2	LEAVE AS IS
3	SIGN	N037°21'07.712"	W121°54'51.513"	67.1	8.2	AGIS	-115.6	-79.8	5.6	-108.3	LEAVE AS IS
4	WALL	N037°21'04.644"	W121°54'54.639"	68.9	5.9	AGIS	-117.2	-80.2	5.4	-108.8	LEAVE AS IS
5	WALL	N037°21'05.250"	W121°54'53.637"	69.2	5.3	AGIS	-117.2	-80.2	5.5	-108.4	LEAVE AS IS
6	WALL	N037°21'05.861"	W121°54'52.641"	69.8	5.6	AGIS	-117.0	-79.8	5.9	-107.7	LEAVE AS IS
7	BUILDING	N037°21'02.685"	W121°54'52.740"	75.8	14.4	AGIS	-122.8	-81.7	5.0	-109.9	LEAVE AS IS
8	LIGHT POLE	N037°20'58.748"	W121°54'45.912"	91.8	31.6	AGIS	-140.0	-87.8	1.4	-114.8	LEAVE AS IS
00	LIGHT POLE	N037°21'00.134"	W121°54'42.235"	94.1	33.5	AGIS	-142.2	-88.5	1.1	-115.8	LEAVE AS IS
)4	LIGHT POLE	N037°21'00.768"	W121°54'43.662"	91.6	31.5	AGIS	-138.4	-86.8	2.2	-114.2	LEAVE AS IS
)5	LIGHT POLE	N037°21'00.023"	W121°54'44.605"	91.7	31.5	AGIS	-138.6	-86.9	2.2	-113.9	LEAVE AS IS
6	BUILDING	N037°21'06.470"	W121°54'48.234"	74.4	13.9	AGIS	-121.7	-81.4	5.0	-109.9	LEAVE AS IS
28	TREE	N037°20'56.763"	W121°54'49.564"	91.7	0.0	AGIS	-137.9	N/A	2.6	-114.4	LEAVE AS IS
33	WALL	N037°21'06.575"	W121°54'51.660"	70.4	6.0	AGIS	-116.2	-79.1	6.6	-107.3	LEAVE AS IS
84 86	WALL FLAGPOLE	N037°21'07.345" N037°20'57.336"	W121°54'50.595" W121°54'40.485"	70.6	5.7 41.1	AGIS AGIS	-116.0 -148.7	-78.9 -89.9	6.8 0.8	-107.4 -116.6	LEAVE AS IS
50 50	ROAD	N037°21'06.353"	W121°54'53.000"	69.9	15.0	AGIS	-114.1	-77.8	7.6	-105.8	LEAVE AS IS
51	SIGN	N037°21'07.618"	W121°54'50.928"	70.3	7.2	AGIS	-114.3	-77.9	7.7	-106.4	LEAVE AS IS
33	BUILDING	N037°20'59,621"	W121°54'41.353"	98.4	37.3	AGIS	-142.1	-87.0	2.9	-114.3	LEAVE AS IS
54	TREE	N037°20'57.691"	W121°54'41.991"	101.2	0.0	AGIS	-145.0	-88.0	2.4	-114.6	LEAVE AS IS
5	TREE	N037°20'54.614"	W121°54'41.930"	107.2	0.0	AGIS	-150.9	-89.9	1.4	-116.3	LEAVE AS IS
2	LIGHT POLE	N037°20'57.987"	W121°54'47.579"	92.8	31.6	AGIS	-137.4	-85.7	3.4	-113.1	LEAVE AS IS
15	TREE	N037°20'59.169"	W121°54'35.678"	107.1	0.0	AGIS	-150.2	N/A	1.7	-117.2	LEAVE AS IS
)1	TREE	N037°20'57.606"	W121°54'50.978"	90.4	0.0	AGIS	-132.2	N/A	5.4	-111.4	LEAVE AS IS
2	TREE	N037°20'53.687"	W121°54'48.768"	101.0	0.0	AGIS	-142.4	N/A	3.8	-114.4	LEAVE AS IS
)6	TREE	N037°20'58.590"	W121°54'45.906"	95.1	0.0	AGIS	-137.3	-84.9	4.4	-111.9	LEAVE AS IS
7		N037°20'56.630"	W121°54'48.944"	94.5	31.8	AGIS	-137.2	N/A	4.2	-112.9	LEAVE AS IS
9	TREE	N037°21'02.669"	W121°54'42.698"	91.8	0.0	AGIS	-133.6	-83.5	5.2	-111.5	LEAVE AS IS
2	TREE	N037°20'58.355" N037°20'51.647"	W121°54'32.454" W121°54'33.709"	113.9 125.7	0.0	AGIS AGIS	-155.1 -165.5	N/A -93.5	1.6 0.4	-118.3 -119.2	LEAVE AS IS
.3	SIGN	N037 20 51.647 N037°21'03.060"	W121 54 55.709 W121°54'56.377"	73.8	10.5	AGIS	-113.8	-93.5 N/A	9.4	-119.2	LEAVE AS IS
.9	TREE	N037°20'48.059"	W121°54'40.532"	124.2	0.0	AGIS	-162.5	N/A	1.5	-118.6	LEAVE AS IS
9	LIGHT POLE	N037°21'02.384"	W121°54'44.352"	92.5	32.6	AGIS	-129.5	-80.6	7.9	-108.3	LEAVE AS IS
60	TREE	N037°20'53.523"	W121°54'34.517"	122.2	0.0	AGIS	-159.7	-90.8	2.3	-117.0	LEAVE AS IS
51	TREE	N037°20'55.075"	W121°54'36.168"	117.0	0.0	AGIS	-154.6	-89.2	3.2	-115.6	LEAVE AS IS
8	TREE	N037°20'49.957"	W121°54'46.483"	114.0	0.0	AGIS	-149.6	N/A	4.9	-114.7	LEAVE AS IS
4	TREE	N037°21'02.976"	W121°54'38.962"	99.2	0.0	AGIS	-134.9	N/A	7.4	-110.4	LEAVE AS IS
8	TREE	N037°20'54.521"	W121°54'33.952"	121.5	0.0	AGIS	-158.2	-90.0	2.9	-116.5	LEAVE AS IS
7	ROAD	N037°21'06.597"	W121°54'53.270"	74.8	15.0	AGIS	-107.6	-71.9	13.5	-71.9	LEAVE AS IS
8	ROAD	N037°21'07.229"	W121°54'52.371"	74.6	15.0	AGIS	-107.7	-72.0	13.3	-72.0	LEAVE AS IS
9	ROAD	N037°21'08.014"	W121°54'51.317" W121°54'52 348"	74.0 79.9	15.0	AGIS	-108.1	-72.5	12.8	-72.5	LEAVE AS IS
2	SIGN	N037°21'04.165"	W121°54'52.348"	79.9	19.6	AGIS	-114.1	-74.5 -82.7	11.8 7.6	-74.5 -82.7	LEAVE AS IS
3 6	TREE	N037°20'58.234" N037°20'59.374"	W121°54'41.484" W121°54'43.376"	106.1 100.9	0.0	AGIS AGIS	-139.4 -135.2	-82.7	7.6 7.9	-82.7 -81.6	LEAVE AS IS
6	BUILDING	N037°20'59.374" N037°21'02.003"	W121°54'43.376" W121°54'53.922"	100.9 82.0	0.0 19.1	AGIS	-135.2	-81.6	7.9 11.4	-81.6	LEAVE AS IS
ю 7	BUILDING	N037 21 02.003 N037°21'01.544"	W121 54 53.922 W121°54'54.290"	82.0	19.1	AGIS	-116.1	-75.1 N/A	11.4	-/5.1 N/A	LEAVE AS IS
7 3	LIGHT POLE	N037 2101,544 N037°20'55.870"	W121°54'29.196"	126.6	39.4	AGIS	-160.5	N/A	3.7	N/A	LEAVE AS IS
5	ROAD	N037°21'03.228"	W121°54'57.778"	75.6	15.0	AGIS	-107.6	N/A	13.8	N/A	LEAVE AS IS
.1	ROAD	N037°21'05.234"	W121°54'55.233"	75.6	15.0	AGIS	-106.7	-71.0	14.3	-71.0	LEAVE AS IS
2	ROAD	N037°21'05.880"	W121°54'54.298"	75.1	15.0	AGIS	-107.2	-71.5	13.9	-71.5	LEAVE AS IS
4	ROAD	N037°21'06.140"	W121°54'52.741"	76.8	15.0	AGIS	-108.7	-71.9	13.6	-71.9	LEAVE AS IS
6	SIGN	N037°21'05.315"	W121°54'53.614"	77.6	13.8	AGIS	-108.7	-71.7	13.9	-71.7	LEAVE AS IS
	ROAD	N037°21'03.445"	W121°54'57.803"	75.2	15.0	AGIS	-107.1	N/A	14.0	N/A	LEAVE AS IS
53											

	EXISTING/F		JNWAY 30	r ini	NER /	APPRC	ACH	DBSTR	UCTIC	N DAT	A TABLE
•	OBJECT (1)	LAT. (2)	LONG. (2)	MSL (FT.) (3)	AGL (FT.) (7)	SOURCE (4)	30R TSS (FT.) (5)	30R GQS (FT.) (5)	30R P77 APP (FT.) (5)	30R PAPI OCS (FT.) (5)	DISPOSITION/ ACTION TO BE TAKEN
,	TREE	N037°20'56.051"	W121°54'48.931"	101.7	0.0	AGIS	-132.3	N/A	10.0	-107.3	LEAVE AS IS (8)
2	TREE	N037°20'59.333"	W121°54'42.723"	103.9	0.0	AGIS	-134.1	-79.8	9.9	-106.8	LEAVE AS IS (8)
2	TREE	N037°21'00.903"	W121°54'44.243"	98.7	0.0	AGIS	-129.3	-78.4	10.5	-105.7	LEAVE AS IS (8)
1	LIGHT POLE BUILDING	N037°21'08.468" N037°21'02.095"	W121°54'49.440" W121°54'53.192"	77.4 85.0	16.7 22.3	AGIS AGIS	-107.9 -114.7	N/A -73.2	14.4 13.5	-100.2 -101.6	LEAVE AS IS (8)
+ 7	TREE	N037°20'58.974"	W121°54'33.418"	116.8	0.0	AGIS	-147.3	-73.2 N/A	7.4	-112.1	LEAVE AS IS (8)
5	TREE	N037°21'00.383"	W121°54'55.061"	86.4	0.0	AGIS	-114.8	N/A	14.0	-101.8	LEAVE AS IS (8)
7	TREE	N037°20'59.767"	W121°54'45.346"	100.6	0.0	AGIS	-128.8	-77.4	11.6	-104.3	LEAVE AS IS (8)
1	LIGHT POLE	N037°21'03.192"	W121°54'57.180"	79.0	16.8	AGIS	-105.9	N/A	16.2	-98.6	LEAVE AS IS (8)
1	ROAD	N037°21'05.360"	W121°54'51.869"	81.2	15.0	AGIS	-109.5	-71.0	15.0	-98.8	LEAVE AS IS (8)
3 5	LIGHT POLE	N037°21'09.041" N037°21'03.849"	W121°54'48.727" W121°54'45.731"	78.1 92.1	16.8 31.4	AGIS AGIS	-106.9 -120.7	N/A -74.8	15.2 12.9	-99.5 -102.8	LEAVE AS IS (8)
2	TREE	N037°21'04.691"	W121°54'47.718"	88.9	0.0	AGIS	-115.4	-72.3	14.7	-102.0	LEAVE AS IS (8)
1	LIGHT POLE	N037°21'04.007"	W121°54'56.267"	79.3	16.8	AGIS	-104.9	N/A	16.9	-97.6	LEAVE AS IS (8)
1	TREE	N037°21'06.095"	W121°54'48.234"	86.2	0.0	AGIS	-111.4	-70.6	15.9	-99.0	LEAVE AS IS (8)
1	TREE	N037°21'04.533"	W121°54'44.596"	93.7	0.0	AGIS	-119.6	N/A	14.2	-101.9	LEAVE AS IS (8)
7	TREE	N037°20'56.586"	W121°54'36.383"	119.4	0.0	AGIS	-145.9	-82.5	9.3	-109.4	LEAVE AS IS (8)
))	TREE LIGHT POLE	N037°20'58.230" N037°20'59.001"	W121°54'51.648" W121°54'54.779"	97.3 95.0	0.0 32.0	AGIS AGIS	-121.2	N/A N/A	14.7 15.6	-101.8 -100.7	LEAVE AS IS (8)
, 	LIGHT POLE	N037°21'07.555"	W121°54'53.747"	79.8	20.2	AGIS	-103.0	-67.1	18.2	-95.6	LEAVE AS IS (8)
5	LIGHT POLE	N037°21'07.523"	W121°54'52.739"	80.3	16.8	AGIS	-104.4	-68.0	17.6	-96.5	LEAVE AS IS (8)
)	LIGHT POLE	N037°21'05.402"	W121°54'52.046"	80.9	20.3	AGIS	-101.9	-66.1	19.3	-94.6	LEAVE AS IS (8)
1	LIGHT POLE	N037°21'06.118"	W121°54'35.747"	80.9	20.8	AGIS	-102.0	-66.1	19.3	-94.3	LEAVE AS IS (8)
2	LIGHT POLE	N037°21'06.833"	W121°54'44.973"	80.4	20.8	AGIS	-102.4	-66.5	18.8	-94.7	LEAVE AS IS (8)
3		N037°21'06.782"	W121°54'53.070"	81.5	17.7	AGIS AGIS	-103.3	-66.8	18.7 11.9	-95.0 -107.0	LEAVE AS IS (8)
1 2	TREE	N037°20'57.473" N037°20'52.143"	W121°54'54.099" W121°54'51.439"	121.0 119.8	0.0	AGIS	-142.6 -139.6	N/A N/A	11.9 13.2	-107.0	LEAVE AS IS (8)
: 	LIGHT POLE	N037°20'52.143 N037°21'06.082"	W121°54'55.823"	82.5	21.1	AGIS	-102.3	-65.8	19.8	-93.8	LEAVE AS IS (8)
5	LIGHT POLE	N037°21'05.361"	W121°54'47.152"	82.8	20.9	AGIS	-102.0	-65.5	20.0	-93.8	LEAVE AS IS (8)
3	SIGN	N037°21'06.965"	W121°54'42.813"	83.1	21.1	AGIS	-102.7	-65.8	19.8	-94.1	LEAVE AS IS (8)
3	LIGHT POLE	N037°21'04.712"	W121°54'54.137"	81.3	16.9	AGIS	-101.4	-65.6	19.8	-94.4	LEAVE AS IS (8)
2		N037°21'04.987"	W121°54'55.064"	92.0	31.8	AGIS	-112.7	-69.5	17.6	-97.7	LEAVE AS IS (8)
} }	TREE	N037°20'45.612" N037°21'04.748"	W121°54'52.335" W121°54'47.126"	135.7 84.5	0.0 20.8	AGIS AGIS	-154.3 -102.5	N/A -65.2	11.0 20.5	-110.1 -93.7	LEAVE AS IS (8)
, }	LIGHT POLE	N037°21'04.691"	W121°54'51.116"	83.4	17.8	AGIS	-101.4	-64.9	20.6	-93.5	LEAVE AS IS (8)
+	LIGHT POLE	N037°21'05.868"	W121°54'52.335"	85.9	20.9	AGIS	-101.7	-64.2	21.5	-92.2	LEAVE AS IS (8)
;	TREE	N037°20'59.298"	W121°54'47.126"	105.0	0.0	AGIS	-121.5	-71.1	17.7	-98.2	LEAVE AS IS (8)
;	LIGHT POLE	N037°21'05.197"	W121°54'51.116"	89.9	24.4	AGIS	-103.5	-64.1	22.1	-91.9	LEAVE AS IS (8)
3	TREE	N037°21'00.473"	W121°54'43.332"	109.8	0.0	AGIS	-122.2	-69.9	19.3	-97.2	LEAVE AS IS (8)
) ,	TREE	N037°21'03.180"	W121°54'48.569"	99.4	0.0	AGIS	-108.5	-64.3	23.1	-91.8	LEAVE AS IS (8)
2	TREE	N037°20'56.349" N037°21'06.024"	W121°54'37.390" W121°54'48.928"	128.3 94.9	0.0	AGIS AGIS	-135.2 -101.2	-72.4 -60.9	19.3 25.5	-99.1 -89.2	LEAVE AS IS (8)
3	TREE	N037°20'53.618"	W121°54'40.136"	130.9	0.0	AGIS	-135.7	-71.9	20.0	-97.9	LEAVE AS IS (8)
)	LIGHT POLE	N037°21'06.484"	W121°54'49.649"	95.2	28.6	AGIS	-97.2	-58.1	28.0	-86.5	LEAVE AS IS (8)
)	TREE	N037°21'05.794"	W121°54'43.498"	104.8	0.0	AGIS	-106.5	N/A	26.5	-89.9	LEAVE AS IS (8)
ŀ	UTILITY POLE	N037°21'07.076"	W121°54'47.577"	101.3	41.7	AGIS	-94.3	N/A	32.2	-82.9	LEAVE AS IS (8)
				4407	0.0	AGIS	-105.3	-58.4	29.6 30.8	-86.5	LEAVE AS IS (8)
+	TREE	N037°21'03.751"	W121°54'44.680"	110.7		1010	00.4		JU.O	05.0	
+	TREE	N037°21'06.873"	W121°54'44.424"	105.3	0.0	AGIS	-99.4	N/A -57.7		-85.3	LEAVE AS IS (8)
3	TREE TREE	N037°21'06.873" N037°21'01.410"	W121°54'44.424" W121°54'42.977"	105.3 120.3	0.0	AGIS	-109.1	-57.7	31.4 34.6	-85.3 -85.2 -80.7	LEAVE AS IS (8)
3 1 2	TREE	N037°21'06.873"	W121°54'44.424"	105.3					31.4	-85.2	
3 1 2 5	TREE TREE UTILITY POLE	N037°21'06.873" N037°21'01.410" N037°21'07.682"	W121°54'44.424" W121°54'42.977" W121°54'46.769"	105.3 120.3 103.6	0.0 44.5	AGIS AGIS	-109.1 -91.8	-57.7 N/A	31.4 34.6	-85.2 -80.7	LEAVE AS IS (8) LEAVE AS IS (8)
3 1 2 5 3	TREE TREE UTILITY POLE TREE	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180"	105.3 120.3 103.6 109.6	0.0 44.5 0.0	AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8	-57.7 N/A N/A	31.4 34.6 34.4 31.8 36.7	-85.2 -80.7 -81.6 -85.9 -78.6	LEAVE AS IS (8) LEAVE AS IS (8) LEAVE AS IS (8) LEAVE AS IS (8) LEAVE AS IS (8)
3 1 2 5 3 1	TREE TREE UTILITY POLE TREE UTILITY POLE TREE	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'07.478" N037°21'02.452"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'47.059" W121°54'40.808"	105.3 120.3 103.6 109.6 130.9 105.7 124.5	0.0 44.5 0.0 0.0 45.9 0.0	AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7	-57.7 N/A N/A -58.6 N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8	LEAVE AS IS (8) LEAVE AS IS (8)
3 2 5 6 1	TREE TREE UTILITY POLE TREE UTILITY POLE TREE TREE	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'07.478" N037°21'02.452" N037°21'04.383"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'47.059" W121°54'40.808" W121°54'43.629"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8	0.0 44.5 0.0 0.0 45.9 0.0 0.0	AGIS AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6	-57.7 N/A N/A -58.6 N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -82.8 -78.9	LEAVE AS IS (8)
3 2 5 6 7	TREE TREE UTILITY POLE TREE UTILITY POLE TREE	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'07.478" N037°21'02.452"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'47.059" W121°54'40.808"	105.3 120.3 103.6 109.6 130.9 105.7 124.5	0.0 44.5 0.0 0.0 45.9 0.0	AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7	-57.7 N/A N/A -58.6 N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8	LEAVE AS IS (8) LEAVE AS IS (8)
3 1 2 5 5 1 7 9 5	TREE TREE UTILITY POLE TREE UTILITY POLE TREE TREE TREE	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'07.478" N037°21'02.452" N037°21'04.383" N037°20'58.496"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'47.059" W121°54'40.808" W121°54'43.629" W121°54'47.596"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5	0.0 44.5 0.0 45.9 0.0 0.0 0.0	AGIS AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7	-57.7 N/A N/A -58.6 N/A N/A N/A N/A -51.7	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -78.9 -79.1	LEAVE AS IS (8) LEAVE AS IS (8)
3 1 2 5 5 7 7 7 7 7 7 7 7 7	TREE TREE UTILITY POLE TREE UTILITY POLE TREE TREE BUILDING	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'07.478" N037°21'02.452" N037°21'04.383" N037°20'58.496" N037°20'10.352"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'47.059" W121°54'40.808" W121°54'43.629" W121°54'47.596" W121°53'43.177"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5	0.0 44.5 0.0 45.9 0.0 0.0 0.0 0.0 225.4	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A	-57.7 N/A N/A -58.6 N/A N/A N/A -51.7 N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.5 37.2 8.7 (9)	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9	LEAVE AS IS (8)
3 1 2 3 3 3 3	TREE TREE UTILITY POLE TREE UTILITY POLE TREE TREE BUILDING BUILDING BUILDING TREE	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'07.478" N037°21'02.452" N037°20'58.496" N037°20'10.352" N037°20'06.259" N037°19'51.111" N037°21'06.151"	W121°54'44.424" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'39.498" W121°54'47.059" W121°54'40.808" W121°54'43.629" W121°54'47.596" W121°53'43.177" W121°53'32.319" W121°53'38.828" W121°54'44.631"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 328.5 348.7 118.1	0.0 44.5 0.0 45.9 0.0 0.0 0.0 225.4 241.7 262.0 0.0	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A N/A -88.9	-57.7 N/A N/A -58.6 N/A N/A N/A N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7	LEAVE AS IS (8) LEAVE AS IS (8)
3 1 2 5 <t< td=""><td>TREE TREE UTILITY POLE TREE UTILITY POLE TREE TREE BUILDING BUILDING BUILDING TREE TREE</td><td>N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'07.478" N037°21'02.452" N037°21'04.383" N037°20'58.496" N037°20'06.259" N037°19'51.111" N037°21'04.418"</td><td>W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'47.059" W121°54'43.629" W121°54'43.629" W121°53'43.177" W121°53'32.319" W121°54'44.631" W121°54'44.633"</td><td>105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0</td><td>0.0 44.5 0.0 45.9 0.0 0.0 0.0 225.4 241.7 262.0 0.0 0.0</td><td>AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS</td><td>-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A N/A -88.9 -94.6</td><td>-57.7 N/A N/A -58.6 N/A N/A N/A N/A N/A N/A N/A N/A</td><td>31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6</td><td>-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4</td><td>LEAVE AS IS (8) LEAVE AS IS (8)</td></t<>	TREE TREE UTILITY POLE TREE UTILITY POLE TREE TREE BUILDING BUILDING BUILDING TREE TREE	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'07.478" N037°21'02.452" N037°21'04.383" N037°20'58.496" N037°20'06.259" N037°19'51.111" N037°21'04.418"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'47.059" W121°54'43.629" W121°54'43.629" W121°53'43.177" W121°53'32.319" W121°54'44.631" W121°54'44.633"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0	0.0 44.5 0.0 45.9 0.0 0.0 0.0 225.4 241.7 262.0 0.0 0.0	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A N/A -88.9 -94.6	-57.7 N/A N/A -58.6 N/A N/A N/A N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4	LEAVE AS IS (8) LEAVE AS IS (8)
3 1 2 3 3 3	TREE TREE UTILITY POLE TREE UTILITY POLE TREE TREE BUILDING BUILDING BUILDING TREE	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'07.478" N037°21'02.452" N037°20'58.496" N037°20'10.352" N037°20'06.259" N037°19'51.111" N037°21'06.151"	W121°54'44.424" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'39.498" W121°54'47.059" W121°54'40.808" W121°54'43.629" W121°54'47.596" W121°53'43.177" W121°53'32.319" W121°53'38.828" W121°54'44.631"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 328.5 348.7 118.1	0.0 44.5 0.0 45.9 0.0 0.0 0.0 225.4 241.7 262.0 0.0	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A N/A -88.9	-57.7 N/A N/A -58.6 N/A N/A N/A N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7	LEAVE AS IS (8) LEAVE AS IS (8)
3 1 2 3 3 3 1	TREE TREE UTILITY POLE TREE UTILITY POLE TREE TREE BUILDING BUILDING BUILDING TREE TREE BUILDING BUILDING	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'07.478" N037°21'02.452" N037°21'04.383" N037°20'58.496" N037°20'10.352" N037°20'06.259" N037°21'06.151" N037°21'04.418" N037°20'05.134"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'40.808" W121°54'44.630" W121°54'43.629" W121°54'43.629" W121°54'43.629" W121°54'43.629" W121°53'33.177" W121°53'32.319" W121°54'44.631" W121°54'44.631" W121°54'44.631"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9	0.0 44.5 0.0 45.9 0.0 0.0 0.0 225.4 241.7 262.0 0.0 0.0 237.2	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A N/A -88.9 -94.6 N/A	-57.7 N/A N/A -58.6 N/A N/A N/A N/A N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9)	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4	LEAVE AS IS (8)
33 1 1 2 5 5 5 3 3 1 1 1 7 1 1 1 7 1 1 2 5 5 5 5 5 5	TREE TREE UTILITY POLE TREE UTILITY POLE UTILITY POLE TREE TREE BUILDING BUILDING BUILDING TREE BUILDING TREE BUILDING	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'07.478" N037°21'02.452" N037°21'04.383" N037°20'58.496" N037°20'10.352" N037°20'10.352" N037°20'10.352" N037°21'04.418" N037°21'04.418" N037°20'05.134"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'40.808" W121°54'40.808" W121°54'44.629" W121°54'44.630" W121°54'43.629" W121°54'47.596" W121°53'32.319" W121°53'32.319" W121°54'44.631" W121°54'44.623" W121°54'44.623" W121°54'44.623" W121°54'44.623" W121°54'44.623"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 120.9	0.0 44.5 0.0 45.9 0.0 0.0 0.0 225.4 241.7 262.0 0.0 0.0 237.2 0.0	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A N/A -88.9 -94.6 N/A -85.8	-57.7 N/A N/A -58.6 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2	LEAVE AS IS (8)
	TREE TREE UTILITY POLE TREE UTILITY POLE TREE UTILITY POLE TREE BUILDING BUILDING BUILDING BUILDING TREE BUILDING TREE TREE BUILDING TREE BUILDING	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'02.452" N037°21'02.452" N037°21'04.383" N037°20'58.496" N037°20'10.352" N037°20'06.259" N037°21'04.111" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.174" N037°21'04.773"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'40.808" W121°54'44.630" W121°54'43.629" W121°54'43.629" W121°54'43.629" W121°54'43.629" W121°53'33.17" W121°53'33.828" W121°54'44.631" W121°54'44.632" W121°54'44.631" W121°54'44.5119" W121°53'24.611"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 120.9 118.4 124.0 341.7	0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 0.0 0.0 237.2 0.0 0.0 0.0 235.4	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A	-57.7 N/A N/A -58.6 N/A N/A N/A -51.7 N/A N/A N/A N/A N/A N/A N/A -42.0 N/A -35.1 N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9)	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2	LEAVE AS IS (8)
	TREE TREE UTILITY POLE TREE TREE UTILITY POLE TREE TREE BUILDING BUILDING BUILDING BUILDING TREE BUILDING TREE BUILDING TREE BUILDING TREE BUILDING BUILDING BUILDING BUILDING	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.323" N037°21'02.452" N037°21'02.452" N037°21'02.452" N037°20'58.496" N037°20'10.352" N037°20'06.259" N037°21'06.151" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.912" N037°21'04.174" N037°20'09.592" N037°20'01.875"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'40.808" W121°54'44.629" W121°54'44.629" W121°54'47.596" W121°53'32.319" W121°53'32.319" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.632" W121°54'44.526" W121°54'44.526" W121°54'44.519" W121°54'49.716" W121°53'20.981"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 120.9 118.4 124.0 341.7 362.4	0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 0.0 237.2 0.0 0.0 237.2 2,5.4	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A	-57.7 N/A N/A -58.6 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9)	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2 -130.7	LEAVE AS IS (8) LEAVE
3 3 1 2 3 <t< td=""><td>TREE TREE UTILITY POLE TREE UTILITY POLE TREE UTILITY POLE TREE BUILDING BUILDING BUILDING BUILDING TREE BUILDING TREE TREE BUILDING TREE BUILDING</td><td>N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'02.452" N037°21'02.452" N037°21'04.383" N037°20'58.496" N037°20'10.352" N037°20'06.259" N037°21'04.111" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.174" N037°21'04.773"</td><td>W121°54'44.424" W121°54'46.769" W121°54'54.180" W121°54'54.180" W121°54'39.498" W121°54'40.808" W121°54'44.630" W121°54'43.629" W121°54'43.629" W121°54'43.629" W121°54'43.629" W121°53'43.177" W121°53'33.828" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°53'44.703" W121°53'44.703" W121°53'44.703" W121°53'44.703" W121°53'44.631" W121°53'44.703" W121°53'44.703" W121°53'44.703" W121°53'44.703" W121°53'24.611" W121°53'24.611" W121°53'42.392"</td><td>105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 120.9 118.4 124.0 341.7</td><td>0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 0.0 0.0 237.2 0.0 0.0 0.0 235.4</td><td>AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS</td><td>-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A</td><td>-57.7 N/A N/A -58.6 N/A N/A N/A -51.7 N/A N/A N/A N/A N/A N/A N/A -42.0 N/A -35.1 N/A</td><td>31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9) 24.2 (9)</td><td>-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2</td><td>LEAVE AS IS (8) LEAVE AS IS (8)</td></t<>	TREE TREE UTILITY POLE TREE UTILITY POLE TREE UTILITY POLE TREE BUILDING BUILDING BUILDING BUILDING TREE BUILDING TREE TREE BUILDING TREE BUILDING	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'02.452" N037°21'02.452" N037°21'04.383" N037°20'58.496" N037°20'10.352" N037°20'06.259" N037°21'04.111" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.174" N037°21'04.773"	W121°54'44.424" W121°54'46.769" W121°54'54.180" W121°54'54.180" W121°54'39.498" W121°54'40.808" W121°54'44.630" W121°54'43.629" W121°54'43.629" W121°54'43.629" W121°54'43.629" W121°53'43.177" W121°53'33.828" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°53'44.703" W121°53'44.703" W121°53'44.703" W121°53'44.703" W121°53'44.631" W121°53'44.703" W121°53'44.703" W121°53'44.703" W121°53'44.703" W121°53'24.611" W121°53'24.611" W121°53'42.392"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 120.9 118.4 124.0 341.7	0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 0.0 0.0 237.2 0.0 0.0 0.0 235.4	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A	-57.7 N/A N/A -58.6 N/A N/A N/A -51.7 N/A N/A N/A N/A N/A N/A N/A -42.0 N/A -35.1 N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9) 24.2 (9)	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2	LEAVE AS IS (8)
	TREE TREE UTILITY POLE TREE UTILITY POLE TREE UTILITY POLE TREE BUILDING BUILDING BUILDING TREE BUILDING TREE BUILDING TREE BUILDING BUILDING BUILDING BUILDING BUILDING BUILDING	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°21'02.452" N037°21'04.383" N037°20'58.496" N037°20'06.259" N037°20'06.259" N037°20'06.259" N037°21'04.151" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.174" N037°21'04.174" N037°20'01.875" N037°20'13.495"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'40.808" W121°54'44.629" W121°54'44.629" W121°54'47.596" W121°53'32.319" W121°53'32.319" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.632" W121°54'44.526" W121°54'44.526" W121°54'44.519" W121°54'49.716" W121°53'20.981"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 328.5 328.5 328.5 328.5 328.5 328.5 328.7 118.1 127.0 315.9 120.9 118.4 124.0 341.7 362.4 315.2	0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 0.0 237.2 0.0 0.0 237.2 275.4 250.1	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A	-57.7 N/A N/A -58.6 N/A N/A N/A -51.7 N/A N/A N/A N/A N/A N/A N/A -42.0 N/A -35.1 N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9)	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2 -130.7 -111.7	LEAVE AS IS (8)
	TREE TREE UTILITY POLE TREE TREE UTILITY POLE TREE BUILDING BUILDING BUILDING BUILDING TREE BUILDING TREE BUILDING TREE BUILDING CRANE CRANE	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.323" N037°20'59.323" N037°21'02.452" N037°21'02.452" N037°20'58.496" N037°20'10.352" N037°20'06.259" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.151" N037°21'04.418" N037°21'04.418" N037°21'04.174" N037°20'05.134" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°20'01.875" N037°20'01.875" N037°20'13.495" N037°20'15.246"	W121°54'44.424" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'40.808" W121°54'44.630" W121°54'47.596" W121°54'43.629" W121°54'43.629" W121°54'43.629" W121°54'44.630" W121°53'32.319" W121°53'38.828" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.632" W121°54'44.631" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°54'45.519" W121°54'49.716" W121°53'20.981" W121°53'44.102"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 120.9 118.4 124.0 341.7 362.4 315.2 365.8	0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 237.2 0.0 0.0 237.2 0.0 237.2 2.5 0.0 237.2 0.0 237.2 0.0 237.2 0.0 237.2 0.0 237.2 0.0 0.0 256.2 275.4 250.1 306.2	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A	-57.7 N/A N/A -58.6 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9) 24.2 (9) 81.4 (9)	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2 -130.7 -111.7 -53.9	LEAVE AS IS (8)
3 1 2 3 <t< td=""><td>TREE TREE UTILITY POLE TREE TREE UTILITY POLE TREE BUILDING BUILDING BUILDING BUILDING TREE BUILDING TREE BUILDING TREE BUILDING CRANE CRANE CRANE CRANE ROAD WALL ROAD</td><td>N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°21'02.452" N037°20'08.496" N037°20'10.352" N037°20'06.259" N037°20'06.259" N037°20'10.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.174" N037°20'01.875" N037°20'01.875" N037°20'13.495" N037°21'04.616" N037°21'04.616" N037°21'09.826"</td><td>W121°54'44.424" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'40.808" W121°54'44.630" W121°54'44.630" W121°54'43.629" W121°54'43.629" W121°54'43.629" W121°53'43.177" W121°53'33.828" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°53'44.703" W121°53'44.703" W121°53'44.703" W121°53'44.703" W121°53'44.703" W121°53'44.703" W121°53'24.611" W121°53'24.611" W121°53'42.392" W121°53'44.102" W121°53'44.6572"</td><td>105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 328.5 328.5 328.5 328.5 328.5 328.5 328.7 118.1 127.0 315.9 120.9 118.4 124.0 315.9 120.9 118.4 124.0 341.7 362.4 315.2 365.8 75.3</td><td>0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 237.2 0.0 0.0 237.2 275.4 256.2 275.4 250.1 306.2 15.0</td><td>AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS</td><td>-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A N/A N/A -107.2 -118.7 -108.0</td><td>-57.7 N/A N/A -58.6 N/A N/A N/A N/A N/A N/A N/A N/A N/A -42.0 N/A -42.0 N/A -35.1 N/A N/A N/A N/A N/A N/A N/A N/A</td><td>31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9) 24.2 (9) 81.4 (9) 13.9</td><td>-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2 -130.7 -111.7 -53.9 -100.9 -101.3</td><td>LEAVE AS IS (8) LEAVE AS IS (8) </td></t<>	TREE TREE UTILITY POLE TREE TREE UTILITY POLE TREE BUILDING BUILDING BUILDING BUILDING TREE BUILDING TREE BUILDING TREE BUILDING CRANE CRANE CRANE CRANE ROAD WALL ROAD	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°21'02.452" N037°20'08.496" N037°20'10.352" N037°20'06.259" N037°20'06.259" N037°20'10.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.174" N037°20'01.875" N037°20'01.875" N037°20'13.495" N037°21'04.616" N037°21'04.616" N037°21'09.826"	W121°54'44.424" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'40.808" W121°54'44.630" W121°54'44.630" W121°54'43.629" W121°54'43.629" W121°54'43.629" W121°53'43.177" W121°53'33.828" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°53'44.703" W121°53'44.703" W121°53'44.703" W121°53'44.703" W121°53'44.703" W121°53'44.703" W121°53'24.611" W121°53'24.611" W121°53'42.392" W121°53'44.102" W121°53'44.6572"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 328.5 328.5 328.5 328.5 328.5 328.5 328.7 118.1 127.0 315.9 120.9 118.4 124.0 315.9 120.9 118.4 124.0 341.7 362.4 315.2 365.8 75.3	0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 237.2 0.0 0.0 237.2 275.4 256.2 275.4 250.1 306.2 15.0	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A N/A N/A -107.2 -118.7 -108.0	-57.7 N/A N/A -58.6 N/A N/A N/A N/A N/A N/A N/A N/A N/A -42.0 N/A -42.0 N/A -35.1 N/A N/A N/A N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9) 24.2 (9) 81.4 (9) 13.9	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2 -130.7 -111.7 -53.9 -100.9 -101.3	LEAVE AS IS (8)
	TREE TREE UTILITY POLE TREE TREE UTILITY POLE TREE BUILDING BUILDING BUILDING BUILDING TREE BUILDING TREE BUILDING TREE BUILDING CRANE CRANE CRANE ROAD WALL ROAD	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'02.452" N037°21'02.452" N037°20'58.496" N037°20'10.352" N037°20'06.259" N037°21'04.418" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'08.341"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'39.498" W121°54'40.808" W121°54'44.630" W121°54'44.630" W121°54'43.629" W121°54'43.629" W121°54'43.629" W121°54'44.631" W121°53'32.319" W121°53'34.703" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°53'44.102" W121°53'44.102" W121°54'45.5192" W121°54'49.375" W121°54'49.375" W121°54'49.375" W121°54'50.414"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 120.9 118.4 124.0 341.7 362.4 315.2 365.8 75.3 64.1 74.9 74.8	0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 0.0 237.2 0.0 237.2 2.7 5.4 250.1 306.2 275.4 250.1 306.2 15.0 3.3 15.0	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A N/A N/A -107.2 -118.7 -108.0	-57.7 N/A N/A -58.6 N/A N/A N/A -51.7 N/A N/A N/A N/A N/A N/A -42.0 N/A -42.0 N/A -35.1 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9) 24.2 (9) 81.4 (9) 13.9 2.6 13.2 12.9	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -130.7 -111.7 -53.9 -100.9 -111.7 -101.3 -101.3	LEAVE AS IS (8)
	TREE TREE UTILITY POLE TREE UTILITY POLE TREE UTILITY POLE TREE BUILDING BUILDING BUILDING BUILDING TREE BUILDING TREE BUILDING CRANE CRANE CRANE CRANE CRANE CRANE ROAD WALL ROAD WALL	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°21'07.478" N037°21'04.452" N037°20'10.352" N037°20'06.259" N037°20'06.259" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°20'01.875" N037°20'01.875" N037°20'13.495" N037°21'04.616" N037°21'04.616" N037°21'04.431"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'40.808" W121°54'40.808" W121°54'47.596" W121°54'47.596" W121°53'32.319" W121°53'32.319" W121°53'38.828" W121°53'34.177" W121°53'34.102" W121°53'44.623" W121°54'45.519" W121°54'45.519" W121°53'24.611" W121°53'24.611" W121°53'44.02" W121°53'44.102" W121°53'44.572" W121°53'44.572" W121°53'44.102" W121°53'44.9.375" W121°54'49.375" W121°54'55.923" W121°54'55.9254" W121°54'55.450"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 120.9 118.4 124.5 341.7 362.4 315.2 365.8 75.3 64.1 74.9 74.8 65.6	0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 237.2 0.0 237.2 0.0 237.2 262.0 0.0 237.2 262.0 2.0 0.0 237.2 2.0,0 3.3 3.5	AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A N/A N/A -107.2 -118.7 -108.0 -108.5 -119.2	-57.7 N/A N/A -58.6 N/A N/A N/A -51.7 N/A N/A N/A N/A N/A N/A -42.0 N/A -42.0 N/A -42.0 N/A N/A -35.1 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9) 24.2 (9) 81.4 (9) 13.9 2.6 13.2 12.9 2.8	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2 -130.7 -111.7 -53.9 -100.9 -100.9 -111.7 -101.3 -101.3 -101.3 -111.5	LEAVE AS IS (8)
	TREE TREE UTILITY POLE TREE UTILITY POLE TREE TREE BUILDING BUILDING BUILDING BUILDING TREE BUILDING TREE BUILDING CRANE BUILDING BUILDING CRANE BUILDING BUILDING WALL ROAD WALL ROAD WALL SIGN	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'02.452" N037°21'02.452" N037°20'58.496" N037°20'06.259" N037°20'06.259" N037°21'02.4111" N037°20'06.259" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°20'15.246" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.431" N037°21'04.431" N037°21'04.431"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'40.808" W121°54'44.630" W121°54'47.596" W121°54'43.629" W121°53'32.319" W121°53'38.828" W121°53'34.703" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.6326" W121°54'44.631" W121°54'44.6326" W121°54'44.6326" W121°54'44.6326" W121°54'44.6326" W121°54'44.6326" W121°54'44.6326" W121°54'44.6326" W121°54'44.6326" W121°54'44.6326" W121°53'44.102" W121°53'44.102" W121°54'44.572" W121°54'44.572" W121°54'44.572" W121°54'44.572" W121°54'44.572" W121°54'44.572" W121°54'44.572" W121°54'44.572" W121°54'55.450" W121°54'55.450" <t< td=""><td>105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 124.0 341.7 362.4 315.2 365.8 75.3 64.1 74.8 65.6 73.0</td><td>0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 0.0 237.2 0.0 237.2 2.7 5.4 250.1 306.2 275.4 250.1 306.2 15.0 3.3 15.0 15.0 3.5 11.0</td><td>AGIS</td><td>-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A N/A N/A -107.2 -118.7 -108.0 -108.5 -119.2 -111.8</td><td>-57.7 N/A N/A -58.6 N/A N/A N/A -51.7 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A</td><td>31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9) 24.2 (9) 81.4 (9) 13.9 2.6 13.2 12.9 2.8 10.3</td><td>-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -130.7 -111.7 -53.9 -100.9 -111.7 -53.9 -100.9 -111.7 -101.3 -101.3 -101.3 -103.5</td><td>LEAVE AS IS (8) LEAVE AS IS (8)</td></t<>	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 124.0 341.7 362.4 315.2 365.8 75.3 64.1 74.8 65.6 73.0	0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 0.0 237.2 0.0 237.2 2.7 5.4 250.1 306.2 275.4 250.1 306.2 15.0 3.3 15.0 15.0 3.5 11.0	AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A N/A N/A -107.2 -118.7 -108.0 -108.5 -119.2 -111.8	-57.7 N/A N/A -58.6 N/A N/A N/A -51.7 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9) 24.2 (9) 81.4 (9) 13.9 2.6 13.2 12.9 2.8 10.3	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -130.7 -111.7 -53.9 -100.9 -111.7 -53.9 -100.9 -111.7 -101.3 -101.3 -101.3 -103.5	LEAVE AS IS (8)
	TREE TREE UTILITY POLE TREE UTILITY POLE TREE UTILITY POLE TREE BUILDING BUILDING BUILDING BUILDING TREE BUILDING TREE BUILDING CRANE CRANE CRANE CRANE CRANE CRANE ROAD WALL ROAD WALL	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°20'59.781" N037°21'07.478" N037°21'04.452" N037°20'10.352" N037°20'06.259" N037°20'06.259" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°20'01.875" N037°20'01.875" N037°20'13.495" N037°21'04.616" N037°21'04.616" N037°21'04.431"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'40.808" W121°54'40.808" W121°54'47.596" W121°54'47.596" W121°53'32.319" W121°53'32.319" W121°53'38.828" W121°53'34.177" W121°53'34.102" W121°53'44.623" W121°54'45.519" W121°54'45.519" W121°53'24.611" W121°53'24.611" W121°53'44.02" W121°53'44.102" W121°53'44.572" W121°53'44.572" W121°53'44.102" W121°53'44.9.375" W121°54'49.375" W121°54'55.923" W121°54'55.9254" W121°54'55.450"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 120.9 118.4 124.5 341.7 362.4 315.2 365.8 75.3 64.1 74.9 74.8 65.6	0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 237.2 0.0 237.2 0.0 237.2 262.0 0.0 237.2 262.0 2.0 0.0 237.2 2.0,0 3.3 3.5	AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A N/A N/A -107.2 -118.7 -108.0 -108.5 -119.2	-57.7 N/A N/A -58.6 N/A N/A N/A -51.7 N/A N/A N/A N/A N/A N/A -42.0 N/A -42.0 N/A -42.0 N/A N/A -35.1 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9) 24.2 (9) 81.4 (9) 13.9 2.6 13.2 12.9 2.8	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2 -130.7 -111.7 -53.9 -100.9 -100.9 -111.7 -101.3 -101.3 -101.3 -111.5	LEAVE AS IS (8)
	TREE TREE UTILITY POLE TREE UTILITY POLE TREE TREE BUILDING BUILDING BUILDING BUILDING BUILDING TREE BUILDING TREE BUILDING CRANE BUILDING BUILDING CRANE BUILDING BUILDING WALL ROAD WALL ROAD WALL SIGN WALL	N037°21'06.873" N037°21'07.682" N037°20'59.781" N037°20'59.781" N037°20'59.323" N037°21'07.478" N037°21'02.452" N037°21'02.452" N037°21'02.452" N037°20'58.496" N037°20'10.352" N037°20'06.259" N037°21'04.418" N037°21'04.51" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.773" N037°21'04.773" N037°21'04.174" N037°20'01.875" N037°20'13.495" N037°20'13.495" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.431" N037°21'04.431" N037°21'04.431" N037°21'04.431"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'54.180" W121°54'39.498" W121°54'40.808" W121°54'44.630" W121°54'47.596" W121°54'43.629" W121°54'47.596" W121°54'43.629" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.526" W121°54'45.519" W121°54'45.519" W121°54'44.531" W121°54'44.531" W121°53'24.611" W121°53'24.611" W121°53'44.102" W121°53'44.102" W121°53'44.572" W121°54'45.5923" W121°54'48.572" W121°54'49.375" W121°54'55.923" W121°54'55.450" W121°54'55.450" W121°54'55.450" W121°54'47.896"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 120.9 118.4 124.5 365.8 75.3 64.1 74.9 74.8 65.6 73.0 70.9	0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 237.2 0.0 237.2 0.0 237.2 262.0 0.0 237.2 262.0 2.3 3.3 15.0 3.3 15.0 3.5 11.0 2.8	AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A N/A N/A -107.2 -118.7 -108.0 -108.5 -119.2 -111.8	-57.7 N/A N/A -58.6 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 24.2 (9) 81.4 (9) 11.9 (9) 24.2 (9) 81.4 (9) 13.9 2.6 13.2 12.9 2.8 10.3 5.5	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -130.7 -111.7 -53.9 -100.9 -100.9 -101.3 -101.3 -101.3 -101.3 -101.5 -109.5	LEAVE AS IS (8)
	TREE TREE UTILITY POLE TREE UTILITY POLE TREE UTILITY POLE TREE BUILDING BUILDING BUILDING BUILDING TREE BUILDING TREE BUILDING CRANE CRANE BUILDING BUILDING WALL ROAD WALL ROAD WALL SIGN WALL	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'02.452" N037°21'02.452" N037°20'58.496" N037°20'10.352" N037°20'06.259" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°20'10.5134" N037°21'04.418" N037°20'105.134" N037°21'04.418" N037°20'15.246" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.431" N037°21'04.431" N037°21'04.507" N037°21'05.710" N037°21'05.710"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'39.498" W121°54'39.498" W121°54'40.808" W121°54'44.630" W121°54'43.629" W121°54'47.596" W121°53'32.319" W121°53'34.77" W121°53'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.632" W121°54'44.632" W121°54'44.631" W121°54'44.632" W121°53'44.102" W121°53'44.102" W121°54'44.572" W121°54'44.572" W121°54'44.572" W121°54'44.572" W121°54'55.923" W121°54'55.450" W121°54'53.595" W121°54'44.5714" W121°54'44.5714"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 120.9 118.4 124.0 341.7 362.4 315.2 365.8 75.3 64.1 74.8 65.6 73.0 70.9 70.5	0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 0.0 237.2 0.0 237.2 2.0.0 0.0 237.2 2.0.0 2.0 2.0 2.0 2.0 3.3 15.0 3.5 15.0 3.5 11.0 2.8 2.6	AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A N/A N/A -107.2 -118.7 -108.0 -108.5 -119.2 -111.8	-57.7 N/A N/A -58.6 N/A N/A N/A -51.7 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 42.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9) 24.2 (9) 81.4 (9) 13.9 2.6 13.2 12.9 2.8 10.3 5.5 4.9	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -130.7 -111.7 -53.9 -100.9 -111.3 -101.3 -101.3 -101.3 -109.5 -109.9	LEAVE AS IS (8)
3 3 4 5 5 5 5 6 7 7 7 9 9 1 1 7 8 1 1 2 2 3 3 3 1 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1 1 5 1 <t< td=""><td>TREE TREE UTILITY POLE TREE UTILITY POLE TREE UTILITY POLE TREE BUILDING BUILDING BUILDING BUILDING BUILDING TREE BUILDING TREE BUILDING CRANE CRANE CRANE CRANE BUILDING BUILDING WALL SIGN WALL SIGN WALL WALL WALL</td><td>N037°21'06.873" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'07.478" N037°21'07.478" N037°21'02.452" N037°21'02.452" N037°20'58.496" N037°20'10.352" N037°20'10.352" N037°20'10.418" N037°20'06.259" N037°20'06.259" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.517" N037°21'04.418" N037°20'13.495" N037°20'13.495" N037°20'13.495" N037°21'04.616" N037°21'04.631" N037°21'04.631" N037°21'04.631" N037°21'04.631" N037°21'04.631"</td><td>W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'39.498" W121°54'39.498" W121°54'40.808" W121°54'44.630" W121°54'47.596" W121°54'43.629" W121°54'47.596" W121°54'43.629" W121°53'32.319" W121°53'38.828" W121°54'46.526" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.6326" W121°54'44.6326" W121°54'44.6326" W121°54'44.6326" W121°54'44.6326" W121°54'44.6326" W121°53'24.611" W121°53'44.102" W121°53'44.102" W121°54'48.572" W121°54'48.572" W121°54'48.572" W121°54'48.572" W121°54'55.923" W121°54'55.450" W121°54'55.5450" W121°54'48.570" W121°54'49.450" W121°54'49.450" W121°54'49.450" W121°54'49.450" W</td><td>105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 120.9 118.4 124.0 341.7 362.4 315.2 365.8 75.3 64.1 74.9 74.8 65.6 73.0 70.5 70.0 69.6 69.2</td><td>0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 237.2 0.0 237.2 20.0 237.2 275.4 250.1 306.2 275.4 250.1 306.2 15.0 3.3 15.0 3.3 15.0 3.5 11.0 2.8 2.6 2.7 2.9 2.7</td><td>AGIS</td><td>-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A 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3 3 1 2 2 3 3	TREE TREE UTILITY POLE TREE UTILITY POLE TREE UTILITY POLE TREE BUILDING BUILDING BUILDING BUILDING BUILDING TREE BUILDING TREE BUILDING CRANE CRANE CRANE CRANE BUILDING WALL NALL WALL WALL WALL WALL	N037°21'06.873" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'07.478" N037°21'02.452" N037°20'58.496" N037°20'10.352" N037°20'06.259" N037°20'06.259" N037°20'06.259" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°20'05.134" N037°21'04.418" N037°20'05.932" N037°21'04.418" N037°20'13.495" N037°20'13.495" N037°20'15.246" N037°21'04.616" N037°21'04.616"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'39.498" W121°54'39.498" W121°54'40.808" W121°54'44.630" W121°54'43.629" W121°54'47.596" W121°54'43.629" W121°54'43.629" W121°53'32.319" W121°53'34.177" W121°53'34.102" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°54'44.637" W121°54'44.637" W121°54'44.637" W121°54'44.637" W121°54'44.637" W121°54'45.923" W121°54'55.923" W121°54'54.5450" W121°54'55.450" W121°54'44.570" W121°54'44.570" W121°54'44.570" W121°54'44.570"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 124.5 305.5 328.5 348.7 118.1 127.0 315.9 120.9 118.4 124.0 341.7 365.8 75.3 64.1 74.9 74.8 65.6 73.0 70.5 70.0 69.2 69.1 68.6	0.0 44.5 0.0 44.5 0.0 45.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0 225.4 241.7 262.0 0.0 3.3 15.0 3.5 11.0 2.8 2.6 2.7 2.8 2.6	AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A -107.2 -118.7 -108.0 -108.5 -119.2 -111.8 -119.1 -119.8 -119.3 -119.8 -119.3	-57.7 N/A N/A -58.6 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9) 24.2 (9) 81.4 (9) 13.9 24.2 (9) 81.4 (9) 13.9 2.6 13.2 12.9 2.8 10.3 5.5 4.9 2.8 10.3 5.5 4.9 2.8 10.3 5.5 4.9 2.8	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -130.7 -111.7 -53.9 -100.9 -111.7 -101.3 -101.3 -101.3 -101.3 -101.3 -101.5 -109.5 -109.5 -109.5 -109.5 -109.5 -109.5 -109.5 -109.5 -109.5 -109.5 -109.5 -109.5 -109.5 -109.5 -109.5 -109.5 -100	LEAVE AS IS (8)
3) 3) 1 2 5 <	TREE TREE UTILITY POLE TREE UTILITY POLE TREE UTILITY POLE TREE BUILDING BUILDING BUILDING BUILDING TREE BUILDING TREE BUILDING TREE BUILDING CRANE CRANE BUILDING WALL NAD WALL ROAD WALL ROAD WALL WALL WALL WALL WALL	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'02.452" N037°21'02.452" N037°20'58.496" N037°20'10.352" N037°20'10.352" N037°20'10.352" N037°20'10.352" N037°20'10.418" N037°21'04.134" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.516" N037°21'04.418" N037°21'04.418" N037°21'04.439" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'05.710" N037°21'07.303" N037°21'07.303" N037°21'07.303" N037°21'06.698" N037°21'05.564" N037°21'04.800"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'39.498" W121°54'43.029" W121°54'44.808" W121°54'47.596" W121°54'43.629" W121°54'47.596" W121°54'43.629" W121°54'44.631" W121°53'38.828" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.632" W121°54'44.631" W121°54'44.632" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.632" W121°54'44.632" W121°54'44.631" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°54'55.450" W121°54'55.450" W121°54'44.637" W121°54'44.637" W121°54'44.570" W121°54'44.570"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 105.7 124.5 305.5 328.5 348.7 118.1 127.0 315.9 120.9 118.4 122.0 341.7 362.4 315.2 365.8 75.3 64.1 74.9 74.8 65.6 73.0 70.5 70.5 70.0 69.2 69.1	0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 237.2 262.0 0.0 237.2 20.0 0.0 237.2 275.4 250.1 306.2 275.4 250.1 3.0 256.2 275.4 250.1 3.0 3.3 15.0 15.0 3.3 15.0 15.0 2.8 2.6 2.7 2.9 2.7 2.8	AGIS	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A N/A -107.2 -118.7 -108.0 -108.5 -119.2 -111.8 -119.1 -119.8 -119.8	-57.7 N/A N/A -58.6 N/A N/A N/A -51.7 N/A N/A N/A N/A N/A N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -35.1 N/A N/A N/A N/A N/A N/A N/A -35.1 N/A N/A -72.5 -82.7 -75.3 N/A N/A -81.6 -82.1 -82.6 -82.7	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 42.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 24.2 (9) 81.4 (9) 13.9 2.6 13.9 2.6 13.2 12.9 2.8 10.3 5.5 4.9 4.3 3.8 3.4 3.2	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -70.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -130.7 -111.7 -53.9 -100.9 -110.3 -101.3 -101.3 -101.3 -101.3 -101.5 -109.9 -110.2 -110.5 -109.9	LEAVE AS IS (8)
3 1 2 5 <td< td=""><td>TREETREEUTILITY POLETREEUTILITY POLETREEUTILITY POLETREEBUILDINGBUILDINGBUILDINGTREEBUILDINGTREEBUILDINGCRANEBUILDINGCRANEROADWALLROADWALL</td><td>N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'02.452" N037°21'02.452" N037°20'58.496" N037°20'10.352" N037°20'10.352" N037°20'10.352" N037°20'10.352" N037°20'10.418" N037°21'04.134" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.516" N037°21'04.418" N037°21'04.418" N037°21'04.439" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'05.710" N037°21'07.303" N037°21'07.303" N037°21'07.303" N037°21'06.698" N037°21'05.564" N037°21'04.800" </td><td>W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'39.498" W121°54'40.808" W121°54'40.808" W121°54'40.808" W121°54'40.808" W121°54'41.623" W121°53'32.319" W121°53'34.77" W121°53'44.631" W121°54'45.519" W121°54'45.519" W121°54'45.519" W121°54'45.519" W121°53'24.611" W121°53'44.02" W121°53'44.102" W121°53'44.102" W121°53'44.102" W121°53'44.102" W121°53'44.102" W121°53'44.102" W121°53'44.102" W121°54'45.5192" W121°54'48.570" W121°54'49.375" W121°54'55.450" W121°54'44.570" W121°54'44.570" W121°54'44.570" W121°54'44.570" W121°54'44.570" W121°54'44.570" W121°54'44.570" W121°54'44.570" W121°54'51.018" W121°54'51.322"</td><td>105.3 120.3 103.6 109.6 130.9 105.7 124.5 105.7 124.5 305.5 328.5 328.5 328.5 328.5 348.7 118.1 127.0 315.9 124.0 341.7 362.4 315.2 365.8 75.3 64.1 74.9 74.8 65.6 73.0 70.5 70.0 69.6 69.2 69.1 68.6 68.2</td><td>0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 237.2 0.0 237.2 0.0 237.2 262.0 2.3 2.7 4 250.1 3.0 2.5 5.2 2.5 4 250.1 3.0 3.3 15.0 3.3 15.0 3.5 11.0 2.8 2.6 2.7 2.9 2.7 2.8 2.6 2.3</td><td>AGIS AGIS AGIS <t< td=""><td>-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A -102.7 N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A N/A N/A -107.2 -118.7 -108.0 -108.5 -119.2 -111.8 -119.1 -119.8 -119.1 -119.8 -120.3 -120.8</td><td>-57.7 N/A N/A -58.6 N/A N/A N/A -51.7 N/A N/A N/A N/A N/A N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -72.5 -75.3 N/A N/A -72.5 -82.7 -75.3 N/A -81.6 -82.1 -82.6 -82.7 -83.3 -83.6</td><td>31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 24.2 (9) 81.4 (9) 13.9 2.6 13.2 12.9 2.8 10.3 5.5 4.9 4.3 3.8 3.4 3.2 2.7 2.3</td><td>-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -70.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -30.7 -111.7 -53.9 -100.9 -111.7 -53.9 -100.9 -111.7 -53.9 -100.9 -111.7 -101.3 -101.3 -101.3 -101.3 -111.5 -103.5 -109.9 -110.2 -110.5 -109.9 -110.2 -110.5 -110.7 -110.5 -110.7 -110.5</td><td>LEAVE AS IS (8) LEAVE AS IS (8)</td></t<></td></td<>	TREETREEUTILITY POLETREEUTILITY POLETREEUTILITY POLETREEBUILDINGBUILDINGBUILDINGTREEBUILDINGTREEBUILDINGCRANEBUILDINGCRANEROADWALLROADWALL	N037°21'06.873" N037°21'01.410" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'02.452" N037°21'02.452" N037°20'58.496" N037°20'10.352" N037°20'10.352" N037°20'10.352" N037°20'10.352" N037°20'10.418" N037°21'04.134" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.516" N037°21'04.418" N037°21'04.418" N037°21'04.439" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'04.616" N037°21'05.710" N037°21'07.303" N037°21'07.303" N037°21'07.303" N037°21'06.698" N037°21'05.564" N037°21'04.800"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'39.498" W121°54'40.808" W121°54'40.808" W121°54'40.808" W121°54'40.808" W121°54'41.623" W121°53'32.319" W121°53'34.77" W121°53'44.631" W121°54'45.519" W121°54'45.519" W121°54'45.519" W121°54'45.519" W121°53'24.611" W121°53'44.02" W121°53'44.102" W121°53'44.102" W121°53'44.102" W121°53'44.102" W121°53'44.102" W121°53'44.102" W121°53'44.102" W121°54'45.5192" W121°54'48.570" W121°54'49.375" W121°54'55.450" W121°54'44.570" W121°54'44.570" W121°54'44.570" W121°54'44.570" W121°54'44.570" W121°54'44.570" W121°54'44.570" W121°54'44.570" W121°54'51.018" W121°54'51.322"	105.3 120.3 103.6 109.6 130.9 105.7 124.5 105.7 124.5 305.5 328.5 328.5 328.5 328.5 348.7 118.1 127.0 315.9 124.0 341.7 362.4 315.2 365.8 75.3 64.1 74.9 74.8 65.6 73.0 70.5 70.0 69.6 69.2 69.1 68.6 68.2	0.0 44.5 0.0 45.9 0.0 0.0 225.4 241.7 262.0 0.0 237.2 0.0 237.2 0.0 237.2 0.0 237.2 262.0 2.3 2.7 4 250.1 3.0 2.5 5.2 2.5 4 250.1 3.0 3.3 15.0 3.3 15.0 3.5 11.0 2.8 2.6 2.7 2.9 2.7 2.8 2.6 2.3	AGIS AGIS <t< td=""><td>-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A -102.7 N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A N/A N/A -107.2 -118.7 -108.0 -108.5 -119.2 -111.8 -119.1 -119.8 -119.1 -119.8 -120.3 -120.8</td><td>-57.7 N/A N/A -58.6 N/A N/A N/A -51.7 N/A N/A N/A N/A N/A N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -72.5 -75.3 N/A N/A -72.5 -82.7 -75.3 N/A -81.6 -82.1 -82.6 -82.7 -83.3 -83.6</td><td>31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 24.2 (9) 81.4 (9) 13.9 2.6 13.2 12.9 2.8 10.3 5.5 4.9 4.3 3.8 3.4 3.2 2.7 2.3</td><td>-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -70.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -30.7 -111.7 -53.9 -100.9 -111.7 -53.9 -100.9 -111.7 -53.9 -100.9 -111.7 -101.3 -101.3 -101.3 -101.3 -111.5 -103.5 -109.9 -110.2 -110.5 -109.9 -110.2 -110.5 -110.7 -110.5 -110.7 -110.5</td><td>LEAVE AS IS (8) LEAVE AS IS (8)</td></t<>	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A -102.7 N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A N/A N/A -107.2 -118.7 -108.0 -108.5 -119.2 -111.8 -119.1 -119.8 -119.1 -119.8 -120.3 -120.8	-57.7 N/A N/A -58.6 N/A N/A N/A -51.7 N/A N/A N/A N/A N/A N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -42.0 N/A -72.5 -75.3 N/A N/A -72.5 -82.7 -75.3 N/A -81.6 -82.1 -82.6 -82.7 -83.3 -83.6	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.2 8.7 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 24.2 (9) 81.4 (9) 13.9 2.6 13.2 12.9 2.8 10.3 5.5 4.9 4.3 3.8 3.4 3.2 2.7 2.3	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -70.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -30.7 -111.7 -53.9 -100.9 -111.7 -53.9 -100.9 -111.7 -53.9 -100.9 -111.7 -101.3 -101.3 -101.3 -101.3 -111.5 -103.5 -109.9 -110.2 -110.5 -109.9 -110.2 -110.5 -110.7 -110.5 -110.7 -110.5	LEAVE AS IS (8)
3 1 2 5 5 5 6 7 33 7 33 7 33 7 33 11 22 33 11 22 33 14 55 7 9 10 11 22 33 11 12 23 34 15 17 18 10 11 12 23 34 11 12 13 11 12 23 33 34 35 36 37 38 39 30	TREETREEUTILITY POLETREEUTILITY POLETREEUTILITY POLETREEBUILDINGBUILDINGBUILDINGBUILDINGTREEBUILDINGTREEBUILDINGCRANECRANECRANEROADWALLROADWALL	N037°21'06.873" N037°21'07.682" N037°20'59.781" N037°20'59.323" N037°21'07.478" N037°21'02.452" N037°21'02.452" N037°20'58.496" N037°20'10.352" N037°20'10.352" N037°20'10.418" N037°20'10.418" N037°20'10.411" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°21'04.418" N037°20'15.246" N037°20'15.246" N037°21'04.616" N037°21'05.710"	W121°54'44.424" W121°54'42.977" W121°54'46.769" W121°54'39.498" W121°54'39.498" W121°54'40.808" W121°54'44.630" W121°54'47.596" W121°53'43.177" W121°53'43.177" W121°53'44.631" W121°53'38.828" W121°53'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.631" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°54'44.632" W121°54'44.637" W121°54'44.637" W121°54'44.637" W121°54'44.637" W121°54'55.923" W121°54'55.450" W121°54'53.595" W121°54'53.595" W121°54'53.595" W121°54'54.48.570" W121°54'54.50.267" W121°54'54.51.832" W121°54'55.364" <tr< td=""><td>105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 124.5 315.9 124.0 341.7 362.4 315.2 365.8 75.3 64.1 74.9 74.8 65.6 73.0 70.5 70.0 69.2 69.1 68.2 68.2</td><td>0.0 44.5 0.0 44.5 0.0 45.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0 225.4 241.7 262.0 0.0 0.0 0.0 0.0 0.0 0.0 256.2 275.4 250.1 306.2 15.0 3.3 15.0 3.5 11.0 2.8 2.6 2.7 2.8 2.6 2.3 2.5</td><td>AGIS AGIS AGIS <t< td=""><td>-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A N/A -107.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -107.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -118.7 -108.0 -108.5 -119.2 -118.7 -119.2 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -119.2 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -119.2 -118.7 -119.2 -118.7 -119.8 -121.0 -122.0</td><td>-57.7 N/A N/A -58.6 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A</td><td>31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9) 24.2 (9) 81.4 (9) 13.9 2.6 13.2 12.9 2.8 10.3 5.5 4.9 4.3 3.8 3.4 3.2 2.7 2.3 2.3</td><td>-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -130.7 -111.7 -53.9 -100.9 -111.7 -101.3 -101.3 -101.3 -101.3 -101.3 -101.3 -101.5 -109.9 -110.2 -109.5 -100.5 -109.5 -100.5</td><td>LEAVE AS IS (8) LEAVE AS IS (8)</td></t<></td></tr<>	105.3 120.3 103.6 109.6 130.9 105.7 124.5 118.8 125.5 305.5 328.5 348.7 118.1 127.0 315.9 124.5 315.9 124.0 341.7 362.4 315.2 365.8 75.3 64.1 74.9 74.8 65.6 73.0 70.5 70.0 69.2 69.1 68.2 68.2	0.0 44.5 0.0 44.5 0.0 45.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0 225.4 241.7 262.0 0.0 0.0 0.0 0.0 0.0 0.0 256.2 275.4 250.1 306.2 15.0 3.3 15.0 3.5 11.0 2.8 2.6 2.7 2.8 2.6 2.3 2.5	AGIS AGIS <t< td=""><td>-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A N/A -107.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -107.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -118.7 -108.0 -108.5 -119.2 -118.7 -119.2 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -119.2 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -119.2 -118.7 -119.2 -118.7 -119.8 -121.0 -122.0</td><td>-57.7 N/A N/A -58.6 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A</td><td>31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9) 24.2 (9) 81.4 (9) 13.9 2.6 13.2 12.9 2.8 10.3 5.5 4.9 4.3 3.8 3.4 3.2 2.7 2.3 2.3</td><td>-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -130.7 -111.7 -53.9 -100.9 -111.7 -101.3 -101.3 -101.3 -101.3 -101.3 -101.3 -101.5 -109.9 -110.2 -109.5 -100.5 -109.5 -100.5</td><td>LEAVE AS IS (8) LEAVE AS IS (8)</td></t<>	-109.1 -91.8 -96.3 -115.7 -89.8 -106.7 -97.6 -102.7 N/A N/A N/A -88.9 -94.6 N/A -88.9 -94.6 N/A -85.8 -80.1 -77.0 N/A N/A N/A N/A N/A N/A -107.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -107.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -108.0 -108.5 -119.2 -118.7 -118.7 -108.0 -108.5 -119.2 -118.7 -119.2 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -119.2 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -118.7 -119.2 -118.7 -119.2 -118.7 -119.8 -121.0 -122.0	-57.7 N/A N/A -58.6 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	31.4 34.6 34.4 31.8 36.7 34.5 37.5 37.5 37.5 37.2 8.7 (9) 5.5 (9) 2.1 (9) 42.3 42.6 9.8 (9) 45.3 47.6 51.7 14.1 (9) 11.9 (9) 24.2 (9) 81.4 (9) 13.9 2.6 13.2 12.9 2.8 10.3 5.5 4.9 4.3 3.8 3.4 3.2 2.7 2.3 2.3	-85.2 -80.7 -81.6 -85.9 -78.6 -82.8 -78.9 -79.1 -126.9 -133.5 -137.9 -73.7 -74.4 -125.4 -70.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -68.1 -62.8 -127.2 -130.7 -111.7 -53.9 -100.9 -111.7 -101.3 -101.3 -101.3 -101.3 -101.3 -101.3 -101.5 -109.9 -110.2 -109.5 -100.5 -109.5 -100.5	LEAVE AS IS (8)

	EXISTING/FUTURE RUNWAY 30R INNER APPROACH OBSTRUCTION DATA TABLE											
NO.	OBJECT (1)	LAT. (2)	LONG. (2)	MSL (FT.) (3)	AGL (FT.) (7)	SOURCE (4)	30R TSS (FT.) (5)	30R GQS (FT.) (5)	30R P77 APP (FT.) (5)	30R PAPI OCS (FT.) (5)	DISPOSITION/ ACTION TO BE TAKEN	
979	TREE	N037°20'56.051"	W121°54'48.931"	101.7	0.0	AGIS	-132.3	N/A	10.0	-107.3	LEAVE AS IS (8)	
982	TREE	N037°20'59.333"	W121°54'42.723"	103.9	0.0	AGIS	-134.1	-79.8	9.9	-106.8	LEAVE AS IS (8)	
992	TREE	N037°21'00.903"	W121°54'44.243"	98.7	0.0	AGIS	-129.3	-78.4	10.5	-105.7	LEAVE AS IS (8)	
999 1004	LIGHT POLE BUILDING	N037°21'08.468"	W121°54'49.440"	77.4 85.0	16.7 22.3	AGIS	-107.9	N/A -73.2	14.4	-100.2	LEAVE AS IS (8)	
1004	TREE	N037°21'02.095" N037°20'58.974"	W121°54'53.192" W121°54'33.418"	116.8	0.0	AGIS AGIS	-114.7	-73.2 N/A	13.5 7.4	-101.6	LEAVE AS IS (8)	
1007	TREE	N037°21'00.383"	W121°54'55.061"	86.4	0.0	AGIS	-114.8	N/A	14.0	-101.8	LEAVE AS IS (8)	
1017	TREE	N037°20'59.767"	W121°54'45.346"	100.6	0.0	AGIS	-128.8	-77.4	11.6	-104.3	LEAVE AS IS (8)	
1021	LIGHT POLE	N037°21'03.192"	W121°54'57.180"	79.0	16.8	AGIS	-105.9	N/A	16.2	-98.6	LEAVE AS IS (8)	
1024	ROAD	N037°21'05.360"	W121°54'51.869"	81.2	15.0	AGIS	-109.5	-71.0	15.0	-98.8	LEAVE AS IS (8)	
1033	LIGHT POLE	N037°21'09.041"	W121°54'48.727"	78.1	16.8	AGIS	-106.9	N/A	15.2	-99.5	LEAVE AS IS (8)	
1035	LIGHT POLE	N037°21'03.849"	W121°54'45.731"	92.1	31.4	AGIS	-120.7	-74.8	12.9	-102.8	LEAVE AS IS (8)	
1042	TREE	N037°21'04.691"	W121°54'47.718"	88.9	0.0	AGIS	-115.4	-72.3	14.7	-100.4	LEAVE AS IS (8)	
1044	LIGHT POLE	N037°21'04.007"	W121°54'56.267"	79.3	16.8	AGIS	-104.9	N/A	16.9	-97.6	LEAVE AS IS (8)	
1051	TREE	N037°21'06.095"	W121°54'48.234"	86.2	0.0	AGIS	-111.4	-70.6	15.9	-99.0	LEAVE AS IS (8)	
1054	TREE	N037°21'04.533"	W121°54'44.596"	93.7	0.0	AGIS	-119.6	N/A	14.2	-101.9	LEAVE AS IS (8)	
1057 1059	TREE	N037°20'56.586" N037°20'58.230"	W121°54'36.383" W121°54'51.648"	119.4 97.3	0.0	AGIS AGIS	-145.9 -121.2	-82.5 N/A	9.3 14.7	-109.4 -101.8	LEAVE AS IS (8)	
1055	LIGHT POLE	N037°20'59.001"	W121°54'54.779"	95.0	32.0	AGIS	-118.1	N/A	15.6	-100.7	LEAVE AS IS (8)	
1064	LIGHT POLE	N037°21'07.555"	W121°54'53.747"	79.8	20.2	AGIS	-103.0	-67.1	18.2	-95.6	LEAVE AS IS (8)	
1065	LIGHT POLE	N037°21'07.523"	W121°54'52.739"	80.3	16.8	AGIS	-104.4	-68.0	17.6	-96.5	LEAVE AS IS (8)	
1080	LIGHT POLE	N037°21'05.402"	W121°54'52.046"	80.9	20.3	AGIS	-101.9	-66.1	19.3	-94.6	LEAVE AS IS (8)	
1081	LIGHT POLE	N037°21'06.118"	W121°54'35.747"	80.9	20.8	AGIS	-102.0	-66.1	19.3	-94.3	LEAVE AS IS (8)	
1082	LIGHT POLE	N037°21'06.833"	W121°54'44.973"	80.4	20.8	AGIS	-102.4	-66.5	18.8	-94.7	LEAVE AS IS (8)	
1083	LIGHT POLE	N037°21'06.782"	W121°54'53.070"	81.5	17.7	AGIS	-103.3	-66.8	18.7	-95.0	LEAVE AS IS (8)	
1101	TREE	N037°20'57.473"	W121°54'54.099"	121.0	0.0	AGIS	-142.6	N/A	11.9	-107.0	LEAVE AS IS (8)	
1102	TREE	N037°20'52.143"	W121°54'51.439"	119.8	0.0	AGIS	-139.6	N/A	13.2	-105.5	LEAVE AS IS (8)	
1104	LIGHT POLE	N037°21'06.082"	W121°54'55.823"	82.5	21.1	AGIS	-102.3	-65.8	19.8	-93.8	LEAVE AS IS (8)	
1105	LIGHT POLE	N037°21'05.361"	W121°54'47.152"	82.8	20.9	AGIS	-102.0	-65.5	20.0	-93.8	LEAVE AS IS (8)	
1106	SIGN LIGHT POLE	N037°21'06.965" N037°21'04.712"	W121°54'42.813" W121°54'54.137"	83.1 81.3	21.1 16.9	AGIS AGIS	-102.7 -101.4	-65.8 -65.6	19 <u>.</u> 8 19.8	-94.1 -94.4	LEAVE AS IS (8)	
1108 1112	LIGHT POLE	N037°21'04.712" N037°21'04.987"	W121°54'54.137" W121°54'55.064"	92.0	31.8	AGIS	-101.4	-65.6	19.8	-94.4	LEAVE AS IS (8)	
1114	TREE	N037°20'45.612"	W121 54 55.064 W121°54'52.335"	92.0 135.7	0.0	AGIS	-154.3	-09.5 N/A	11.0	-110.1	LEAVE AS IS (8)	
1116	LIGHT POLE	N037°21'04.748"	W121°54'47.126"	84.5	20.8	AGIS	-102.5	-65.2	20.5	-93.7	LEAVE AS IS (8)	
1118	LIGHT POLE	N037°21'04.691"	W121°54'51.116"	83.4	17.8	AGIS	-101.4	-64.9	20.6	-93.5	LEAVE AS IS (8)	
1124	LIGHT POLE	N037°21'05.868"	W121°54'52.335"	85.9	20.9	AGIS	-101.7	-64.2	21.5	-92.2	LEAVE AS IS (8)	
1125	TREE	N037°20'59.298"	W121°54'47.126"	105.0	0.0	AGIS	-121.5	-71.1	17.7	-98.2	LEAVE AS IS (8)	
1128	LIGHT POLE	N037°21'05.197"	W121°54'51.116"	89.9	24.4	AGIS	-103.5	-64.1	22.1	-91.9	LEAVE AS IS (8)	
1138	TREE	N037°21'00.473"	W121°54'43.332"	109.8	0.0	AGIS	-122.2	-69.9	19.3	-97.2	LEAVE AS IS (8)	
1149	TREE	N037°21'03.180"	W121°54'48.569"	99.4	0.0	AGIS	-108.5	-64.3	23.1	-91.8	LEAVE AS IS (8)	
1157	TREE	N037°20'56.349"	W121°54'37.390"	128.3	0.0	AGIS	-135.2	-72.4	19.3	-99.1	LEAVE AS IS (8)	
1162	TREE	N037°21'06.024"	W121°54'48.928"	94.9	0.0	AGIS	-101.2	-60.9 -71.9	25.5 20.0	-89.2 -97.9	LEAVE AS IS (8)	
1163 1179	TREE LIGHT POLE	N037°20'53.618" N037°21'06.484"	W121°54'40.136" W121°54'49.649"	130.9 95.2	0.0 28.6	AGIS AGIS	-135.7 -97.2	-71.9	20.0	-97.9	LEAVE AS IS (8)	
1180	TREE	N037°21'05.794"	W121°54'43.498"	104.8	0.0	AGIS	-97.2	N/A	26.5	-89.9	LEAVE AS IS (8)	
1204	UTILITY POLE	N037°21'07.076"	W121°54'47.577"	101.3	41.7	AGIS	-94.3	N/A	32.2	-82.9	LEAVE AS IS (8)	
1206	TREE	N037°21'03.751"	W121°54'44.680"	110.7	0.0	AGIS	-105.3	-58.4	29.6	-86.5	LEAVE AS IS (8)	
1208	TREE	N037°21'06.873"	W121°54'44.424"	105.3	0.0	AGIS	-99.4	N/A	30.8	-85.3	LEAVE AS IS (8)	
1231	TREE	N037°21'01.410"	W121°54'42.977"	120.3	0.0	AGIS	-109.1	-57.7	31.4	-85.2	LEAVE AS IS (8)	
1232	UTILITY POLE	N037°21'07.682"	W121°54'46.769"	103.6	44.5	AGIS	-91.8	N/A	34.6	-80.7	LEAVE AS IS (8)	
1235	TREE	N037°20'59.781"	W121°54'54.180"	109.6	0.0	AGIS	-96.3	N/A	34.4	-81.6	LEAVE AS IS (8)	
1236	TREE	N037°20'59.323"	W121°54'39.498"	130.9	0.0	AGIS	-115.7	-58.6	31.8	-85.9	LEAVE AS IS (8)	
1240		N037°21'07.478"	W121°54'47.059"	105.7	45.9	AGIS	-89.8	N/A	36.7	-78.6	LEAVE AS IS (8)	
1241	TREE	N037°21'02.452"	W121°54'40.808"	124.5	0.0	AGIS	-106.7	N/A	34.5 37.5	-82.8 -78.9	LEAVE AS IS (8)	
1247	TREE	N037°21'04.383"	W121°54'43.629"	118.8	0.0	AGIS	-97.6	N/A			LEAVE AS IS (8)	
1249 1255	BUILDING	N037°20'58.496" N037°20'10.352"	W121°54'47.596" W121°53'43.177"	125.5 305.5	0.0 225.4	AGIS AGIS	-102.7 N/A	-51.7 N/A	37.2 8.7 (9)	-79.1 -126.9	LEAVE AS IS (8)	
1255	BUILDING	N037°20'06.259"	W121 5343.177 W121°53'32.319"	328.5	225.4	AGIS	N/A	N/A	5.5 (9)	-120.9	LEAVE AS IS (8)	
1257	BUILDING	N037°19'51.111"	W121°53'38.828"	348.7	262.0	AGIS	N/A	N/A	2.1 (9)	-137.9	LEAVE AS IS (8)	
1258	TREE	N037°21'06.151"	W121°54'44.631"	118.1	0.0	AGIS	-88.9	N/A	42.3	-73.7	LEAVE AS IS (8)	
1260	TREE	N037°21'04.418"	W121°54'41.623"	127.0	0.0	AGIS	-94.6	N/A	42.6	-74.4	LEAVE AS IS (8)	
1261	BUILDING	N037°20'05.134"	W121°53'44.703"	315.9	237.2	AGIS	N/A	N/A	9.8 (9)	-125.4	LEAVE AS IS (8)	
1262	TREE	N037°21'04.912"	W121°54'46.526"	120.9	0.0	AGIS	-85.8	-42.0	45.3	-70.2	LEAVE AS IS (8)	
1265	TREE	N037°21'07.773"	W121°54'45.519"	118.4	0.0	AGIS	-80.1	N/A	47.6	-68.1	LEAVE AS IS (8)	
1266	TREE	N037°21'04.174"	W121°54'49.716"	124.0	0.0	AGIS	-77.0	-35.1	51.7	-62.8	LEAVE AS IS (8)	
1268	BUILDING	N037°20'09.592"	W121°53'24.611"	341.7	256.2	AGIS	N/A	N/A	14.1 (9)	-127.2	LEAVE AS IS (8)	
1269		N037°20'01.875"	W121°53'20.981"	362.4	275.4	AGIS	N/A	N/A	11.9 (9)	-130.7	LEAVE AS IS (8)	
1271 1275	CRANE	N037°20'13.495" N037°20'15.246"	W121°53'42.392" W121°53'44.102"	315.2 365.8	250.1 306.2	AGIS AGIS	N/A N/A	N/A N/A	24.2 (9) 81.4 (9)	-111.7 -53.9	LEAVE AS IS (8)	
1275	ROAD	N037 20 15.246 N037°21'09.826"	W121 53 44.102 W121°54'48.572"	75.3	15.0	AGIS	-107.2	N/A	13.9	-100.9	LEAVE AS IS (8)	
1362	WALL	N037°21'04.616"	W121°54'55.923"	64.1	3.3	AGIS	-118.7	-82.8	2.6	-111.7	LEAVE AS IS (8)	
1363	ROAD	N037°21'09.163"	W121°54'49.375"	74.9	15.0	AGIS	-108.0	N/A	13.2	-101.3	LEAVE AS IS (8)	
1364	ROAD	N037°21'08.341"	W121°54'50.414"	74.8	15.0	AGIS	-108.5	-72.5	12.9	-101.3	LEAVE AS IS (8)	
1365	WALL	N037°21'04.431"	W121°54'55.450"	65.6	3.5	AGIS	-119.2	-82.7	2.8	-111.5	LEAVE AS IS (8)	
1367	SIGN	N037°21'05.710"	W121°54'53.595"	73.0	11.0	AGIS	-111.8	-75.3	10.3	-103.5	LEAVE AS IS (8)	
1369	WALL	N037°21'08.507"	W121°54'47.896"	70.9	2.8	AGIS	-118.4	N/A	5.5	-109.5	LEAVE AS IS (8)	
1309	WALL	N037°21'07.974"	W121°54'48.570"	70.5	2.6	AGIS	-119.1	N/A	4.9	-109.9	LEAVE AS IS (8)	
1370		N037°21'07.303"	W121°54'49.450"	70.0	2.7	AGIS	-119.8	-81.6	4.3	-110.2	LEAVE AS IS (8)	
1370 1371	WALL			69.6	2.9	AGIS	-120.3	-82.1	3.8	-110.5	LEAVE AS IS (8)	
1370 1371 1372	WALL WALL	N037°21'06.698"	W121°54'50.267"		~ -		100.0	-82.6				
1370 1371 1372 1373	WALL WALL WALL	N037°21'06.153"	W121°54'51.018"	69.2	2.7	AGIS	-120.8		3.4	-110.7	LEAVE AS IS (8)	
1370 1371 1372 1373 1374	WALL WALL WALL WALL	N037°21'06.153" N037°21'05.564"	W121°54'51.018" W121°54'51.832"	69.2 69.1	2.8	AGIS	-121.0	-82.7	3.2	-110.6	LEAVE AS IS (8)	
1370 1371 1372 1373 1374 1375	WALL WALL WALL WALL WALL	N037°21'06.153" N037°21'05.564" N037°21'05.165"	W121°54'51.018" W121°54'51.832" W121°54'52.387"	69.2 69.1 68.6	2.8 2.6	AGIS AGIS	-121.0 -121.6	-82.7 -83.3	3.2 2.7	-110.6 -111.2	LEAVE AS IS (8) LEAVE AS IS (8)	
1370 1371 1372 1373 1374 1375 1376	WALL WALL WALL WALL WALL WALL	N037°21'06.153" N037°21'05.564" N037°21'05.165" N037°21'04.800"	W121°54'51.018" W121°54'51.832" W121°54'52.387" W121°54'52.899"	69.2 69.1 68.6 68.2	2.8 2.6 2.3	AGIS AGIS AGIS	-121.0 -121.6 -121.9	-82.7 -83.3 -83.6	3.2 2.7 2.3	-110.6 -111.2 -111.7	LEAVE AS IS (8) LEAVE AS IS (8) LEAVE AS IS (8)	
1370 1371 1372 1373 1374 1375	WALL WALL WALL WALL WALL	N037°21'06.153" N037°21'05.564" N037°21'05.165"	W121°54'51.018" W121°54'51.832" W121°54'52.387"	69.2 69.1 68.6	2.8 2.6	AGIS AGIS	-121.0 -121.6	-82.7 -83.3	3.2 2.7	-110.6 -111.2	LEAVE AS IS (8) LEAVE AS IS (8)	
1370 1371 1372 1373 1374 1375 1376 1377	WALL WALL WALL WALL WALL WALL WALL	N037°21'06.153" N037°21'05.564" N037°21'05.165" N037°21'04.800" N037°21'04.262"	W121°54'51.018" W121°54'51.832" W121°54'52.387" W121°54'52.899" W121°54'53.641"	69.2 69.1 68.6 68.2 68.2	2.8 2.6 2.3 2.5	AGIS AGIS AGIS AGIS	-121.0 -121.6 -121.9 -122.0	-82.7 -83.3 -83.6 -83.7	3.2 2.7 2.3 2.3	-110.6 -111.2 -111.7 -112.0	LEAVE AS IS (8) LEAVE AS IS (8) LEAVE AS IS (8) LEAVE AS IS (8)	





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EXISTING/FUTURE RUNWAY 30R INNER APPROACH OBSTRUCTION DATA TABLE LONG. (2) (FT.) (3) (7) (FT.) (7) (FT.) (7) (4) (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) (7) (5) (7) (5) (7 OBJECT LAT. (2) (1) WALL N037°21'01.990" W121°54'56.788" 66.6 2.5 AGIS -123.9 N/A 0.5 -114.8 LEAVE AS IS (8) 1381 N037°21'08.489" | W121°54'46.822" | 75.2 | 0.0 | AGIS | -117.0 | N/A | 8.1 | -107.2 | LEAVE AS IS (8) 1382 TREE 1389 FENCE N037°21'07.223" | W121°54'45.618" | 72.8 | 12.3 | AGIS | -127.4 | N/A | 1.0 | -114.7 | LEAVE AS IS (8) 1391 FENCE N037°21'05.403" | W121°54'46.958" | 77.3 | 16.3 | AGIS | -126.4 | -83.6 | 3.4 | -111.9 | LEAVE AS IS (8)

1396 BUILDING N037°21′05.109″ W121°54′45.928″ 81.1 18.5 AGIS -126.4 -82.3 5.0 -110.7 LEAVE AS IS (8) 1438 LIGHT POLE N037°21'01.075" W121°54'41.852" 93.9 33.0 AGIS -139.7 -86.9 2.4 -114.5 LEAVE AS IS (8)

REVISION BLOCK

REVIOION BEOON				
REVISIONS	DATE	APP	BY	NO.
ADD RUNWAY 12R-30L LOCALIZER AND G	AUG. 2015		CITY	1
INTERIM TERMINAL F	JUL. 2018		CITY	2
AIRCRAFT RESCUE AND FIRE FIGH	SEP. 2018		CITY	3
INCORPORATES PROPOSED PROJECTS INCURSION MITIGATION	MAY 2020		HNTB	4

NOTES:

(1) ALL ROAD ELEVATIONS WERE ADJUSTED UPWARD 15 FEET AND RAILROAD ELEVATIONS WERE ADJUSTED UPWARD 23 FEET AS PER 18B REQUIREMENTS. ROAD OBSTRUCTIONS WITH A SOURCE HNTB WERE ADDED AT CRITICAL POINTS OF THE APPROACH SURFACES (I.E. EDGES AND EXTENDED RUNWAY CENTERLINE) AND WERE INTERPOLATED FROM THE PLANIMETRIC MAPPING AND ADJUSTED UPWARD ACCORDINGLY.

(2) HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83 [2010.00]).

(3) VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) - ALL ELEVATIONS ARE HEIGHT ABOVE MEAN SEA LEVEL (MSL).

(4) THE AGIS SURVEY SOURCE INCLUDES THE OBJECTS COLLECTED IN ACCORDANCE WITH THE VERTICALLY GUIDED APPROACH SURFACES DESCRIBED IN AC 150/5300-18B. THE 18B OBSTRUCTION SURVEY SPECIFICATIONS SUPPORT DEVELOPMENT OF INSTRUMENT APPROACH AND DEPARTURES PROCEDURES AND ARE A REQUIREMENT FOR ALP UPDATES. THE IMAGERY USED TO ANALYZE THESE SOURCES IS FROM JUNE 23, 2016.

(5) A POSITIVE NUMBER INDICATES THE AMOUNT OF PENETRATION, "N/A" INDICATES THE OBJECT IS NOT UNDER THE SURFACE, AND A NEGATIVE NUMBER INDICATES THE CLEARANCE AMOUNT.

(6) DEPICTION OF FEATURES AND OBJECTS WITHIN THE PART 77 PRIMARY, TRANSITIONAL, HORIZONTAL, AND CONICAL SURFACES ARE ILLUSTRATED ON THE AIRPORT AIRSPACE DRAWINGS.

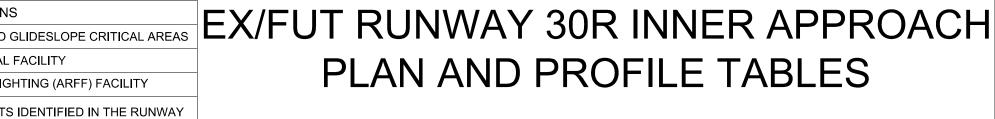
(7) ALL KNOWN ABOVE GROUND LEVEL (AGL) ELEVATIONS SUCH AS ROADS, INTERSTATES, RAILROADS, ETC. ARE PROVIDED. TREES ARE LISTED AT 0.0' AGL DUE TO PHOTOGRAMMETRIC SURVEY LIMITATIONS.

(8) THE DISPOSITION FOR THESE OBJECTS ARE "LEAVE AS IS" BECAUSE THE PART 77 APPROACH (APP) PENETRATIONS ARE MITIGATED BY THE 2,537' DISPLACED THRESHOLD AND CLEAR OF CRITICAL AIRSPACE SURFACES SUCH AS THE THRESHOLD SITING SURFACE (TSS), GLIDEPATH QUALIFICATION SURFACE (GQS), AND PAPI OBSTACLE CLEARANCE SURFACE (OCS).

(9) THESE OBSTACLES ARE OUTSIDE OF THE PLAN AND PROFILE VIEWS ON SHEET 9. THE LOCATION OF THESE OBJECTS IS DEPICTED ON SHEET 23 (EXISTING/FUTURE PART 77 AIRPORT AIRSPACE (INNER) SHEET).

. FACILITY

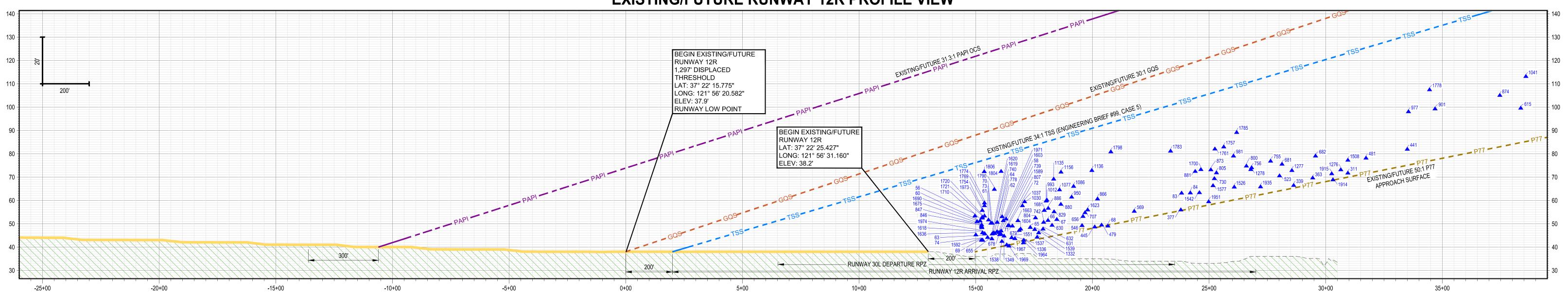
GHTING (ARFF) FACILITY IDENTIFIED IN THE RUNWAY (RIM) STUDY

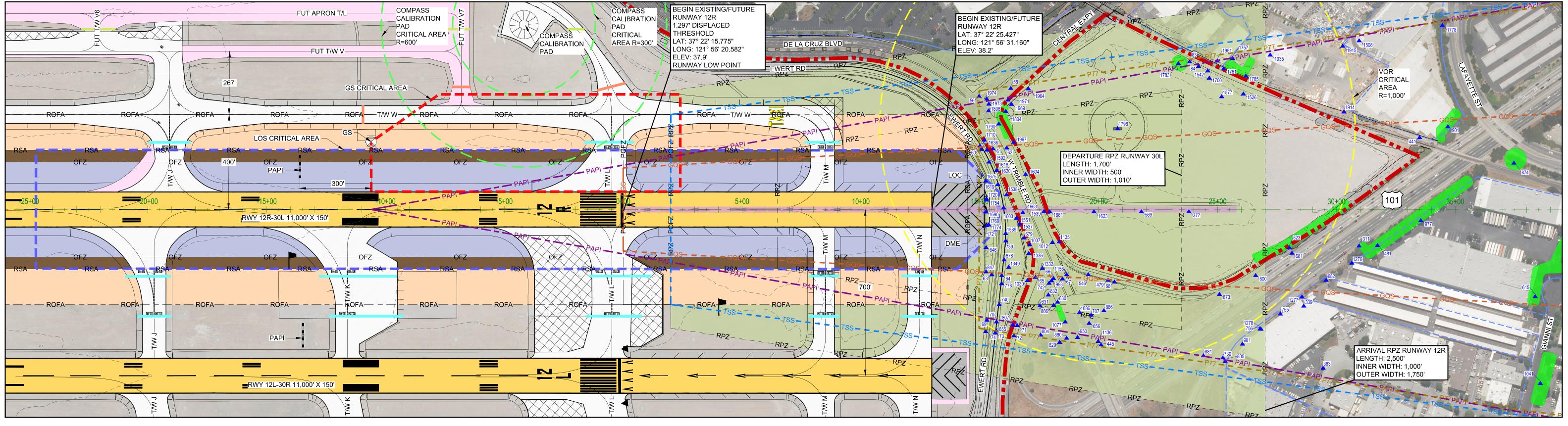


HNTB

DRAWN BY: AYG/KKP/EWG CHECKED BY: JRB/TMW

MAY 2020





		DRAWING LEGEN	ND		
RUNWAY PAVEMENT		FUTURE HOLDBARS		GLIDE SLOPE (GS) CRITICAL AREA	
TAXIWAY / APRON PAVEMENT		FUTURE ILS CRITICAL AREA HOLDBARS		LOCALIZER (LOC) CRITICAL AREA	
OTHER PAVEMENT IN USE		FUTURE NON-MOVEMENT AREA BOUNDARY		ASOS CRITICAL AREA	
FUTURE TAXIWAY / APRON PAVEMENT		BUILDING - EXISTING - ON AIRPORT		VOR CRITICAL AREA	
FUTURE PAVEMENT UNDER CONSTRUCTION		BUILDING - EXISTING - OFF AIRPORT		COMPASS CALIBRATION PAD CRITICAL AREA	
FUTURE BUILDING / PAVEMENT DEMOLITION / CLOSURE	$\times \times \times \times \times$	BUILDING - FUTURE - ON AIRPORT		EXISTING GROUND AT CENTERLINE (PROFILE VIEW)	11111,
AIRPORT PROPERTY LINE		BLAST PAD			
AIRPORT PROPERTY FILL		OBSTRUCTION POINT	130	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM	
8' PERIMETER FENCE	xx	OBSTRUCTION POINT VEGETATION GROUPING	130	WITH RUNWAY ALIGNMENT INDICATOR LIGHTS (MALSR)	
AIRPORT DEVELOPMENT AREAS		(SEE NOTE 3)		VERY HIGH FREQUENCY OMNI-DIRECTIONAL	
RUNWAY SAFETY AREA	RSA	GLIDEPATH QUALIFICATION SURFACE (GQS)		RANGE (VOR)	
RUNWAY PROTECTION ZONE		GLIDEFATH QUALIFICATION SURFACE (GQS)		AUTOMATED SURFACE OBSERVING SYSTEM	A
CENTRAL PORTION OF THE RPZ			P77 = =	(ASOS)	
PRECISION OBSTACLE FREE ZONE (POFZ)	— – — POFZ— – —	PART 77 APPROACH SURFACE (P77)		PRECISION APPROACH PATH INDICATOR (PAPI)	H-H 04 H
RUNWAY OBJECT FREE AREA		PRECISION APPROACH PATH INDICATOR (PAPI)		RUNWAY END IDENTIFIER LIGHTS (REIL)	•
RUNWAY OBSTACLE FREE ZONE	— – —OFZ— – —	OBSTACLE CLEARANCE SURFACE (OCS)		GLIDE SLOPE (GS)	\$
EASEMENT				LOCALIZER (LOC)	
TOPOGRAPHIC CONTOURS (FEET, MSL)	40	THRESHOLD SITING SURFACE (TSS)		WIND CONE AND SEGMENTED CIRCLE	₽





EXISTING/FUTURE RUNWAY 12R PROFILE VIEW

EXISTING/FUTURE RUNWAY 12R PLAN VIEW

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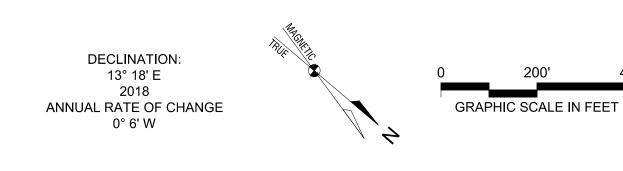
NOTES:

(1) SEE SHEET 12 FOR OBSTRUCTION DATA TABLES.

(2) ENTIRE RUNWAY CENTERLINE PROFILE NOT DEPICTED. LINE OF SIGHT REQUIREMENTS MET.

(3) MULTIPLE VEGETATION OBSTRUCTION POINTS EXIST IN IDENTIFIED GROUPINGS. THE MOST RESTRICTIVE OBJECT IS IDENTIFIED WITH AN OBJECT ID AND IS INCLUDED IN THE TABLE FOR EVALUATION.

REVISION BLOCK REVISIONS NO. BY APP DATE AUG. 2015 ADD RUNWAY 12R-30L LOCALIZER AND GLIDESLOPE CRITICAL AREAS 1 CITY 2 CITY INTERIM TERMINAL FACILITY JUL. 2018 AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) FACILITY 3 CITY SEP. 2018 INCORPORATES PROPOSED PROJECTS IDENTIFIED IN THE RUNWAY 4 HNTB MAY 2020 INCURSION MITIGATION (RIM) STUDY



EX/FUT RUNWAY 12R INNER APPROACH

PLAN AND PROFILE

HNTB

DRAWN BY: AYG/KKP/EWG CHECKED BY: JRB/TMW

MAY 2020

E	XISTING/FL	JTURE RU	NWAY 12R	INN	ER A	PPROA	ACH OI	BSTRU	CTION	DATA	TABLE
NO.	OBJECT (1)	LAT. (2)	LONG. (2)	MSL (FT.) (3)	AGL. (FT.) (7)	SOURCE (4)	12R TSS (FT.) (5)	12R GQS (FT.) (5)	12R P77 APP (FT.) (5)	12R PAPI OCS (FT.) (5)	DISPOSITIO ACTION T BE TAKE
56	ROAD	N037°22'23.746"	W121°56'37.328"	54.3	15.0	HNTB	-21.8	N/A	16.1	N/A	LEAVE AS IS
58	ROAD	N037°22'24.522"	W121°56'38.728"	53.0	15.0	HNTB	-27.0	N/A	12.2	N/A	LEAVE AS IS
60	ROAD	N037°22'25.267"	W121°56'35.320"	51.9	15.0	HNTB	-24.4	-36.2	13.6	-72.0	LEAVE AS IS
61	ROAD	N037°22'25.616"	W121°56'35.748"	52.6	15.0	HNTB	-25.2	-37.2	13.2	-73.0	LEAVE AS IS
62	ROAD	N037°22'26.026"	W121°56'36.253"	54.0	15.0	HNTB	-25.4	-37.7	13.6	-73.4	LEAVE AS IS
63	ROAD	N037°22'29.041"	W121°56'30.766"	45.1	10.0	HNTB	-32.6	-44.6	5.8	-80.4	LEAVE AS I
64	ROAD	N037°22'29.366"	W121°56'31.074"	51.6	15.0	HNTB	-27.2	-39.4	11.6	-75.1	LEAVE AS I
65	ROAD	N037°22'30.473"	W121°56'32.154"	49.4	15.0	HNTB	-33.6	-46.3	6.5	-81.9	LEAVE AS I
66 67	ROAD	N037°22'31.071" N037°22'31.363"	W121°56'32.732" W121°56'33.021"	52.4 52.8	15.0 15.0	HNTB	-32.9 -33.6	-45.9	8.0	-81.4	LEAVE AS I
67 68	ROAD	N037°22'31.363 N037°22'33.076"	W121°56'34,686"	52.8	15.0	HNTB HNTB	-33.6	-46.8	7.6 0.5	-82.2	LEAVE AS
69	ROAD	N037°22'30,132"	W121 56 34.666 W121°56'28,809"	43.9	10.0	HNTB	-42.0	-50.0 N/A	5.1	-92.0	LEAVE AS
70	ROAD	N037°22'30.479"	W121°56'29.071"	51.2	15.0	HNTB	-27.0	N/A	11.6	-75.4	LEAVE AS
70	ROAD	N037°22'31.226"	W121°56'29,638"	50.0	15.0	HNTB	-30.8	N/A	8.6	-79,5	LEAVE AS
72	ROAD	N037°22'31.402"	W121°56'29.122"	50.1	15.0	НИТВ	-30.3	N/A	9.0	N/A	LEAVE AS
73	ROAD	N037°22'30.745"	W121°56'28.593"	51.2	15.0	НИТВ	-26.9	N/A	11.7	N/A	LEAVE AS
74	ROAD	N037°22'30.403"	W121°56'28.319"	43.9	10.0	НИТВ	-33.0	N/A	5.2	N/A	LEAVE AS
83	RAILROAD	N037°22'29.390"	W121°56'45.909"	64.1	23.0	НИТВ	-38.0	N/A	8.3	N/A	LEAVE AS
33 84	RAILROAD	N037°22'29.793"	W121°56'46.038"	64.2	23.0	НИТВ	-39.0	N/A	7.6	-90.0	LEAVE AS
311	LIGHT POLE	N037°22'39.742"	W121°56'44.494"	72.7	40.8	AGIS	-50.4	-68.4	2.5	-101.9	LEAVE AS
39	BUILDING	N037°22'39.660"	W121°56'40.239"	67.4	35.9	AGIS	-30.4	-00.4 N/A	1.9	-101.9	LEAVE AS
63	TREE	N037°22'41.971"	W121 5640.259 W121°56'38.466"	70.6	0.0	AGIS	-40.9	N/A	3.4	-100.4	LEAVE AS
77	NAVAID	N037°22'33.476"	W121 56 38.466 W121°56'39.999"	56.9	23.1	AGIS	-40.1	-60.3	1.1	-94.3	LEAVE AS
92	TREE	N037°22'42.922"	W121 56 59.999 W121°56'57.515"	99.4	0.0	AGIS	-45.1	-60.3 N/A	10.6 (9)	-94.3	LEAVE AS
92 41	BILLBOARD	N037°22'38.666"	W121 56 57.515 W121°56'50.828"	82.9	44.1	AGIS	-31.2	-66.6	7.7	-100.2	LEAVE AS
41	GROUND	N037°22'34.381"	W121 56 50.828 W121°56'31.758"	49.6	0.0	AGIS	-47.0	-00.0 N/A	1.2	-100.2 N/A	LEAVE AS
43 79	ROAD	N037°22'34.381 N037°22'32.826"	W121°56'34.537"	49.0 50.4	15.0	AGIS	-41.5	-55,5	1.4	-90.7	LEAVE AS
81	UTIL POLE	N037°22'40.306"	W121°56'45.149"	79.1	48.5	AGIS	-46.3	-64.6	7.4	-97.9	LEAVE AS
16	ANTENNA	N037°22'56.415"	W121°56'51.283"	119.6	91.9	AGIS	-51.4	N/A	16.9 (9)	-109.0	LEAVE AS
23	TREE	N037°22'37.612"	W121°56'42.031"	71.5	0.0	AGIS	-43.0	-59.8	7,2	-93.7	LEAVE AS
46	ROAD	N037°22'32.050"	W121°56'34.075"	50.2	15.0	AGIS	-39.4	-52.9	2.9	-88.2	LEAVE AS
69	NAVAID	N037°22'31.992"	W121°56'38.366"	56.3	22.3	AGIS	-39.8	-54.2	4.5	-88.5	LEAVE AS
15	TREE	N037°22'46.642"	W121°56'48.557"	100.5	0.0	AGIS	-44.4	-65.3	15.5	-98.4	LEAVE AS
30	SIGN	N037°22'31.847"	W121°56'31.945"	50.3	12.3	AGIS	-35.5	N/A	5.5	-84.3	LEAVE AS
31	BUSH	N037°22'31.393"	W121°56'31.197"	48.5	0.0	AGIS	-35.1	N/A	5.2	-83.8	LEAVE AS
32	BUSH	N037°22'31.364"	W121°56'31.907"	48.7	0.0	AGIS	-36.0	N/A	4.7	-84.6	LEAVE AS
55	WALL	N037°22'30.710"	W121°56'28.722"	44.5	8.9	AGIS	-33.7	N/A	4.9	N/A	LEAVE AS
56	SIGN	N037°22'33.415"	W121°56'32.194"	54.1	10.4	AGIS	-35.6	N/A	6.7	-85.0	LEAVE AS
78	FENCE	N037°22'29.016"	W121°56'31.768"	46.3	9.7	AGIS	-32.9	-45.0	6.0	-80.6	LEAVE AS
79	SIGN	N037°22'29.045"	W121°56'33.314"	48.1	12.9	AGIS	-33.6	-46.1	6.1	-81.3	LEAVE AS
681	LIGHT POLE	N037°22'37.840"	W121°56'41.909"	76.5	41.0	AGIS	-38.3	-55.2	12.0	-89.1	LEAVE AS
82	UTIL POLE	N037°22'39.652"	W121°56'42.017"	80.0	48.3	AGIS	-39.0	-56.5	12.6	-90.5	LEAVE AS
07	SIGN	N037°22'33.253"	W121°56'32.589"	55.7	13.9	AGIS	-34.3	N/A	8.1	-83.6	LEAVE AS
30	PWR TRANS LINE	N037°22'38.549"	W121°56'35.436"	70.3	38.6	AGIS	-36.0	N/A	11.6	-87.2	LEAVE AS
39	FENCE	N037°22'28.547"	W121°56'32.562"	47.9	10.8	AGIS	-31.4	-43.6	7.5	-79.0	LEAVE AS
40	FENCE	N037°22'30.087"	W121°56'29.845"	46.8	10.4	AGIS	-31.8	N/A	6.9	-80.0	LEAVE AS
42	TREE	N037°22'31.063"	W121°56'32.389"	51.6	0.0	AGIS	-33.1	N/A	7.6	-81.6	LEAVE AS
55	UTIL POLE	N037°22'39.142"	W121°56'39.122"	77.8	47.4	AGIS	-35.5	N/A	14.3	-86.9	LEAVE AS
56	PWR TRANS LINE	N037°22'38.952"	W121°56'37.862"	75.0	44.8	AGIS	-35.9	N/A	13.2	-87.3	LEAVE AS
78	FENCE	N037°22'29.588"	W121°56'30.746"	47.6	11.1	AGIS	-31.2	N/A	7.6	-79.2	LEAVE AS
00	LIGHT POLE	N037°22'37.315"	W121°56'39.786"	75.7	40.0	AGIS	-34.6	-50.9	14.3	-85.2	LEAVE AS
04	ROAD	N037°22'32.221"	W121°56'30.073"	53.5	15.0	AGIS	-30.2	N/A	10.1	N/A	LEAVE AS
05	LIGHT POLE	N037°22'38.716"	W121°56'35.367"	72.8	42.4	AGIS	-33.7	N/A	14.0	-85.0	LEAVE AS
07	ROAD	N037°22'31.079"	W121°56'29.500"	50.2	15.0	AGIS	-30.0	N/A	9.2	N/A	LEAVE AS
29	TREE	N037°22'33.014"	W121°56'30.437"	56.1	0.0	AGIS	-29.9	N/A	11.2	N/A	LEAVE AS
46	WALL	N037°22'28.111"	W121°56'31.629"	49.3	14.6	AGIS	-27.6	-39.5	10.6	-75.0	LEAVE AS
47	WALL	N037°22'28.776"	W121°56'30.679"	49.5	14.2	AGIS	-27.4	-39.3	10.8	-75.1	LEAVE AS
66	LIGHT POLE	N037°22'33.533"	W121°56'33.197"	61.6	25.2	AGIS	-29.9	N/A	12.9	-79.3	LEAVE AS
73	LIGHT POLE	N037°22'36.698"	W121°56'37.803"	74.1	39.5	AGIS	-31.7	N/A	15.8	-82.2	LEAVE AS
74	TREE	N037°22'42.315"	W121°56'53.065"	106.0	0.0	AGIS	-36.3	-56.9	22.8	-89.6	LEAVE AS
80	ROAD	N037°22'33.117"	W121°56'30.836"	59.3	15.0	AGIS	-27.6	N/A	13.8	N/A	LEAVE AS
81	LIGHT POLE	N037°22'37.883"	W121°56'34.844"	73.4	39.2	AGIS	-30.4	N/A	16.4	-81.4	LEAVE AS
86	BUSH	N037°22'31.812"	W121°56'31.684"	57.6	0.0	AGIS	-27.7	N/A	13.2	-76.5	LEAVE AS
01	TREE	N037°22'39.254"	W121°56'52.224"	100.2	0.0	AGIS	-33.8	-53.3	22.6	-86.9	LEAVE AS
50	ROAD	N037°22'33.439"	W121°56'31.244"	62.4	15.0	AGIS	-25.8	N/A	16.0	N/A	LEAVE AS
77	TREE	N037°22'40.978"	W121°56'47.610"	99.0	0.0	AGIS	-31.7	-50.7	23.7	-83.5	LEAVE AS
81	UTIL POLE	N037°22'38.782"	W121°56'36.644"	80.0	49.8	AGIS	-28.6	N/A	19.7	-80.0	LEAVE AS
93	LIGHT POLE	N037°22'31.072"	W121°56'32.573"	60.7	23.9	AGIS	-24.3	N/A	16.5	-72.8	LEAVE AS
012	LIGHT POLE	N037°22'30.049"	W121°56'34.108"	61.1	24.9	AGIS	-24.0	-37.0	16.8	-72.1	LEAVE AS
030	LIGHT POLE	N037°22'30.311"	W121°56'31.756"	58.7	24.9	AGIS	-23.4	N/A	16.4	-71.6	LEAVE AS
037	LIGHT POLE	N037°22'29.399"	W121°56'33.236"	60.4	25.5	AGIS	-21.9	-34.5	18.0	-69.8	LEAVE AS
) 041	TREE	N037°22'49.186"	W121°56'45.326"	114.1	0.0	AGIS	-31.4	N/A	28.7	-86.4	LEAVE AS
)77	TREE	N037°22'32.629"	W121°56'31.430"	65.5	0.0	AGIS	-21.2	N/A	20.1	-70.3	LEAVE AS
086	LIGHT POLE	N037°22'32.818"	W121°56'32.290"	67.0	24.6	AGIS	-21.5	N/A	20.1	-70.7	LEAVE AS
135	TREE	N037°22'30.243"	W121°56'34.372"	70.1	0.0	AGIS	-15.9	-29.0	25.2	-64.0	LEAVE AS
				73.8	26.3	AGIS	-17.0	-29.0 N/A	25.7	-04.0 N/A	LEAVE AS
136	LIGHT POLE	N037°22'34.193"	W121°56'31.796"	1.2.0	1 20 3	A	1			107.00	LL, A.T.

		URE RUN									
NO.	OBJECT (1)	LAT. (2)	LONG. (2)	MSL (FT.) (3)	AGL. (FT.) (7)	SOURCE (4)	12R TSS (FT.) (5)	12R GQS (FT.) (5)	12R P77 APP (FT.) (5)	12R PAPI OCS (FT.) (5)	DISPOSITION/ ACTION TO BE TAKEN
1276	PWR TRANS LINE	N037°22'39.987"	W121°56'43.576"	74.1	41.3	AGIS	-48.1	-66.0	4.5	-99.7	LEAVE AS IS (8
277	PWR TRANS LINE	N037°22'39.355"	W121°56'40.534"	73.8	39.2	AGIS	-42.2	N/A	8.5	-93.6	LEAVE AS IS (8
1278	PWR TRANS LINE	N037°22'38.918"	W121°56'37.847"	74.2	40.0	AGIS	-36.7	N/A	12.4	-88.0	LEAVE AS IS (8
1332	SIGN	N037°22'30.443"	W121°56'32.752"	45.2	8.8	AGIS	-38.7	-51.5	1.8	-86.9	LEAVE AS IS (8
1336	BUSH	N037°22'29.608"	W121°56'32.865"	43.9	0.0	AGIS	-38.3	-50.8	1.6	-86.2	LEAVE AS IS (8
1349	POLE	N037°22'29.361"	W121°56'31.636"	45.7	9.0	AGIS	-34.0	-46.3	5.1	-81.9	LEAVE AS IS (8
1464	PWR TRANS LINE	N037°22'42.243"	W121°57'00.489"	101.3	67.0	AGIS	-52.3	N/A	10.4 (9)	-107.9	LEAVE AS IS (8
1478	UTIL POLE	N037°22'41.224"	W121°57'00.469"	100.5	68.0	AGIS	-50.9	N/A	11.1 (9)	-106.5	LEAVE AS IS (8
1493	UTIL POLE	N037°22'43.799"	W121°57'01.821"	108.3	75.3	AGIS	-50.9	N/A	13.6 (9)	-106.9	LEAVE AS IS (8
1508	BUILDING	N037°22'34.115"	W121°56'52.554"	78.2	42.4	AGIS	-44.9	N/A	8.1	-98.0	LEAVE AS IS (8
1526	TREE	N037°22'31.954"	W121°56'46.487"	66.7	0.0	AGIS	-42.0	N/A	6.4	-93.2	LEAVE AS IS (8
1537	SIGN	N037°22'28.517"	W121°56'33.718"	44.6	8.8	AGIS	-36.5	-48.9	3.1	-84.0	LEAVE AS IS (8
1538	FENCE	N037°22'27.306"	W121°56'34.404"	43.4	7.3	AGIS	-36.1	-48.3	2.9	-83.5	LEAVE AS IS (8
1539	POLE	N037°22'28.937"	W121°56'35.031"	47.1	13.0	AGIS	-37.0	-49.8	3.5	-84.6	LEAVE AS IS (8
1542	RAILROAD	N037°22'30.206"	W121°56'46.177"	64.3	23.0	AGIS	-40.1	N/A	6.9	-91.1	LEAVE AS IS (8
1551	SIGN	N037°22'28.257"	W121°56'33.832"	45.0	9.2	AGIS	-35.6	-48.0	3.7	-83.0	LEAVE AS IS (8
1577	UTIL POLE	N037°22'31.350"	W121°56'45.640"	67.3	33.1	AGIS	-38.7	N/A	8.8	-89.7	LEAVE AS IS (8
1589	FENCE	N037°22'28.342"	W121°56'32.860"	46.4	9.5	AGIS	-32.9	-45.1	6.0	-80.4	LEAVE AS IS (8
1592	FENCE	N037°22'25.466"	W121°56'35.489"	43.9	6.8	AGIS	-33.1	-45.0	5.1	-80.8	LEAVE AS IS (8
1603	FENCE	N037°22'27.571"	W121°56'33.796"	47.2	9.6	AGIS	-31.9	-44.1	7.0	-79.1	LEAVE AS IS (8
1604	SIGN	N037°22'27.343"	W121°56'35.863"	48.7	12.5	AGIS	-33.1	-45.6	6.7	-80.9	LEAVE AS IS (8
1618	FENCE	N037°22'25.861"	W121°56'35.089"	46.7	9.8	AGIS	-30.6	-42.5	7.7	-78.2	LEAVE AS IS (8
1619	FENCE	N037°22'26.757"	W121°56'34.515"	47.1	9.8	AGIS	-31.3	-43.3	7.4	-78.7	LEAVE AS IS (8
1620	FENCE	N037°22'26.328"	W121°56'35.023"	46.6	9.8	AGIS	-31.6	-43.7	7.0	-79.2	LEAVE AS IS (8
1622	PWR TRANS LINE	N037°22'43.071"	W121°57'00.473"	112.4	79.4	AGIS	-43.1	N/A	20.2 (9)	-98.7	LEAVE AS IS (8
1623	NAVAID	N037°22'30.506"	W121°56'36.738"	56.9	22.2	AGIS	-33.3	-47.0	9.1	-81.5	LEAVE AS IS (8
1636	FENCE	N037°22'25.134"	W121°56'35.410"	46.2	9.4	AGIS	-30.0	N/A	8.0	-77.7	LEAVE AS IS (8
1663	ROAD	N037°22'28.307"	W121°56'34.262"	52.3	15.0	AGIS	-29.2	-41.7	10.4	-76.6	LEAVE AS IS (8
1675	WALL	N037°22'26.278"	W121°56'34.229"	49.9	13.7	AGIS	-27.0	-38.9	11.2	-74.3	LEAVE AS IS (8
1681	NAVAID	N037°22'29.124"	W121°56'35.220"	56.7	21.6	AGIS	-28.1	-41.1	12.6	-75.8	LEAVE AS IS (8
1690	WALL	N037°22'23.124 N037°22'27.130"	W121°56'33.024"	50.7	14.4	AGIS	-26.4	-38.3	11.8	-73.4	LEAVE AS IS (8
1700	TREE	N037°22'30.454"	W121°56'45.942"	74.2			-20.4		16.7	-81.3	LEAVE AS IS (8
					0.0	AGIS		N/A			
1710	ROAD	N037°22'25.112"	W121°56'35.792"	52.2	15.0	AGIS	-24.6	N/A	13.6	-72.4	LEAVE AS IS (8
		N037°22'26.792"	W121°56'33.557"	53.8	18.5	AGIS	-23.2	-35.1	15.0	-70.4	LEAVE AS IS (8
		N037°22'27.524"	W121°56'32.510"	53.4	18.5	AGIS	-23.5	-35.4	14.7	-70.7	LEAVE AS IS (8
1754	LOCALIZER	N037°22'26.823"	W121°56'33.515"	56.7	21.0	AGIS	-20.3	-32.2	17.9	-67.4	LEAVE AS IS (8
1757	UTIL POLE	N037°22'30.644"	W121°56'47.517"	83.9	48.0	AGIS	-23.6	N/A	24.4	N/A	LEAVE AS IS (8
1761	UTIL POLE	N037°22'30.645"	W121°56'46.800"	83.0	46.1	AGIS	-23.3	N/A	24.3	-74.6	LEAVE AS IS (8
1769	LOCALIZER	N037°22'27.577"	W121°56'32.610"	58.7	23.1	AGIS	-18.6	-30.5	19.7	-65.7	LEAVE AS IS (8
1774	NAVAID	N037°22'27.575"	W121°56'32.611"	59.9	24.8	AGIS	-17.3	-29.2	21.0	-64.5	LEAVE AS IS (8
1778	TREE	N037°22'36.301"	W121°56'56.011"	108.4	0.0	AGIS	-25.0	N/A	31.3	-79.2	LEAVE AS IS (8
1783	TREE	N037°22'29.086"	W121°56'45.456"	82.1	0.0	AGIS	-18.6	N/A	27.2	N/A	LEAVE AS IS (8
1785	TREE	N037°22'31.537"	W121°56'47.278"	90.1	0.0	AGIS	-19.0	N/A	29.5	-70.4	LEAVE AS IS (8
1790	LIGHT POLE	N037°22'25.121"	W121°56'36.922"	65.7	27.6	AGIS	-12.8	N/A	25.9	-61.0	LEAVE AS IS (8
1798	NAVAID	N037°22'28.969"	W121°56'40.810"	81.8	46.8	AGIS	-11.4	N/A	32.0	-60.8	LEAVE AS IS (8
1804	TREE	N037°22'24.991"	W121°56'37.654"	73.4	0.0	AGIS	-5.9	N/A	33.0	-54.3	LEAVE AS IS (8
1806	LIGHT POLE	N037°22'24,442"	W121°56'37.082"	73.3	34.1	AGIS	-3.9	N/A	34.4	-52.1	LEAVE AS IS (8
1815	BUILDING	N037°23'06.737"	W121°57'27.427"	163.9	137.1	AGIS	-86.8	N/A	7.0 (9)	-150.9	LEAVE AS IS (8
1816	PWR TRANS LINE	N037°23'06.872"	W121°57'10.115"	155.2	130.1	AGIS	-68.7	-100.2	16.5 (9)	-129.7	LEAVE AS IS (8
1825	TREE	N037°22'54.680"	W121°56'59.978"	115.5	0.0	AGIS	-65.2	-90.9	6.2 (9)	-121.9	LEAVE AS IS (8
1827	UTIL POLE	N037°22'44.263"	W121°57'04.049"	98.4	65.4	AGIS	-65.4	N/A	0.6 (9)	-122.1	LEAVE AS IS (8
1831	TREE	N037°22'48.187"	W121°56'50.814"	93.5	0.0	AGIS	-58.4	-80.3	3.8 (9)	-112.9	LEAVE AS IS (8
1914	LIGHT POLE	N037°22'35.592"	W121°56'49.237"	69.8	33.6	AGIS	-51.4	N/A	1.0	-103.4	LEAVE AS IS (8
1915	LIGHT POLE	N037°22'33.750"	W121°56'51.774"	72.4	36.2	AGIS	-48.7	N/A	3.7	-101.5	LEAVE AS IS (8
1935	BUILDING	N037°22'31.723"	W121°56'48.938"	66.8	30.0	AGIS	-45.2	N/A	4.2	-97.2	LEAVE AS IS (8
1951	BUILDING	N037°22'30.233"	W121°56'46.891"	60.4	23.0	AGIS	-45.1	N/A	2.3	N/A	LEAVE AS IS (8
1964	FENCE	N037°22'25.086"	W121°56'39.312"	42.8	6.1	AGIS	-39.4	N/A	0.5	N/A	LEAVE AS IS (8
1967	FENCE	N037°22'26.093"	W121°56'36.712"	41.4	6.0	AGIS	-39.0	N/A	0.3	-87.1	LEAVE AS IS (8
1969	FENCE	N037°22'24.979"	W121°56'38.126"	41.4	5.5	AGIS	-38.2	N/A	1.0	-86.7	LEAVE AS IS (8
1909	ROAD	N037 22 24.979 N037°22'24.752"	W121 56 38.126 W121°56'38.174"	52.3	15.0	AGIS	-30.2	N/A	11.7	-75.9	LEAVE AS IS (8
1971											
1313	ROAD	N037°22'24.266"	W121°56'37.354"	54.3	15.0	AGIS	-23.0	N/A	15.3	-71.3	LEAVE AS IS (8 LEAVE AS IS (8
		N037°22'24.063"	W121°56'37.486"	47.1	7.1	AGIS	-29.9	N/A	8.3	N/A	





NOTES:

(1) ALL ROAD ELEVATIONS WERE ADJUSTED UPWARD 15 FEET AND RAILROAD ELEVATIONS WERE ADJUSTED UPWARD 23 FEET AS PER 18B REQUIREMENTS. ROAD OBSTRUCTIONS WITH A SOURCE HNTB WERE ADDED AT CRITICAL POINTS OF THE APPROACH SURFACES (I.E. EDGES AND EXTENDED RUNWAY CENTERLINE) AND WERE INTERPOLATED FROM THE PLANIMETRIC MAPPING AND ADJUSTED UPWARD ACCORDINGLY.

(2) HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983 (NAD83).

- (3) VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) ALL ELEVATIONS ARE HEIGHT ABOVE MEAN SEA LEVEL (MSL). (4) THE AGIS SURVEY SOURCE INCLUDES THE OBJECTS COLLECTED IN ACCORDANCE WITH THE VERTICALLY GUIDED APPROACH SURFACES DESCRIBED IN AC 150/5300-18B. THE 18B OBSTRUCTION SURVEY SPECIFICATIONS SUPPORT DEVELOPMENT OF INSTRUMENT APPROACH AND DEPARTURES PROCEDURES AND ARE A REQUIREMENT FOR ALP UPDATES. THE IMAGERY USED TO ANALYZE THESE SOURCES IS FROM JUNE 23, 2016.
- (5) A POSITIVE NUMBER INDICATES THE AMOUNT OF PENETRATION, "N/A" INDICATES THE OBJECT IS NOT IN THE SURFACE, AND A NEGATIVE NUMBER INDICATES THE CLEARANCE AMOUNT.
- (6) DEPICTION OF FEATURES AND OBJECTS WITHIN THE PART 77 PRIMARY, TRANSITIONAL, HORIZONTAL, AND CONICAL SURFACES ARE ILLUSTRATED ON THE AIRPORT AIRSPACE DRAWINGS.
- (7) ALL KNOWN ABOVE GROUND LEVEL (AGL) ELEVATIONS SUCH AS ROADS, INTERSTATES, RAILROADS, ETC. ARE PROVIDED. TREES ARE LISTED AT 0.0' AGL DUE TO PHOTOGRAMMETRIC SURVEY LIMITATIONS.
- (8) THE DISPOSITION FOR THESE OBJECTS ARE "LEAVE AS IS" BECAUSE THE PART 77 APPROACH (APP) PENETRATIONS ARE MITIGATED BY THE 1,297 DISPLACED THRESHOLD AND CLEAR OF CRITICAL AIRSPACE SURFACES SUCH AS THE THRESHOLD SITTING SURFACE (TSS), GLIDEPATH QUALIFICATION SURFACE (GQS), AND PAPI OBSTACLE CLEARANCE SURFACE (OCS)
- (9) THESE OBSTACLES ARE OUTSIDE OF THE PLAN AND PROFILE VIEWS ON SHEET 11. THE LOCATION OF THESE OBJECTS IS DEPICTED ON SHEET 23 (EXISTING/FUTURE PART 77 AIRPORT AIRSPACE (INNER) SHEET).

FAA DISCLAIMER		REVISION BLOCK				
	NO	. E	3Y	APP	DATE	REVISIONS
THE CONTENTS OF THESE DOCUMENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF	1	С	ΤY		AUG. 2015	ADD RUNWAY 12R-30L LOCALIZER AND GLID
THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT NECESSARILY CONSTITUTE A COMMITMENT ON	2	С	ΤY		JUL. 2018	INTERIM TERMINAL FAC
THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY	3	С	TΥ		SEP. 2018	AIRCRAFT RESCUE AND FIRE FIGHTIN
DEVELOPMENT DEPICTED HEREIN, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC	4	н	ΙТВ		MAY 2020	INCORPORATES PROPOSED PROJECTS IDE INCURSION MITIGATION (RIM
LAWS.						

ER AND GLIDESLOPE CRITICAL AREAS RMINAL FACILITY

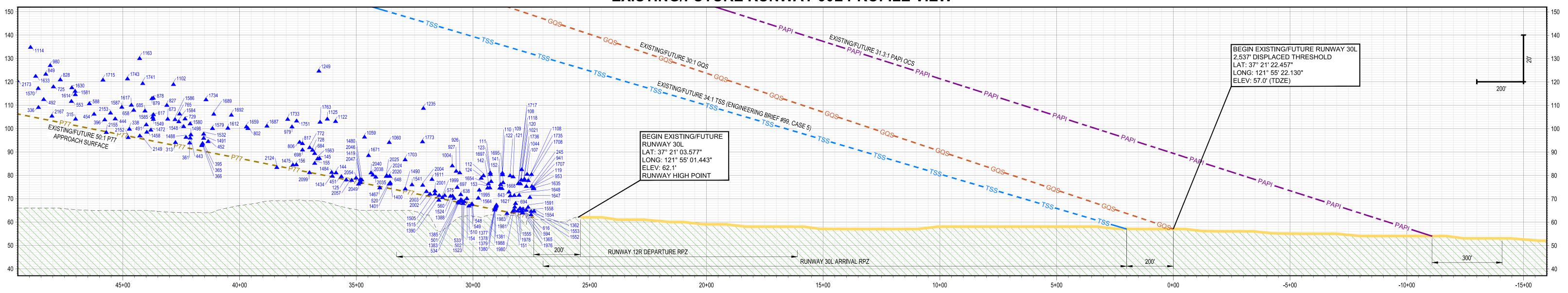
IRE FIGHTING (ARFF) FACILITY ROJECTS IDENTIFIED IN THE RUNWAY IGATION (RIM) STUDY

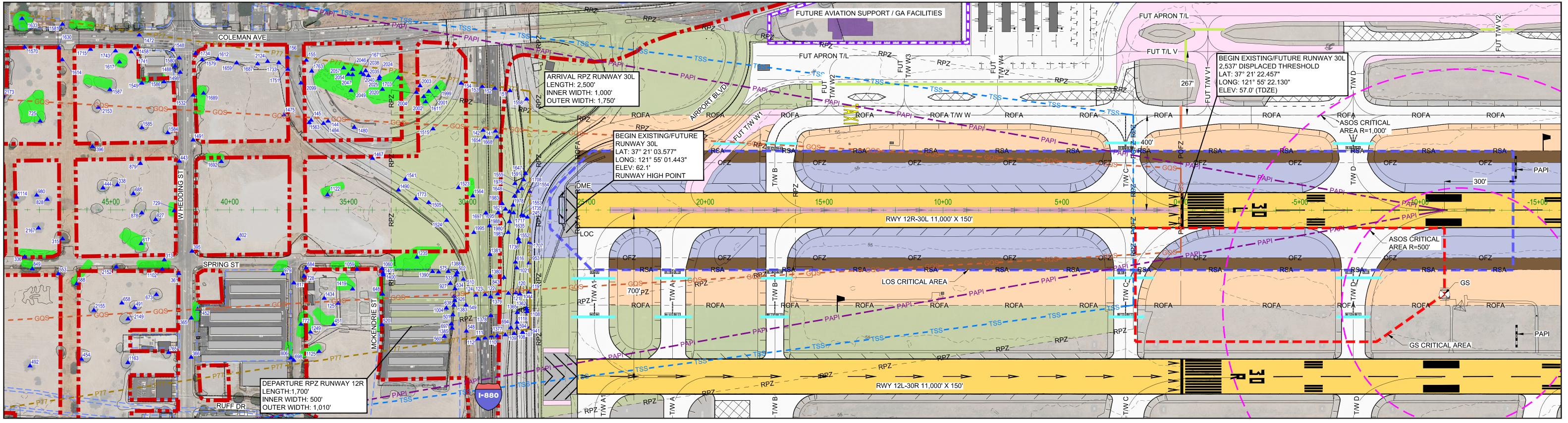
EX/FUT RUNWAY 12R INNER APPROACH PLAN AND PROFILE TABLES



DRAWN BY: AYG/KKP/EWG CHECKED BY: JRB/TMW

MAY 2020





		DRAWING LEGEN	D	
RUNWAY PAVEMENT		FUTURE HOLDBARS		GLIDE SLOPE (GS) C
TAXIWAY / APRON PAVEMENT		FUTURE ILS CRITICAL AREA HOLDBARS		LOCALIZER (LOC) C
OTHER PAVEMENT IN USE		FUTURE NON-MOVEMENT AREA BOUNDARY		ASOS CRITICAL ARE
FUTURE TAXIWAY / APRON PAVEMENT		BUILDING - EXISTING - ON AIRPORT		VOR CRITICAL AREA
FUTURE PAVEMENT UNDER CONSTRUCTION		BUILDING - EXISTING - OFF AIRPORT		COMPASS CALIBRA
FUTURE BUILDING / PAVEMENT DEMOLITION / CLOSURE	XXXXX	BUILDING - FUTURE - ON AIRPORT		EXISTING GROUND
AIRPORT PROPERTY LINE		BLAST PAD		
AIRPORT PROPERTY FILL		OBSTRUCTION POINT	130	MEDIUM INTENSITY
8' PERIMETER FENCE	xx	OBSTRUCTION POINT VEGETATION GROUPING	A 120	WITH RUNWAY ALIG
AIRPORT DEVELOPMENT AREAS		(SEE NOTE 3)	130	VERY HIGH FREQUE
RUNWAY SAFETY AREA				RANGE (VOR)
RUNWAY PROTECTION ZONE		GLIDEPATH QUALIFICATION SURFACE (GQS)	GQS = =	AUTOMATED SURFA
CENTRAL PORTION OF THE RPZ			P77 = =	(ASOS)
PRECISION OBSTACLE FREE ZONE (POFZ)	— – — POFZ— – —	PART 77 APPROACH SURFACE (P77)		PRECISION APPROA
RUNWAY OBJECT FREE AREA		PRECISION APPROACH PATH INDICATOR (PAPI)		RUNWAY END IDEN
RUNWAY OBSTACLE FREE ZONE	OFZ	OBSTACLE CLEARANCE SURFACE (OCS)		GLIDE SLOPE (GS)
EASEMENT				LOCALIZER (LOC)
TOPOGRAPHIC CONTOURS (FEET, MSL)	40	THRESHOLD SITING SURFACE (TSS)		WIND CONE AND SE





EXISTING/FUTURE RUNWAY 30L PROFILE VIEW

EXISTING/FUTURE RUNWAY 30L PLAN VIEW

GLIDE SLOPE (GS) CRITICAL AREA	
LOCALIZER (LOC) CRITICAL AREA	
ASOS CRITICAL AREA	
VOR CRITICAL AREA	
COMPASS CALIBRATION PAD CRITICAL AREA	
- EXISTING GROUND AT CENTERLINE (PROFILE VIEW)	11111
MEDIUM INTENSITY APPROACH LIGHTING SYSTEM	
WITH RUNWAY ALIGNMENT INDICATOR LIGHTS (MALSR)	
VERY HIGH FREQUENCY OMNI-DIRECTIONAL RANGE (VOR)	\bigcirc
AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)	æ
PRECISION APPROACH PATH INDICATOR (PAPI)	
RUNWAY END IDENTIFIER LIGHTS (REIL)	•
GLIDE SLOPE (GS)	¢
LOCALIZER (LOC)	
WIND CONE AND SEGMENTED CIRCLE	

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THE CONTENTS OF THESE DOCUMENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT NECESSARILY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

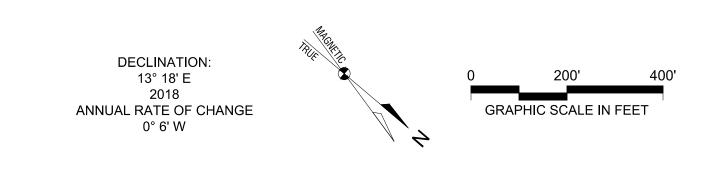
NOTES:

(1) SEE SHEET 14 FOR OBSTRUCTION DATA TABLES.

(2) ENTIRE RUNWAY CENTERLINE PROFILE NOT DEPICTED. LINE OF SIGHT REQUIREMENTS MET.

(3) MULTIPLE VEGETATION OBSTRUCTION POINTS EXIST IN IDENTIFIED GROUPINGS. THE MOST RESTRICTIVE OBJECT IS IDENTIFIED WITH AN OBJECT ID AND IS INCLUDED IN THE TABLE FOR EVALUATION.

REVISION BLOCK NO. BY APP DATE REVISIONS AUG. 2015 ADD RUNWAY 12R-30L LOCALIZER AND GLIDESLOPE CRITICAL AREAS 1 CITY 2 CITY JUL. 2018 INTERIM TERMINAL FACILITY AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) FACILITY 3 CITY SEP. 2018 INCORPORATES PROPOSED PROJECTS IDENTIFIED IN THE RUNWAY 4 HNTB MAY 2020 INCURSION MITIGATION (RIM) STUDY



EX/FUT RUNWAY 30L INNER APPROACH

PLAN AND PROFILE

HNTB

DRAWN BY: AYG/KKP/EWG CHECKED BY: JRB/TMW

MAY 2020

10.	OBJECT (1)	LAT. (2)	LONG. (2)	MSL (FT.) (3)	AGL. (FT.) (7)	SOURCE (4)	30L TSS (FT.) (5)	30L GQS (FT.) (5)	30L P77 APP (FT.) (5)	30L PAPI OCS (FT.) (5)	DISPOSITIO ACTION TO BE TAKEN
07	ROAD	N037°21'05.141"	W121°54'54.857"	81.4	15.0	HNTB	-51.2	N/A	18.6	-97.3	LEAVE AS IS
08	ROAD	N037°21'04.909"	W121°54'54.518"	77.4	15.0	HNTB	-56.2	N/A	13.9	-102.4	LEAVE AS IS
09	ROAD	N037°21'04.666"	W121°54'54.166"	80.8	15.0	HNTB	-53.9	N/A	16.6	-100.2	LEAVE AS IS
10	ROAD	N037°21'04.454"	W121°54'53.847"	81.9	15.0	HNTB	-53.7	N/A	17.1	-100.1	LEAVE AS IS
11	ROAD	N037°21'04.120"	W121°54'53.349"	82.0	15.0	HNTB	-55.1	N/A	16.1	-101.7	LEAVE AS IS
12	ROAD	N037°21'03.933"	W121°54'53.072"	80.8	15.0	HNTB	-57.2	N/A	14.3	-103.9	LEAVE AS IS
19	ROAD	N037°21'04.245"	W121°54'56.663"	75.4	15.0	HNTB	-56.3	-73.0	13.2	-101.9	LEAVE AS IS
20	ROAD	N037°21'03.848"	W121°54'56.181"	77.3 80.3	15.0 15.0	HNTB HNTB	-56.1	-72.9	14.0	-101.7	LEAVE AS IS
21 22	ROAD	N037°21'03.626"	W121°54'55.901" W121°54'55.504"	81.2	15.0	HNTB	-54.0	-71.0 -71.6	16.3	-99.8	LEAVE AS IS
22 23	ROAD	N037°21'03.307" N037°21'02.941"	W121 54 55.504 W121°54'55.052"	81.3	15.0	HNTB	-54.4	-71.6	16.4 15.4	-100.3	LEAVE AS IS
23 24	ROAD	N037°21'02.664"	W121°54'55.052" W121°54'54.711"	79.7	15.0	HNTB	-58.6	-75.2	13.4	-101.9	LEAVE AS IS
25	ROAD	N037°20'58,577"	W121°54'49.678"	79.0	15.0	HNTB	-76.3	-96.1	0.7	-124.1	LEAVE AS IS
41	ROAD	N037°20'58.788"	W121°55'01.821"	77.0	15.0	HNTB	-58.8	-76.0	12.0	-104.8	LEAVE AS IS
42	ROAD	N037°20'58.376"	W121°55'01.426"	77.3	15.0	HNTB	-60.1	-77.5	11.2	-106.2	LEAVE AS IS
44	ROAD	N037°20'53.270"	W121°54'56.465"	82.0	15.0	HNTB	-74.6	-94.6	2.9	-122.5	LEAVE AS IS
45	ROAD	N037°20'52.719"	W121°54'55.918"	88.2	15.0	HNTB	-70.5	-90.7	7.7	-118.5	LEAVE AS IS
51	ROAD	N037°20'58.133"	W121°55'03.899"	67.4	15.0	HNTB	-66.7	N/A	3.6	-112.9	LEAVE AS IS
52	ROAD	N037°20'57.593"	W121°55'03.474"	75.5	15.0	HNTB	-60.5	N/A	10.4	-107.0	LEAVE AS IS
53	ROAD	N037°20'57.151"	W121°55'03.121"	75.5	15.0	HNTB	-62.1	N/A	9.3	-108.7	LEAVE AS IS
54	ROAD	N037°20'56.400"	W121°55'02.518"	71.0	15.0	HNTB	-69.2	N/A	3.0	-116.0	LEAVE AS IS
55	ROAD	N037°20'50.922"	W121°54'58.109"	86.1	15.0	HNTB	-73.2	N/A	5.2	-122.0	LEAVE AS IS
56	ROAD	N037°20'50.256"	W121°54'57.583"	85.5	15.0	HNTB	-76.1	N/A	2.9	-125.2	LEAVE AS IS
45	ROAD	N037°21'02.139"	W121°54'59.542"	76.2	15.0	HNTB	-55.7	-72.4	13.9	-100.4	LEAVE AS IS
99	BUILDING	N037°19'54.088"	W121°53'38.336"	254.8	168.9	AGIS	N/A	N/A	2.5 (9)	-227.0	LEAVE AS IS
)1	BUILDING	N037°19'58.827"	W121°53'34.743"	255.2	173.1	AGIS	N/A	N/A	6.3 (9)	-222.6	LEAVE AS IS
04	BUILDING	N037°20'00.469"	W121°53'42.376"	258.3	176.0	AGIS	N/A	N/A	20.0 (9)	-201.5	LEAVE AS IS
05	BUILDING	N037°20'01.762"	W121°53'46.996"	254.6	174.7	AGIS	N/A	N/A	23.2 (9)	-193.7	LEAVE AS IS
)8 12	BUILDING	N037°19'57.483"	W121°53'26.617"	299.9	211.1	AGIS	N/A	N/A	40.3 (9)	-196.2	LEAVE AS IS
3 5	LIGHT POLE	N037°20'51.949" N037°20'48.188"	W121°54'45.411" W121°54'42.753"	95.0 105.0	32.2 0.0	AGIS AGIS	-81.8	-104.5 -108.7	2.2 3.6	-131.0	LEAVE AS IS
15	TREE	N037 2048.188 N037°20'35.654"	W121 54 42.755 W121°54'37.871"	135.5	0.0	AGIS	-89.6	-118.7	9.8 (9)	-143.7	LEAVE AS IS
22	TREE	N037°20'47.579"	W121°54'35.294"	116.5	0.0	AGIS	-86.0	N/A	6.2 (9)	-138,3	LEAVE AS IS
36	TREE	N037°20'47.497"	W121°54'40.747"	110.0	0.0	AGIS	-84.1	-109.1	5.3	-134.8	LEAVE AS IS
38	TREE	N037°20'48.424"	W121°54'46.745"	100.7	0.0	AGIS	-81.9	-105.3	3.9	-131,4	LEAVE AS IS
16	TREE	N037°20'46.355"	W121°54'34.827"	120.2	0.0	AGIS	-85.8	-112.3	7.5 (9)	-138.2	LEAVE AS IS
61	LIGHT POLE	N037°20'52.774"	W121°54'45.376"	94.8	32.0	AGIS	-80.2	-102.6	3.2	-129.4	LEAVE AS IS
65	LIGHT POLE	N037°20'54.386"	W121°54'44.060"	94.1	32.2	AGIS	-79.4	N/A	3.5	-129.0	LEAVE AS IS
66	LIGHT POLE	N037°20'55.454"	W121°54'42.513"	93.7	32.2	AGIS	-79.9	N/A	3.0	-129.9	LEAVE AS IS
70	TREE	N037°20'41.303"	W121°54'24.035"	144.8	0.0	AGIS	-89.3	N/A	13.0 (9)	-145.2	LEAVE AS IS
95	LIGHT POLE	N037°20'52.577"	W121°54'46.700"	94.6	31.8	AGIS	-78.8	-101.0	4.1	-127.6	LEAVE AS IS
96	TREE	N037°20'46.594"	W121°54'47.389"	104.7	0.0	AGIS	-81.1	-104.9	5.7	-131.2	LEAVE AS IS
99	BUILDING	N037°20'05.138"	W121°53'34.568"	280.9	193.4	AGIS	N/A	N/A	41.5 (9)	-183.0	LEAVE AS IS
13	LIGHT POLE	N037°20'49.719"	W121°54'49.794"	96.9	32.7	AGIS	-78.1	-100.5	5.2	-127.2	LEAVE AS IS
14	TREE	N037°20'48.057"	W121°54'46.130"	105.1	0.0	AGIS	-79.4	-103.0	7.0	-128.9	LEAVE AS IS
51	TREE	N037°20'59.006"	W121°54'48.677"	80.4	0.0	AGIS	-75.6	N/A	1.7	-123.6	LEAVE AS IS
52	TREE	N037°20'54.338"	W121°54'44.621"	95.4	0.0	AGIS	-77.3	-99.4	5.4	-126.7	LEAVE AS IS
54 91	TREE	N037°20'52.076"	W121°54'38.676"	107.1	0.0	AGIS	-80.0	N/A	7.3	-131.2	LEAVE AS IS
92	TREE	N037°20'52.323" N037°20'50.651"	W121°54'42.525" W121°54'36.651"	102.6	0.0	AGIS AGIS	-77.9 -80.0	-101.0 N/A	7.3 9.3	-127.9 -131.9	LEAVE AS IS
)1	BUSH	N037 20 50.651 N037°21'02.477"	W121°54'53.157"	69.1	0.0	AGIS	-72.0	N/A	9.5 0.5	-118.7	LEAVE AS IS
)2	FENCE	N037°21'01.458"	W121°54'54.968"	68.9	6.9	AGIS	-71.8	-89.6	0.6	-117.9	LEAVE AS IS
10	FENCE	N037°21'01.836"	W121°54'54.905"	67.8	6.1	AGIS	-72.0	-89.7	0.1	-118.1	LEAVE AS IS
15	TREE	N037°20'45.457"	W121°54'38.763"	121.9	0.0	AGIS	-79.9	-105.8	12.1 (9)	-131.1	LEAVE AS IS
20	TREE	N037°21'00.529"	W121°54'50.338"	77.2	0.0	AGIS	-72.7	N/A	2.7	-120.2	LEAVE AS IS
33	BUSH	N037°21'01.495"	W121°54'54.824"	70.1	0.0	AGIS	-70.6	-88.5	1.8	-116.8	LEAVE AS IS
34	BUSH	N037°21'01.835"	W121°54'54.249"	70.5	0.0	AGIS	-70.4	-88.3	2.0	-116.7	LEAVE AS IS
18	FENCE	N037°21'03.349"	W121°54'52.976"	68.7	5.8	AGIS	-70.8	N/A	1.2	-117.5	LEAVE AS IS
9	FENCE	N037°21'02.622"	W121°54'53.983"	68.4	5.6	AGIS	-71.1	N/A	0.9	-117.5	LEAVE AS IS
53	TREE	N037°20'49.008"	W121°54'41.238"	112.6	0.0	AGIS	-77.4	-101.8	10.8	-127.8	LEAVE AS IS
55	TREE	N037°20'46.087"	W121°54'38.312"	122.6	0.0	AGIS	-78.5	-104.4	13.2	-129.9	LEAVE AS IS
60	BUILDING	N037°21'02.810"	W121°54'52.013"	72.0	10.9	AGIS	-70.2	N/A	2.7	-117.2	LEAVE AS IS
'5	BUSH	N037°21'00.866"	W121°54'54.343"	72.3	0.0	AGIS	-70.6	-88.8	2.5	-116.9	LEAVE AS IS
38	TREE	N037°20'49.858"	W121°54'41.470"	111.6	0.0	AGIS	-76.1	-100.2	11.3	-126.5	LEAVE AS IS
94	WALL	N037°21'04.857"	W121°54'54.828"	65.8	3.9	AGIS	-67.4	N/A	2.6	-113.5	LEAVE AS IS
6	WALL	N037°21'02.998"	W121°54'57.366"	66.7	5.4	AGIS	-66.7	-83.6	3.4	-112.0	LEAVE AS IS
17	TREE	N037°20'50.777"	W121°54'45.256"	105.8	0.0	AGIS	-73.9	-97.0	11.0	-123.1	LEAVE AS IS
38	BUSH	N037°21'02.156"	W121°54'53.783"	72.7	0.0	AGIS	-68.2	N/A	4.3	-114.7	LEAVE AS IS
18 10	TREE	N037°20'59.714"	W121°54'51.553"	80.6	0.0	AGIS	-69.3	-88.3	6.1	-116.4	LEAVE AS IS
49 - 0	TREE	N037°20'42.204"	W121°54'42.987"	126.2	0.0	AGIS	-76.2	-102.3	15.9 (9)	-127.9	LEAVE AS IS
58 73	TREE	N037°20'51.797"	W121°54'42.265"	108.8	0.0	AGIS	-73.3	-96.6	12.3	-123.4	LEAVE AS IS
73		N037°20'52.649"	W121°54'43.784"	105.0	0.0	AGIS	-72.8	-95.6	11.5	-122.5	LEAVE AS IS
34 35		N037°20'56.602"	W121°54'49.962"	90.3	26.8	AGIS	-69.0	-89.3	9.4	-116.7	LEAVE AS IS
35 94	TREE	N037°20'49.165" N037°21'04.644"	W121°54'46.946"	108.5 68.9	0.0 5.9	AGIS AGIS	-72.2 -65.1	-95.4	13.0 5.2	-121.3	LEAVE AS IS
/4	BUILDING	N037°21'04.644" N037°21'02.685"	W121°54'54.639"	68.9				N/A		-111.2	LEAVE AS IS
97	Factor and a second sec		W121°54'52.740"	75.8	14.4	AGIS	-65.5	N/A	7.1	4 4 4 4 4	1 = A +

DDD		EXISTING/I	FUTURE R	UNWAY 30	L INI	NER .	APPRC	ACH (OBSTR	UCTIC		TA TABLE
121 C. 121 C. 12 C. 12 <td< td=""><td>NO.</td><td></td><td></td><td></td><td>(FT.)</td><td>(FT.)</td><td></td><td></td><td></td><td>P77 APP</td><td>OCS</td><td>ACTION TO</td></td<>	NO.				(FT.)	(FT.)				P77 APP	OCS	ACTION TO
	725				118.8							
DerMongenery<												
												LEAVE AS IS (8)
	766	TREE	N037°20'44.905"	W121°54'28.895"	143.0	0.0	AGIS	-75.5	N/A	21.8	-129.8	LEAVE AS IS (8)
	772		N037°20'57.987"	W121°54'47.579"	92.8	31.6	AGIS	-67.1	N/A		-115.5	
												,
	817	LIGHT POLE	N037°20'56.630"	W121°54'48.944"	94.5	31.8	AGIS	-66.3	-86.8	12.5	-114.3	LEAVE AS IS (8)
	823	TREE	N037°20'43.716"	W121°54'30.172"	146.0	0.0	AGIS	-73.1	N/A	24.3(9)	-127.1	LEAVE AS IS (8)
B B												
B B												
n 1 1 1												.,
nn<nn<nn<nn<nn<nn<nn<nn<nn<nn<nn<nn<nn<nn<nn<nn<nn<nn<nn<nn<nn<nn<nn< </td <td>849</td> <td>TREE</td> <td>N037°20'48.059"</td> <td>W121°54'40.532"</td> <td>124.2</td> <td>0.0</td> <td>AGIS</td> <td>-69.0</td> <td>-93.8</td> <td>20.2</td> <td>-119.7</td> <td>LEAVE AS IS (8)</td>	849	TREE	N037°20'48.059"	W121°54'40.532"	124.2	0.0	AGIS	-69.0	-93.8	20.2	-119.7	LEAVE AS IS (8)
n n	878	TREE	N037°20'49.957"	W121°54'46.483"	114.0	0.0	AGIS	-65.6	-88.6	19.3	-114.4	LEAVE AS IS (8)
m m< m< m< m< <td></td>												
a b												
HeadNorma	927	BUILDING	N037°21'01.544"	W121°54'54.290"	82.7	19.0	AGIS	-58.7	-76.7	13.9	-105.0	LEAVE AS IS (8)
Physical Normal Norm	941	ROAD	N037°21'05.234"	W121°54'55.233"	75.6	15.0	AGIS		N/A	13.4	-102.1	LEAVE AS IS (8)
math math												
max max <td></td>												
HER LIGH 70LE US2'213-162 W12'1951262 TA 163 Ads 643 643 FA 163 LAR 643 FA 163 LAR 643 FA 163 LAR 643 FA 163 LAR 643 FA FA 163 LAR 643 FA FA 643 FA FA 643 FA FA FA 643 FA FA FA 643 FA												
numn	1010	BUILDING	N037°20'01.620"	W121°53'38.680"	300.5	219.2	AGIS	N/A	N/A	60.1 (9)	-163.6	LEAVE AS IS (8)
101010171	1021	LIGHT POLE	N037°21'03.192"	W121°54'57.180"	79.0	16.8	AGIS	-54.3	-71.1	15.7	-99.7	LEAVE AS IS (8)
138 TREE NOT 298.07 VI2*VENUE 8.0 2.0 ABB -4.52 -2.0 BAB -0.0 BUENEAS (%) 108 LIGH FOLD NOT 298.07 VI2*VENUE 8.0 2.0 ABB -4.0 2.0 -0.05 LENKAS (%) 1110 LIGH FOLD NOT 291.14 VI2*VENUE 1.00 ABB -5.0 -0.05 LENKAS (%) 1111 LIGH FOLD NOT 201.54 VI2*VENUE 1.00 ABB -5.8 -7.4 3.04 -0.05 LENKAS (%) 1111 LIGH FOLD NOT 201.64 VI2*VENUT 100 0.0 ABB -5.8 -7.4 2.0 -0.03 LENKAS (%) 1112 TREE NOT 201.64 VI2*VENUT 100 0.0 ABB -5.8 -7.4 2.0 -0.0 4.00 -0.0 ABB -0.0 2.0 ABB NA NA 2.0 -0.0 LENKAS (%) 112 TREE NOT 201.50 VI2*VENUT 1.00												
Norma Norma <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>												
Hart Light Mid Mid<												
THEE NOT 2243.51 W12*542.81* S2. A.B. A.B. B.A. B.A. D.A. D.A. <thd.a.< th=""> <thd.a.< th=""> D.A.</thd.a.<></thd.a.<>	1102	TREE	N037°20'52.143"	W121°54'44.973"	119.8	0.0	AGIS	-57.3	-80.0	26.7	-106.6	LEAVE AS IS (8)
Instructure Instructure NEXT 2004 (0) NEXT 2004 (0	1108	LIGHT POLE	N037°21'04.712"	W121°54'55.823"	81.3	16.9	AGIS	-50.7	N/A	18.9	-96.5	LEAVE AS IS (8)
1112 TREE N07205327 V127543357 V126 AGB AGB AGB V27 NA Z63 V127 LEMEAS (S) 1127 BULDING N072705328 V127547129 V28 V22 AGB NA NA VA												
NACE NACE <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>												
111 112 NR27275.81* V121*94-0.1* 10.9 0.0 AGS 5.05 NA 9.49 1.012 LEAVE AS IS (i) 1286 TREE N037279.84* V121*978.14* V121*978.14* 125 0.0 AGS -33. NA 44.9 -81.7 LEAVE AS IS (i) 1286 BULDING N0371792.71.5* V121*978.14* 325.8 224.8 AGS NA NA 48.0 -83.0 -43.0 LEAVE AS IS (i) 1286 BULDING N037270.32* V121*934.14* 325.8 27.2 AGS NA NA 48.0 43.0 -157.0 LEAVE AS IS (i) 1281 BULDING N037270.54* V121*924.32* 35.0 27.2 AGS NA NA 48.0 45.0 -157.0 LEAVE AS IS (i) 1271 CRAN N0372705.49* V121*924.32* 36.0 27.0 AGS 47.0 NA 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 <td></td>												
NALE NUME NUME <th< td=""><td>1127</td><td>BUILDING</td><td>N037°20'05.184"</td><td>W121°53'40.079"</td><td>298.1</td><td>215.2</td><td>AGIS</td><td>N/A</td><td>N/A</td><td>64.5 (9)</td><td>-155.4</td><td>LEAVE AS IS (8)</td></th<>	1127	BUILDING	N037°20'05.184"	W121°53'40.079"	298.1	215.2	AGIS	N/A	N/A	64.5 (9)	-155.4	LEAVE AS IS (8)
Nucl. Nucl. Nucl. Nucl. Nucl. Nucl. Nucl. Nucl. Nucl. Nucl. Nucl. Nucl. N		TREE	N037°20'53.618"	W121°54'40.136"	130.9	0.0	AGIS	-50.5	N/A			
NALL NALL <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>												
125 BUILDING N37*20*10.362 W71*15*34.317 S0.5 2254 AGIS NA NA B31.0 -1.03 LEAVE AS IS (3) 1286 BUILDING N037*2006.259 W121*5336.327 S2.0 AGIS NA NA B43.0 J.37.1 LEAVE AS IS (3) 1287 BUILDING N037*2076.144 W121*5346.29 S2.2 AGIS NA NA G2.40 J.88.8 LEAVE AS IS (3) 1271 CRANE N037*207.4497 W121*5344.302 S5.6 S0.2 AGIS NA NA G7.0 J.57.5 LEAVE AS IS (3) 1275 CRANE N037*2074.461 W121*554.552 G4.1 S.3 AGIS AGIS AGIS NA J.7 J.13.5 LEAVE AS IS (3) 1376 MALL N037*2074.621 W121*554.557 G7.0 Z.6 AGIS												
127 BUILDING N337*1951.111 V121*3538.228 94.7 92.0 AGIS NA NA 92.4 9.38.8 ILEAVE AS IS (0) 1281 BUILDING N037*205.134* V121*5344.703 315.9 272.2 AGIS NA NA 96.7 9 115.3 LEAVE AS IS (0) 1275 CRAME N037*2015.246* V121*5344.302 61.2 20.1 AGIS NA NA 151.99 57.5 LEAVE AS IS (0) 1322 WALL N037*215.46* V121*5455.327 64.1 3.3 AGIS 47.7 NA 1.7 -11.37 LEAVE AS IS (0) 1323 WALL N037*215.46* V121*545.56* 65.2 2.6 AGIS 48.2 NA 2.4 -11.8 LEAVE AS IS (0) 1333 WALL N037*2103.46* V121*5455.6* 6.2 2.6 AGIS 48.0 NA 2.4 -11.8 LEAVE AS IS (0) 1343 WALL N037*2103.6* V121*5455.6* 6.2 AGIS												
1216 BUILDING NG37*2005.134 W121*53*4.703* 315.9 27.2 AGIS N/A N/A 97.2 1.230 LEAVE AS IS (b) 1277 CRANE N037*2013.493 W121*53*4.102* 365.8 306.2 AGIS N/A N/A 96.7 9 1.5.3 LEAVE AS IS (b) 1275 CRANE N037*2015.245 W121*545.450* 65.6 3.5 AGIS -0.7.9 N/A 1.7.7 -1.13.7 LEAVE AS IS (b) 1385 WALL N037*2104.81* W121*5455.450* 65.6 3.5 AGIS -67.6 N/A 2.4 -11.5.0 LEAVE AS IS (b) 1377 WALL N037*2104.28* W121*5455.45* 67.5 2.6 AGIS -68.6 AGIS -11.6 LEAVE AS IS (b) 1378 WALL N037*2103.68* W121*5455.45* 67.5 2.6 AGIS -71.0 N/A 4.3 -115.3 LEAVE AS IS (b) 1380 WALL N037*2103.68* W121*5455.58* 67.0 AGIS	1256	BUILDING	N037°20'06.259"	W121°53'32.319"	328.5	241.7	AGIS	N/A	N/A	88.3 (9)	-137.1	LEAVE AS IS (8)
1217 CRANE NB37'2013.499 W121'5342.392' 315.2 26.01 AGIS NA NA 96.7(9) 115.3 LEAVE AS IS (0) 1275 CRANE N037'2015.246 W121'5344.102' 365.8 306.2 AGIS NA NA 151.9(9) 5.7.5 LEAVE AS IS (0) 1362 WALL N037'2104.615' W121'5455.527' 64.1 3.3 AGIS 6.7.8 NA 2.4 -113.8 LEAVE AS IS (0) 1377 WALL N037'2104.322' W121'5455.369' 67.5 2.6 AGIS 6.8.7 NA 2.4 -114.9 LEAVE AS IS (0) 1379 WALL N037'2103.64' W121'5455.159' 67.5 2.6 AGIS 6.8.0 AGIS -115.3 LEAVE AS IS (0) 1380 WALL N037'2103.64' W121'5455.159' 67.5 2.6 AGIS -7.0 AGIS 1.15 LEAVE AS IS (0) 1380 WALL N037'2103.64' W121'5456.789' 6.0 AGIS -7.7 NA	1257	BUILDING	N037°19'51.111"	W121°53'38.828"	348.7	262.0	AGIS	N/A	N/A		-138.8	LEAVE AS IS (8)
1275 CRANE N037'2015.24P W121'534.102' 86.8 306.2 AGIS NA NA 151.99 57.5 LEAVE AS IS (A) 1382 WALL N037'2016.16' W121'535.923' 64.1 3.3 AGIS 6.79 NA 1.7 -11.37 LEAVE AS IS (A) 1385 WALL N037'2104.16' W121'5455.45' 65.6 3.5 AGIS 6.62 NA 2.4 -11.52 LEAVE AS IS (A) 1377 WALL N037'2104.26' W121'5455.15' 67.5 2.6 AGIS -80.7 NA 2.4 -11.52 LEAVE AS IS (A) 1379 WALL N037'2102.05' W121'5456.15'' 66.6 2.5 AGIS -80.8 1.5 -11.53 LEAVE AS IS (A) 1380 WALL N037'2102.05''' W121'5456.75''' 68.6 2.5 AGIS -7.7 NA 1.4 -11.5 LEAVE AS IS (A) 1381 WALL N037'2102.05'''''''''''''''''''''''''''''''''''												
111 111 111 111 111 111 1111<												. ,
NAME NON72104.262 W1215453.641 68.2 2.5 AGIS -68.2 N/A 2.8 -1147 LEAVE AS IS (8) 1378 WALL N0372103.683 W1215454.429 67.8 2.7 AGIS -68.7 N/A 2.4 -114.9 LEAVE AS IS (8) 1379 WALL N0372103.164 W1215455.159 67.5 2.6 AGIS -68.0 N/A 2.0 -115.0 LEAVE AS IS (8) 1380 WALL N0372102.585 W1215455.599 67.0 2.6 AGIS -70.0 -87.3 1.1 -115.5 LEAVE AS IS (8) 1381 WALL N0372102.527 W1215452.507 68.6 2.5 AGIS -71.2 N/A 1.3 -117.7 LEAVE AS IS (8) 1383 BUSH N0372102.527 W1215452.607 69.5 0.0 AGIS -71.7 N/A 0.8 118.5 LEAVE AS IS (8) 1388 BUSH N0372100.565 W1215452.607 73.3 7.0 AGIS -72.3												
Instruction	1365	WALL	N037°21'04.431"	W121°54'55.450"	65.6	3.5	AGIS	-67.6	N/A	2.4	-113.6	LEAVE AS IS (8)
NALE State ALE												
NNE NNE <td></td>												
1381 WALL N037"2101.990 W121*5456.788 66.6 2.5 AGIS 7.00 8-87.3 1.1 1.115.5 LEAVE AS IS (6) 1383 BUSH N037"2102.252 W121*5456.788 66.6 2.5 AGIS 7.70.0 8-87.3 1.1 1.115.5 LEAVE AS IS (6) 1383 BUSH N037"2102.252 W121*5452.610' 69.5 0.0 AGIS 7.71.7 NNA 0.8 118.5 LEAVE AS IS (6) 1388 BUSH N037"2102.6527 W121*5454.689' 71.1 0.0 AGIS 7.73.7 NA 0.8 118.5 LEAVE AS IS (6) 1390 FENCE N037"2100.665 W121*5454.202' 7.0 1.4GIS -72.0 9.10 3.3 -118.9 LEAVE AS IS (6) 1400 POLE N037"2059.201' W121*5452.321'''''''''''''''''''''''''''''''''''												
No.6 No.67						2.5						
Nacio Normal Science Normal Science </td <td>1383</td> <td>BUSH</td> <td>N037°21'02.252"</td> <td>W121°54'53.571"</td> <td>69.8</td> <td>0.0</td> <td>AGIS</td> <td>-71.2</td> <td>N/A</td> <td>1.3</td> <td>-117.7</td> <td>LEAVE AS IS (8)</td>	1383	BUSH	N037°21'02.252"	W121°54'53.571"	69.8	0.0	AGIS	-71.2	N/A	1.3	-117.7	LEAVE AS IS (8)
No. AGIS -75.0 -91.0 3.3 -11.4 LEAVE AS IS (8) 1449 TREE N037'20'58.03* W121'54'52.02* 78.4 0.0 AGIS -75.1 -94.7 1.4 -122.6 LEAVE AS IS (8) 1451 LIGHT POLE N037'20'58.03* W121'54'54.52/21* 93.5 AGIS -81.1 N/A 4.0 -131.9 LEAVE AS IS (8) 14	1385		N037°21'02.827"	W121°54'52.610"	69.5		AGIS	-71.7	N/A			
1400 POLE N037*20'59.201* W121*54'52.331* 77.8 13.5 AGIS -72.0 -91.0 3.3 -118.9 LEAVE AS IS (8) 1400 POLE N037*20'59.201* W121*54'52.402* 77.3 12.8 AGIS -72.0 -91.0 3.3 -118.9 LEAVE AS IS (8) 1419 POLE N037*20'58.635* W121*54'50.726* 78.4 0.0 AGIS -75.1 -94.7 1.4 -122.6 LEAVE AS IS (8) 1434 TREE N037*20'58.635* W121*54'49.389* 80.6 0.0 AGIS -76.5 -96.5 1.2 -124.3 LEAVE AS IS (8) 1434 TREE N037*20'58.63* W121*54'49.389* 80.6 0.0 AGIS -76.5 -96.5 1.2 -124.3 LEAVE AS IS (8) 1455 LIGHT POLE N037*20'38.103* W121*54'45.012* 123.5 54.2 AGIS -84.9 N/A 4.0 131.9 LEAVE AS IS (8) 1465 TREE N037*20'39.115* W121*54'45.630* 75.6 10.7 AGIS -75.5 -94.7 0.2 -122.5												.,
1401 POLE N037°20'59.149' W121°54'52.402' 77.3 12.8 AGIS -72.5 -91.5 2.8 -119.4 LEAVE AS IS (8) 1419 TREE N037°20'58.635' W121°54'50.726'' 78.4 0.0 AGIS -75.1 -94.7 1.4 -122.6 LEAVE AS IS (8) 1434 TREE N037°20'58.033' W121°54'50.726'' 99.4 31.5 AGIS -76.5 -96.5 1.2 -124.3 LEAVE AS IS (8) 1438 LIGHT POLE N037°20'58.033' W121°54'52.721'' 99.4 31.5 AGIS -81.1 N/A 4.0 -131.9 LEAVE AS IS (8) 1465 UTILITY POLE N037°20'38.103' W121°54'45.012'' 123.5 54.2 AGIS -83.5 N/A 92.(9) -136.5 LEAVE AS IS (8) 1465 TREE N037°20'39.115' W121°54'45.012'' 123.5 54.2 AGIS -75.5 -94.7 0.2 -122.5 LEAVE AS IS (8) 1467 SIGN N037°20'56.681' W121°54'55.37												
1434 TREE N037°20'58.003" W121°54'49.389" 80.6 0.0 AGIS -76.5 -96.5 1.2 -124.3 LEAVE AS IS (8) 1458 LIGHT POLE N037°20'45.234" W121°54'52.721" 99.4 31.5 AGIS -81.1 N/A 4.0 -131.9 LEAVE AS IS (8) 1462 UTILITY POLE N037°20'38.103" W121°54'45.012" 123.5 54.2 AGIS -88.9 N/A 9.2 (9) -138.3 LEAVE AS IS (8) 1465 TREE N037°20'39.115" W121°54'45.012" 123.5 54.2 AGIS -88.9 N/A 9.2 (9) -138.3 LEAVE AS IS (8) 1465 TREE N037°20'39.115" W121°54'45.012" 123.3 0.0 AGIS -83.5 N/A 10.0(9) -136.5 LEAVE AS IS (8) 1467 SIGN N037°20'55.681" W121°54'55.3372" 100.3 31.9 AGIS -76.6 N/A 5.4 -130.6 LEAVE AS IS (8) 1475 TREE N037°20'51.729" W121°54'55.194" 85.4 0.0 AGIS -76.6 N/A 2.6 -125.1					77.3							
1458 LIGHT POLE N037°20'45.234" W121°54'52.721" 99.4 31.5 AGIS -81.1 N/A 4.0 -131.9 LEAVE AS IS (8) 1462 UTILITY POLE N037°20'38.103" W121°54'45.012" 123.5 54.2 AGIS -84.9 N/A 9.2 (9) -138.3 LEAVE AS IS (8) 1465 TREE N037°20'39.115" W121°54'45.6330" 75.6 10.7 AGIS -83.5 N/A 10.0 (9) -136.5 LEAVE AS IS (8) 1467 SIGN N037°20'55.681" W121°54'45.6330" 75.6 10.7 AGIS -75.5 -94.7 0.2 -122.5 LEAVE AS IS (8) 1475 SIGN N037°20'55.681" W121°54'55.194" 85.4 0.0 AGIS -79.6 N/A 5.4 -130.6 LEAVE AS IS (8) 1475 TREE N037°20'51.729" W121°54'55.194" 85.4 0.0 AGIS -76.6 N/A 2.6 -125.1 LEAVE AS IS (8) 1476 UTILITY POLE N037°20'51.729" W121°54'57	1419	TREE	N037°20'58.635"	W121°54'50.726"	78.4	0.0	AGIS	-75.1	-94.7	1.4	-122.6	LEAVE AS IS (8)
1462 UTILITY POLE N037°20'38.103" W121°54'45.012" 123.5 54.2 AGIS -84.9 N/A 9.2 (9) -138.3 LEAVE AS IS (8) 1465 TREE N037°20'39.115" W121°54'44.619" 123.3 0.0 AGIS -84.9 N/A 9.2 (9) -138.3 LEAVE AS IS (8) 1465 TREE N037°20'39.115" W121°54'46.619" 123.3 0.0 AGIS -83.5 N/A 100.09 -136.5 LEAVE AS IS (8) 1467 SIGN N037°20'55.681" W121°54'56.530" 75.6 10.7 AGIS -79.6 N/A 5.4 -130.6 LEAVE AS IS (8) 1472 LIGHT POLE N037°20'45.006" W121°54'55.372" 100.3 31.9 AGIS -79.6 N/A 5.4 -130.6 LEAVE AS IS (8) 1475 TREE N037°20'51.729" W121°54'55.194" 85.4 0.0 AGIS -76.6 N/A 2.6 -125.1 LEAVE AS IS (8) 1476 UTILITY POLE N037°20'39.927" W121°54'55.124" 79.0 17.9 AGIS -74.3 -93.8 2.1												
1465 TREE N037°20'39.115" W121°54'46.619" 123.3 0.0 AGIS -83.5 N/A 10.0(9) -136.5 LEAVE AS IS (8) 1467 SIGN N037°20'55.681" W121°54'56.530" 75.6 10.7 AGIS -75.5 -94.7 0.2 -122.5 LEAVE AS IS (8) 1472 LIGHT POLE N037°20'55.681" W121°54'56.530" 10.3 31.9 AGIS -79.6 N/A 5.4 -130.6 LEAVE AS IS (8) 1475 TREE N037°20'51.729" W121°54'55.194" 85.4 0.0 AGIS -79.6 N/A 5.4 -130.6 LEAVE AS IS (8) 1476 UTILITY POLE N037°20'51.729" W121°54'45.449" 121.4 53.0 AGIS -74.3 P0.4 10.2(9) -135.0 LEAVE AS IS (8) 1480 SIGN N037°20'53.193" W121°54'56.220" 82.2 15.0 AGIS -74.3 -93.8 2.1 -121.8 LEAVE AS IS (8) 1484 ROAD N037°20'53.193" W121°54'56.327" </td <td></td>												
1467 SIGN N037°20'55.681" W121°54'56.530" 75.6 10.7 AGIS -75.5 -94.7 0.2 -122.5 LEAVE AS IS (8) 1472 LIGHT POLE N037°20'45.006" W121°54'53.372" 100.3 31.9 AGIS -79.6 N/A 5.4 -130.6 LEAVE AS IS (8) 1475 TREE N037°20'51.729" W121°54'55.194" 85.4 0.0 AGIS -76.6 N/A 2.6 -125.1 LEAVE AS IS (8) 1476 UTILITY POLE N037°20'51.729" W121°54'55.194" 121.4 53.0 AGIS -76.6 N/A 2.6 -125.1 LEAVE AS IS (8) 1476 UTILITY POLE N037°20'54.259" W121°54'57.121" 79.0 17.9 AGIS -74.3 -93.8 2.1 -121.8 LEAVE AS IS (8) 1484 ROAD N037°20'53.193" W121°54'56.220" 82.2 15.0 AGIS -74.3 -93.8 2.1 -121.8 LEAVE AS IS (8) 1488 TREE N037°20'53.193" W121°54'53.375" 97.2 0.0 AGIS -78.3 N/A 5.2 -122.8 </td <td></td>												
1472 LIGHT POLE N037°20'45.006" W121°54'53.372" 100.3 31.9 AGIS -79.6 N/A 5.4 -130.6 LEAVE AS IS (8) 1475 TREE N037°20'51.729" W121°54'55.194" 85.4 0.0 AGIS -76.6 N/A 2.6 -125.1 LEAVE AS IS (8) 1476 UTILITY POLE N037°20'51.729" W121°54'55.194" 121.4 53.0 AGIS -82.3 N/A 102.2(9) -135.0 LEAVE AS IS (8) 1476 UTILITY POLE N037°20'54.259" W121°54'57.121" 79.0 17.9 AGIS -74.3 -93.8 2.1 -121.8 LEAVE AS IS (8) 1484 ROAD N037°20'53.193" W121°54'56.220" 82.2 15.0 AGIS -74.3 -94.9 2.7 -122.8 LEAVE AS IS (8) 1488 TREE N037°20'53.193" W121°54'53.375" 97.2 0.0 AGIS -78.3 N/A 5.2 -128.5 LEAVE AS IS (8)												
1476 UTILITY POLE N037°20'39.927" W121°54'45.449" 121.4 53.0 AGIS -82.3 N/A 10.2(9) -135.0 LEAVE AS IS (8) 1480 SIGN N037°20'54.259" W121°54'57.121" 79.0 17.9 AGIS -74.3 -93.8 2.1 -121.8 LEAVE AS IS (8) 1484 ROAD N037°20'53.193" W121°54'56.220" 82.2 15.0 AGIS -74.9 -94.9 2.7 -122.8 LEAVE AS IS (8) 1488 TREE N037°20'46.984" W121°54'53.375" 97.2 0.0 AGIS -78.3 N/A 5.2 -128.5 LEAVE AS IS (8)	1472		N037°20'45.006"		100.3	31.9	AGIS	-79.6	N/A	5.4	-130.6	
1480 SIGN N037°20'54.259" W121°54'57.121" 79.0 17.9 AGIS -74.3 -93.8 2.1 -121.8 LEAVE AS IS (8) 1484 ROAD N037°20'53.193" W121°54'56.220" 82.2 15.0 AGIS -74.9 -94.9 2.7 -122.8 LEAVE AS IS (8) 1488 TREE N037°20'46.984" W121°54'53.375" 97.2 0.0 AGIS -78.3 N/A 5.2 -128.5 LEAVE AS IS (8)		TREE	N037°20'51.729"	W121°54'55.194"	85.4				N/A			
1484 ROAD N037°20'53.193" W121°54'56.220" 82.2 15.0 AGIS -74.9 -94.9 2.7 -122.8 LEAVE AS IS (8) 1488 TREE N037°20'46.984" W121°54'53.375" 97.2 0.0 AGIS -78.3 N/A 5.2 -128.5 LEAVE AS IS (8)												
1488 TREE N037°20'46.984" W121°54'53.375" 97.2 0.0 AGIS -78.3 N/A 5.2 -128.5 LEAVE AS IS (8)												
												.,
	1490	SIGN	N037°20'57.364"	W121°54'56.181"	75.1	14.5	AGIS	-72.8	-91.6	1.9	-119.1	LEAVE AS IS (8)





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	0			MSL	AGL.				30L	30L PAPI	DISPOSITION/
10.	OBJECT (1)	LAT. (2)	LONG. (2)	(FT.) (3)	(FT.) (7)	SOURCE (4)	30L TSS (FT.) (5)	30L GQS (FT.) (5)	P77 APP (FT.) (5)	OCS (FT.) (5)	ACTION TO BE TAKEN
191	LIGHT POLE	N037°20'49.568"	W121°54'51.098"	96.8	32.0	AGIS	-76.5	-98.7	6.3	-125.7	LEAVE AS IS (8)
198	LIGHT POLE	N037°20'47.307"	W121°54'53.311"	98.3	31.7	AGIS	-76.5	N/A	6.8	-126.6	LEAVE AS IS (8)
505	ROAD	N037°20'58.648"	W121°54'56.726"	73.0	15.0	AGIS	-71.1	-89.4	2.4	-116.9	LEAVE AS IS (8)
515	ROAD	N037°20'56.772"	W121°54'59.761"	72.3	15.0	AGIS	-71.4	-89.6	2.0	-118	LEAVE AS IS (8)
522	UTILITY POLE	N037°20'39.228"	W121°54'46.215"	124.1	55.3	AGIS	-80.0	N/A	12.7 (9)	-132.9	LEAVE AS IS (8)
523	BUSH	N037°20'59.174"	W121°54'58.332"	69.7	0.0	AGIS	-70.7	-88.5	1.6	-116.4	LEAVE AS IS (8)
524	ROAD	N037°20'59.701"	W121°54'56.645"	72.1	15.0	AGIS	-69.9	-87.8	2.9	-115.5	LEAVE AS IS (8)
1532	LIGHT POLE	N037°20'48.339"	W121°54'52.861"	98.6	32.3	AGIS	-74.7	N/A	8.2	-124.3	LEAVE AS IS (8
1541	SIGN	N037°20'57.282"	W121°54'56.834"	76.9	14.8	AGIS	-70.2	-88.8	4.3	-116.5	LEAVE AS IS (8)
1548		N037°20'46.452"	W121°54'53.946"	101.8	34.6	AGIS	-74.0	N/A	9.6	-124.4 -125.0	LEAVE AS IS (8)
1549	TREE UTILITY POLE	N037°20'46.405"	W121°54'51.569"	104.9	0.0	AGIS	-74.7	N/A	10.2	-125.0	LEAVE AS IS (8)
1550 1552	WALL	N037°20'40.216" N037°21'02.442"	W121°54'47.292" W121°54'58.387"	123.0 66.5	54.6 4.7	AGIS	-77.2	N/A -83,4	14.2 3.3	-111.6	LEAVE AS IS (8)
1553	WALL	N037°21'01.897"	W121°54'59,425"	66.0	4.7	AGIS	-66,7	-83,4	3.2	-111.4	LEAVE AS IS (8)
1554	WALL	N037°21'01.503"	W121°55'00.625"	65.6	3.2	AGIS	-66.0	-82.7	3.5	-110.9	LEAVE AS IS (8)
1555	WALL	N037°21'00.829"	W121°55'00.428"	66.6	5.0	AGIS	-66.9	-83.7	3.2	-112.0	LEAVE AS IS (8)
1558	ROAD	N037°20'58.886"	W121°55'04.138"	65.5	15.0	AGIS	-66.6	N/A	3.1	-112.5	LEAVE AS IS (8)
1563	ROAD	N037°20'52.719"	W121°54'55.763"	88.0	15.0	AGIS	-71.0	-91.2	7.3	-119.0	LEAVE AS IS (8)
1564	TREE	N037°20'59.851"	W121°54'58.501"	71.2	0.0	AGIS	-67.5	-85.0	4.3	-112.9	LEAVE AS IS (8)
1570	UTILITY POLE	N037°20'41.750"	W121°54'48.962"	118.1	48.9	AGIS	-76.1	N/A	13.4	-128.1	LEAVE AS IS (8)
1579	LIGHT POLE	N037°20'47.649"	W121°54'54.557"	101.0	32.4	AGIS	-71.1	N/A	11.3	-121.1	LEAVE AS IS (8)
1580	LIGHT POLE	N037°20'46.892"	W121°54'53.841"	103.0	35.9	AGIS	-72.0	N/A	11.3	-122.3	LEAVE AS IS (8)
1581	UTILITY POLE	N037°20'42.309"	W121°54'51.158"	115.5	45.7	AGIS	-73.9	N/A	14.1	-125.8	LEAVE AS IS (8)
1584	TREE	N037°20'48.574"	W121°54'50.519"	103.9	0.0	AGIS	-72.5	-95.1	11.4	-122.0	LEAVE AS IS (8)
1585	TREE	N037°20'47.628"	W121°54'49.831"	106.9	0.0	AGIS	-72.7	-95.7	12.2	-122.5	LEAVE AS IS (8)
1586	TREE	N037°20'47.060"	W121°54'52.383"	104.8	0.0	AGIS	-72.1	N/A	11.8	-122.3	LEAVE AS IS (8)
1587	TREE	N037°20'45.578"	W121°54'50.216"	110.1	0.0	AGIS	-73.5	N/A	12.6	-124.2	LEAVE AS IS (8)
1588	UTILITY POLE	N037°20'40.757"	W121°54'47.896"	122.5	53.7	AGIS	-75.5	N/A	15.3 (9)	-127.9	LEAVE AS IS (8)
1591	WALL	N037°21'00.998"	W121°55'00.870"	67.3	6.2	AGIS	-65.1	-81.8	4.7	-110.1	LEAVE AS IS (8)
1611		N037°20'55.797"	W121°55'00.574"	79.2	0.0	AGIS	-65.3	N/A	8.3	-112.4 -119.0	LEAVE AS IS (8)
1612		N037°20'48.123"	W121°54'55.120"	101.1	31.5	AGIS	-69.2	N/A	12.7	-119.0	LEAVE AS IS (8)
1614 1617	UTILITY POLE	N037°20'43.274" N037°20'45.128"	W121°54'49.753" W121°54'51.634"	116.9 111.0	48.0	AGIS AGIS	-72.6 -71.4	N/A N/A	15.4 14.4	-122.2	LEAVE AS IS (8)
1621	SIGN	N037°21'01.234"	W121°54'59.099"	72.2	0.0	AGIS	-62.5	-79.5	8.0	-107.4	LEAVE AS IS (8)
1630	UTILITY POLE	N037°20'42.840"	W121°54'50.110"	118.4	10.4 49.2	AGIS	-71.5	N/A	16.6	-123.2	LEAVE AS IS (8)
1633	TREE	N037°20'40.888"	W121°54'49.995"	123.3	0.0	AGIS	-71.2	N/A	18.4	-123.6	LEAVE AS IS (8)
1634	TREE	N037°20'35.336"	W121°54'41.634"	145.1	0.0	AGIS	-74.9	N/A	22.9 (9)	-129.2	LEAVE AS IS (8)
1635	SIGN	N037°21'01.434"	W121°54'59.134"	72.3	9.7	AGIS	-61.8	-78.8	8.5	-106.7	LEAVE AS IS (8)
1647	SIGN	N037°21'00.880"	W121°55'01.185"	71.5	11.7	AGIS	-60.7	-77.4	9.0	-105.8	LEAVE AS IS (8)
1648	SIGN	N037°21'01.159"	W121°54'59.920"	72.4	10.3	AGIS	-61.2	-78.0	8.9	-106.1	LEAVE AS IS (8)
1654	ROAD	N037°20'58.609"	W121°55'01.213"	75.6	15.0	AGIS	-61.6	-79.0	9.6	-107.6	LEAVE AS IS (8)
1659	LIGHT POLE	N037°20'48.819"	W121°54'55.617"	101.7	31.4	AGIS	-66.2	N/A	14.9	-115.7	LEAVE AS IS (8)
1668	ROAD	N037°20'58.991"	W121°55'01.641"	75.3	15.0	AGIS	-60.4	-77.5	10.4	-106.2	LEAVE AS IS (8)
1671	TREE	N037°20'52.982"	W121°54'59.494"	89.4	0.0	AGIS	-63.1	N/A	13.1	-111.2	LEAVE AS IS (8)
1674	TREE	N037°20'35.102"	W121°54'44.565"	143.3	0.0	AGIS	-72.6	N/A	23.9 (9)	-127.0	LEAVE AS IS (8)
1687	LIGHT POLE	N037°20'49.498"	W121°54'56.298"	102.0	31.4	AGIS	-63.3	N/A	17.0	-112.6	LEAVE AS IS (8)
1689	TREE	N037°20'48.610"	W121°54'53.287"	107.1	0.0	AGIS	-64.9	N/A	17.5	-114.5	LEAVE AS IS (8)
1692	TREE	N037°20'51.040"	W121°54'51.223"	106.7	0.0	AGIS	-63.1	-84.8	18.6	-111.7	LEAVE AS IS (8)
1695	ROAD	N037°21'01.103"	W121°54'58.705"	77.8	15.0	AGIS	-57.7	-74.9	13.0	-102.7	LEAVE AS IS (8)
1697	ROAD	N037°21'00.728"	W121°54'58.279"	78.3	15.0	AGIS	-58.8	-76.1	12.5	-103.9 -107.9	LEAVE AS IS (8)
1703 1707	TREE ROAD	N037°20'54.282" N037°21'02.894"	W121°55'00.583"	87.6 75.5	0.0 15.0	AGIS	-60.3	N/A	14.4	-107.9	LEAVE AS IS (8)
1707 1708	ROAD	N037°21'02.894" N037°21'01.186"	W121°54'58.618" W121°55'00.464"	75.5	15.0	AGIS	-56.2 -56.5	-72.8 -73.2	13.4 13.3	-101.1 -101.4	LEAVE AS IS (8)
1715		N037°20'43.874"	W121 55 00.464 W121°54'51.136"	121.7	51.9	AGIS	-50.5	-73.2 N/A	22.6	-115.6	LEAVE AS IS (8)
1717	ROAD	N037°21'01.586"	W121°54'59.235"	77.4	15.0	AGIS	-56.3	-73.2	13.9	-101.1	LEAVE AS IS (8)
1733	LIGHT POLE	N037°20'50.129"	W121°54'57.068"	104.9	35.7	AGIS	-57.8	-73.2 N/A	21.6	-106.9	LEAVE AS IS (8)
1734	LIGHT POLE	N037°20'47.272"	W121°54'54.574"	113.3	45.2	AGIS	-59.7	N/A	23.1	-109.8	LEAVE AS IS (8)
1735	LIGHT POLE	N037°21'01.988"	W121°54'59.464"	78.7	17.0	AGIS	-53.7	-70.4	16.1	-98.4	LEAVE AS IS (8)
1736	LIGHT POLE	N037°21'02.565"	W121°54'58.296"	78.8	17.2	AGIS	-54.1	-70.9	15.8	-99.2	LEAVE AS IS (8)
1741	UTILITY POLE	N037°20'45.211"	W121°54'52.428"	120.2	51.5	AGIS	-60.7	N/A	24.6	-111.6	LEAVE AS IS (8)
1743	UTILITY POLE	N037°20'44.701"	W121°54'51.931"	122.2	53.6	AGIS	-60.7	N/A	25.2	-111.7	LEAVE AS IS (8)
1751	LIGHT POLE	N037°20'50.590"	W121°54'57.122"	104.2	34.0	AGIS	-57.4	N/A	21.7	-106.3	LEAVE AS IS (8)
1758	TREE	N037°20'40.646"	W121°54'45.468"	140.9	0.0	AGIS	-61.2	N/A	30.9(9)	-113.5	LEAVE AS IS (8)
1763	LIGHT POLE	N037°20'51.393"	W121°54'57.865"	103.7	34.8	AGIS	-54.9	N/A	23.2	-103.6	LEAVE AS IS (8)
1773	LIGHT POLE	N037°20'58.145"	W121°54'56.446"	95.3	37.8	AGIS	-50.4	-68.9	23.6	-96.4	LEAVE AS IS (8)
1976	WALL	N037°21'01.135"	W121°55'00.220"	64.8	2.3	AGIS	-68.3	-85.2	1.6	-113.3	LEAVE AS IS (8)
1978	WALL	N037°21'01.358"	W121°54'59.517"	65.7	2.6	AGIS	-68.0	-84.9	2.1	-112.9	LEAVE AS IS (8)
1980	WALL	N037°21'01.703"	W121°54'58.752"	66.1	2.8	AGIS	-68.0	-85.0	2.3	-113.0	LEAVE AS IS (8)
1981	GUARDRAIL	N037°21'01.954"	W121°54'58.283"	65.6	2.4	AGIS	-68.8	-85.7	1.6	-113.8	LEAVE AS IS (8)
1983	WALL	N037°21'00.975"	W121°54'59.202"	64.6	2.7	AGIS	-70.5	-87.6	0.1	-115.5	LEAVE AS IS (8)
1988	WALL	N037°21'01.189"	W121°54'57.899"	66.1	2.5	AGIS	-70.6	-87.9	0.5	-115.8	LEAVE AS IS (8)
1995	SIGN	N037°21'00.884"	W121°54'57.102"	74.6	11.7	AGIS	-63.9	-81.5	7.8	-109.4	LEAVE AS IS (8)
1999	BUSH	N037°20'55.740"	W121°55'01.499"	71.4	0.0	AGIS	-71.8	N/A	1.4	-118.9	LEAVE AS IS (8)
2001	BUSH	N037°20'55.607"	W121°55'01.083"	74.3	0.0	AGIS	-69.9	N/A	3.6	-117.0	LEAVE AS IS (8)
2002	BUSH	N037°20'55.597"	W121°55'00.708"	72.9	0.0	AGIS	-71.9 -71.2	N/A	1.8	-119.0	LEAVE AS IS (8)
2003	GROUND	N037°20'55.183"	W121°55'01.008"	74.0	0.0	AGIS	-(12	N/A	2.7	-118.5	LEAVE AS IS (8)

				REVISION BLOCK
NO.	ΒY	APP	DATE	REVISIONS
1	CITY		AUG. 2015	ADD RUNWAY 12R-30L LOCALIZER AND G
2	CITY		JUL. 2018	INTERIM TERMINAL F
3	CITY		SEP. 2018	AIRCRAFT RESCUE AND FIRE FIGH
4	HNTB		MAY 2020	INCORPORATES PROPOSED PROJECTS I INCURSION MITIGATION (

	EXISTING/	FUTURE R	UNWAY 30	LINI	NER	APPRC	DACH (OBSTR	UCTIO	ON DAT	A TABLE
NO.	OBJECT (1)	LAT. (2)	LONG. (2)	MSL (FT.) (3)	AGL. (FT.) (7)	SOURCE (4)	30L TSS (FT.) (5)	30L GQS (FT.) (5)	30L P77 APP (FT.) (5)	30L PAPI OCS (FT.) (5)	DISPOSITION/ ACTION TO BE TAKEN
020	BUSH	N037°20'54.106"	W121°54'59.579"	80.5	0.0	AGIS	-69.3	N/A	6.0	-117.0	LEAVE AS IS (8)
024	BUSH	N037°20'53.675"	W121°54'59.968"	80.8	0.0	AGIS	-69.4	N/A	6.1	-117.2	LEAVE AS IS (8)
025	BUSH	N037°20'53.715"	W121°54'59.877"	80.5	0.0	AGIS	-69.7	N/A	5.7	-117.6	LEAVE AS IS (8)
2035	BUSH	N037°20'53.292"	W121°54'59.632"	80.2	0.0	AGIS	-71.4	N/A	4.5	-119.3	LEAVE AS IS (8)
2038	BUSH	N037°20'53.069"	W121°54'59.730"	81.1	0.0	AGIS	-70.8	N/A	5.2	-118.9	LEAVE AS IS (8)
2040	BUSH	N037°20'53.110"	W121°54'59.512"	82.0	0.0	AGIS	-70.1	N/A	5.9	-118.2	LEAVE AS IS (8)
2046	BUSH	N037°20'52.626"	W121°54'59.337"	79.2	0.0	AGIS	-74.3	N/A	2.2	-122.6	LEAVE AS IS (8)
2047	BUSH	N037°20'52.768"	W121°54'59.130"	77.8	0.0	AGIS	-75.8	N/A	0.8	-123.9	LEAVE AS IS (8)
2049	BUSH	N037°20'53.152"	W121°54'58.452"	77.2	0.0	AGIS	-76.6	N/A	0.1	-124.6	LEAVE AS IS (8)
2054	BUSH	N037°20'52.631"	W121°54'58.993"	79.8	0.0	AGIS	-74.3	N/A	2.4	-122.5	LEAVE AS IS (8)
2057	BUSH	N037°20'52.309"	W121°54'59.092"	78.8	0.0	AGIS	-75.8	N/A	1.0	-124.2	LEAVE AS IS (8)
2099	SIGN	N037°20'51.379"	W121°54'57.030"	82.1	13.1	AGIS	-77.8	N/A	0.7	-126.4	LEAVE AS IS (8)
2124	ROAD	N037°20'49.749"	W121°54'56.734"	84.3	15.0	AGIS	-79.8	N/A	0.1	-129.0	LEAVE AS IS (8)
2149	TREE	N037°20'52.429"	W121°54'41.851"	97.8	0.0	AGIS	-83.5	N/A	1.9	-133.8	LEAVE AS IS (8)
2152	TREE	N037°20'50.637"	W121°54'43.486"	97.1	0.0	AGIS	-85.7	-109.1	0.2	-135.4	LEAVE AS IS (8)
2153	TREE	N037°20'45,704"	W121°54'49.125"	107.6	0.0	AGIS	-77.4	N/A	9.1	-128.0	LEAVE AS IS (8)
2155	TREE	N037°20'51.125"	W121°54'41.020"	99.3	0.0	AGIS	-86.3	-110.1	0.5	-136,8	LEAVE AS IS (8)
2167	TREE	N037°20'47.138"	W121°54'42.346"	106.3	0.0	AGIS	-86.1	-110.8	2.9	-136.2	LEAVE AS IS (8)
2173	TREE	N037°20'42.415"	W121°54'46.302"	121.5	0.0	AGIS	-75.3	-110.8 N/A	15.0	-127.1	LEAVE AS IS (8)
2173	TREE	N037°20'39.832"	W121°54'48.042"	133.0	0.0	AGIS	-66.8	N/A	24.5 (9)	-119.6	LEAVE AS IS (8)
2100	TREE	N037°20'43.352"	W121°54'40.589"	113.9	0.0	AGIS	-89.7	-115,9	24.5 (0)	-140.9	LEAVE AS IS (8)
2197 2199	UTILITY POLE		W121°54'46.945"	116.7		AGIS	-87.1	N/A	5.5 (9)	-140.9	LEAVE AS IS (8)
		N037°20'38.882"			47.4						LEAVE AS IS (8)
2207	TREE	N037°20'39.240"	W121°54'45.983"	122.3	0.0	AGIS	-82.1	N/A	10.7 (9)	-135.1	. ,
2214	TREE	N037°20'39.466"	W121°54'43.192"	117.3	0.0	AGIS	-90.9	N/A	3.1 (9)	-143.7	LEAVE AS IS (8)
2225	UTILITY POLE	N037°20'37.083"	W121°54'43.894"	123.7	54.0	AGIS	-88.8	N/A	6.6 (9)	-142.5	LEAVE AS IS (8)
2228	TREE	N037°20'37.129"	W121°54'41.567"	127.7	0.0	AGIS	-88.3	N/A	8.2 (9)	-141.9	LEAVE AS IS (8)
2231	UTILITY POLE	N037°20'35.745"	W121°54'42.335"	123.7	53.3	AGIS	-94.3	N/A	2.8 (9)	-148.4	LEAVE AS IS (8)
2240	LIGHT POLE	N037°20'43.049"	W121°54'30.849"	128.0	63.2	AGIS	-91.5	-119.8	6.1 (9)	-145.2	LEAVE AS IS (8)
2243	LIGHT POLE	N037°20'43.582"	W121°54'27.548"	125.5	60.8	AGIS	-98.0	N/A	0.9 (9)	-152.8	LEAVE AS IS (8)
2244	UTILITY POLE	N037°20'34.356"	W121°54'40.612"	128.4	56.5	AGIS	-95.3	N/A	3.6 (9)	-150.0	LEAVE AS IS (8)
2246	LIGHT POLE	N037°20'42.832"	W121°54'26.758"	128.8	63.4	AGIS	-97.6	N/A	2.2 (9)	-152.6	LEAVE AS IS (8)
2267	PWR TRANS LINE	N037°20'27.887"	W121°54'39.229"	142.9	63.7	AGIS	-97.5	N/A	6.8 (9)	-154.6	LEAVE AS IS (8)
2269	TREE	N037°20'39.038"	W121°54'22.159"	138.3	0.0	AGIS	-103.8	N/A	1.1 (9)	-160.2	LEAVE AS IS (8)
2273	TREE	N037°20'29.208"	W121°54'33.090"	141.8	0.0	AGIS	-105.2	N/A	1.2 (9)	-161.6	LEAVE AS IS (8)
2276	PWR TRANS LINE	N037°20'25.791"	W121°54'34.989"	146.5	67.8	AGIS	-105.2	N/A	2.7 (9)	-162.9	LEAVE AS IS (8)
2278	TREE	N037°20'37.953"	W121°54'17.191"	145.4	0.0	AGIS	-106.9	N/A	1.2 (9)	-164.9	LEAVE AS IS (8)
2286	PWR TRANS LINE	N037°20'28.518"	W121°54'06.656"	173.0	98.1	AGIS	-116.9	N/A	3.2 (9)	-178.3	LEAVE AS IS (8)
2293	BUILDING	N037°19'59.579"	W121°53'19.047"	346.7	260.3	AGIS	N/A	N/A	81.6 (9)	-158.8	LEAVE AS IS (8)
2295	BUILDING	N037°19'43.589"	W121°53'35.906"	317.1	227.8	AGIS	N/A	N/A	44.0 (9)	-193.6	LEAVE AS IS (8)
2297	BUILDING	N037°19'45.390"	W121°53'26.017"	310.1	222.0	AGIS	N/A	N/A	27.4 (9)	-214.3	LEAVE AS IS (8)
2298	BUILDING	N037°19'49.227"	W121°53'17.580"	365.2	274.5	AGIS	N/A	N/A	78.6 (9)	-166.3	LEAVE AS IS (8)
2299	BUILDING	N037°19'48.294"	W121°53'13.049"	359.3	265.5	AGIS	N/A	N/A	64.8 (9)	-182.8	LEAVE AS IS (8)
2300	BUILDING	N037°19'37.902"	W121°53'21.259"	371.8	282.6	AGIS	N/A	N/A	68.4 (9)	-178.4	LEAVE AS IS (8)

NOTES:

(1) ALL ROAD ELEVATIONS WERE ADJUSTED UPWARD 15 FEET AND RAILROAD ELEVATIONS WERE ADJUSTED UPWARD 23 FEET AS PER 18B REQUIREMENTS. ROAD OBSTRUCTIONS WITH A SOURCE HNTB WERE ADDED AT CRITICAL POINTS OF THE APPROACH SURFACES (I.E. EDGES AND EXTENDED RUNWAY CENTERLINE) AND WERE INTERPOLATED FROM THE PLANIMETRIC MAPPING AND ADJUSTED UPWARD ACCORDINGLY.

(2) HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983 (NAD83).

(3) VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) - ALL ELEVATIONS ARE HEIGHT ABOVE MEAN SEA LEVEL (MSL).

(4) THE AGIS SURVEY SOURCE INCLUDES THE OBJECTS COLLECTED IN ACCORDANCE WITH THE VERTICALLY GUIDED APPROACH SURFACES DESCRIBED IN AC 150/5300-18B. THE 18B OBSTRUCTION SURVEY SPECIFICATIONS SUPPORT DEVELOPMENT OF INSTRUMENT APPROACH AND DEPARTURES PROCEDURES AND ARE A REQUIREMENT FOR ALP UPDATES. THE IMAGERY USED TO ANALYZE THESE SOURCES IS FROM JUNE 23, 2016.

(5) A POSITIVE NUMBER INDICATES THE AMOUNT OF PENETRATION, "N/A" INDICATES THE OBJECT IS NOT UNDER THE SURFACE, AND A NEGATIVE NUMBER INDICATES THE CLEARANCE AMOUNT.

(6) DEPICTION OF FEATURES AND OBJECTS WITHIN THE PART 77 PRIMARY, TRANSITIONAL, HORIZONTAL, AND CONICAL SURFACES ARE ILLUSTRATED ON THE AIRPORT AIRSPACE DRAWINGS

(7) ALL KNOWN ABOVE GROUND LEVEL (AGL) ELEVATIONS SUCH AS ROADS, INTERSTATES, RAILROADS, ETC. ARE PROVIDED. TREES ARE LISTED AT 0.0' AGL DUE TO PHOTOGRAMMETRIC SURVEY LIMITATIONS.

(8) THE DISPOSITION FOR THESE OBJECTS ARE "LEAVE AS IS" BECAUSE THE PART 77 APPROACH (APP) PENETRATIONS ARE MITIGATED BY THE 2,537' DISPLACED THRESHOLD AND CLEAR OF CRITICAL AIRSPACE SURFACES SUCH AS THE THRESHOLD SITTING SURFACE (TSS), GLIDEPATH QUALIFICATION SURFACE (GQS), AND PAPI OBSTACLE CLEARANCE SURFACE (OCS)

(9) THESE OBSTACLES ARE OUTSIDE OF THE PLAN AND PROFILE VIEWS ON SHEET 13. THE LOCATION OF THESE OBJECTS IS DEPICTED ON SHEET 23 (EXISTING/FUTURE PART 77 AIRPORT AIRSPACE (INNER) SHEET).

FACILITY

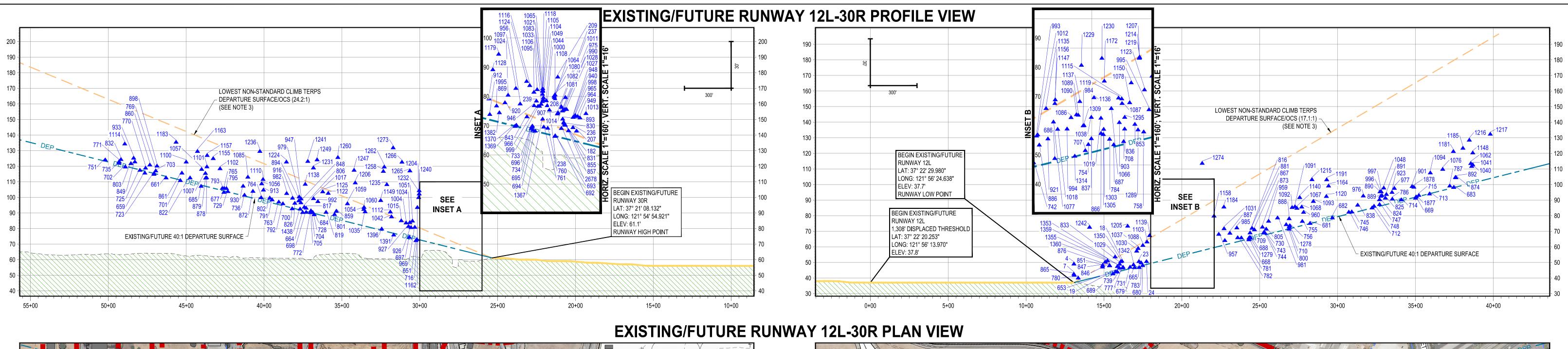
HTING (ARFF) FACILITY

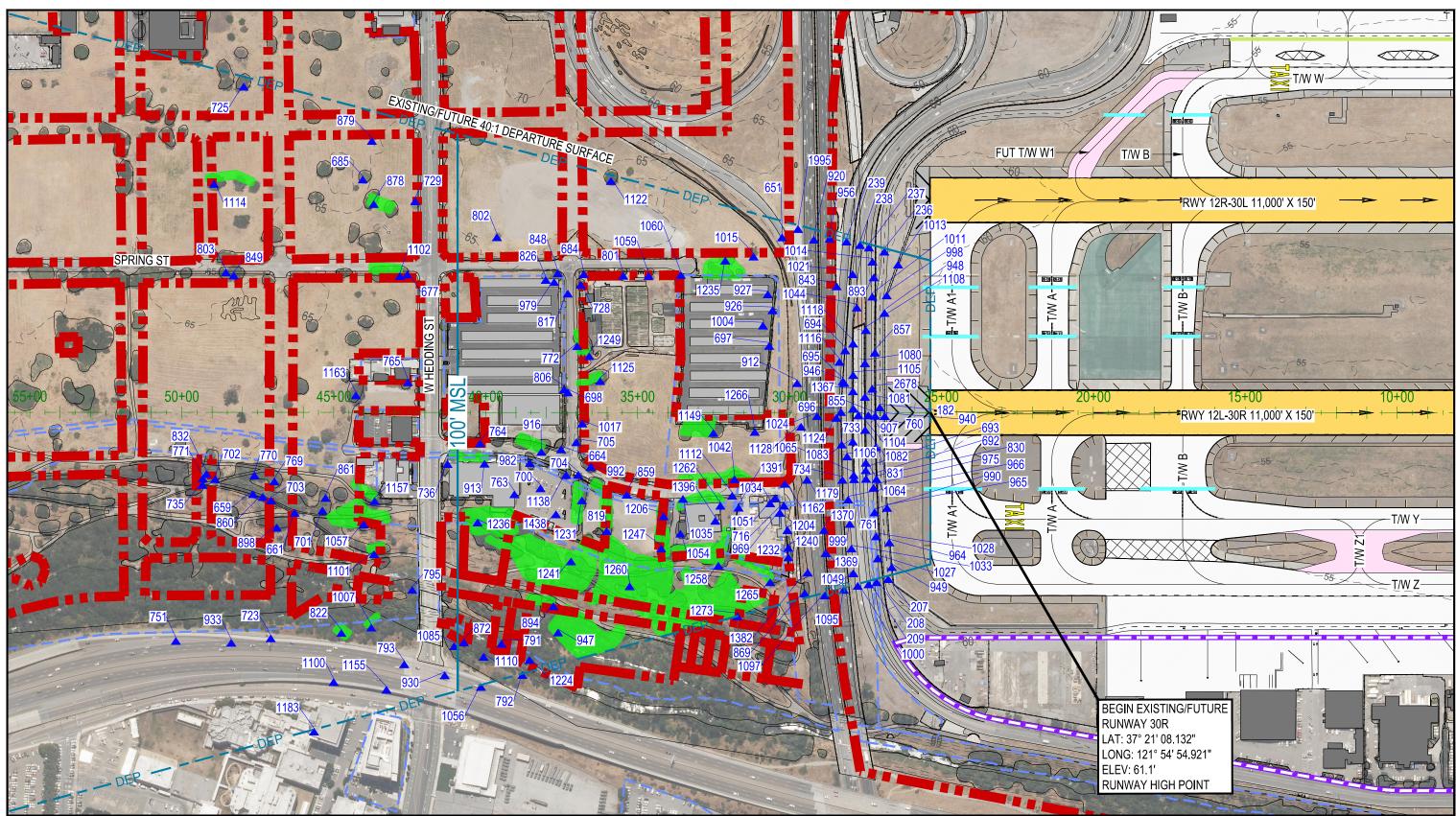
B IDENTIFIED IN THE RUNWAY I (RIM) STUDY

S GLIDESLOPE CRITICAL AREAS EX/FUT RUNWAY 30L INNER APPROACH PLAN AND PROFILE TABLES

HNTB DRAWN BY: AYG/KKP/EWG CHECKED BY: JRB/TMW

MAY 2020





DRAWING	LEGEND
	LEOLIND

RUNWAY PAVEMENT		BUILDING - EXISTING - ON AIRPORT	
TAXIWAY / APRON PAVEMENT		BUILDING - EXISTING - OFF AIRPORT	
OTHER PAVEMENT IN USE		BUILDING - FUTURE - ON AIRPORT	
AIRPORT PROPERTY LINE		BLAST PAD	
AIRPORT PROPERTY FILL		DEPARTURE SURFACE (DEP)	
FUTURE TAXIWAY / APRON PAVEMENT		LOWEST NON-STANDARD TERPS DEPARTURE	
FUTURE BUILDING / PAVEMENT DEMOLITION / CLOSURE	XXXXXX	SURFACE / OBSTACLE CLEARANCE SURFACE (OCS)	
AIRPORT DEVELOPMENT AREAS		AIRPORT BEACON	*
EASEMENT		WIND CONE	
8' PERIMETER FENCE	xx	SEGMENTED CIRCLE	чÇ,
OBSTRUCTION POINT	130	PRECISION APPROACH PATH INDICATOR (PAPI)	
	A100	RUNWAY END IDENTIFIER LIGHTS (REIL)	<
OBSTRUCTION POINT VEGETATION GROUPING	130	GLIDE SLOPE (GS)	\diamond
(SEE NOTE 2)		LOCALIZER (LOC)	
FUTURE HOLDBARS		AIRPORT REFERENCE POINT	$\mathbf{\Theta}$
FUTURE ILS CRITICAL AREA HOLDBARS		EXISTING GROUND AT CENTERLINE	77777
FUTURE NON-MOVEMENT AREA BOUNDARY		(PROFILE VIEW)	/////
TOPOGRAPHIC CONTOURS (FEET, MSL)	<u> </u>		





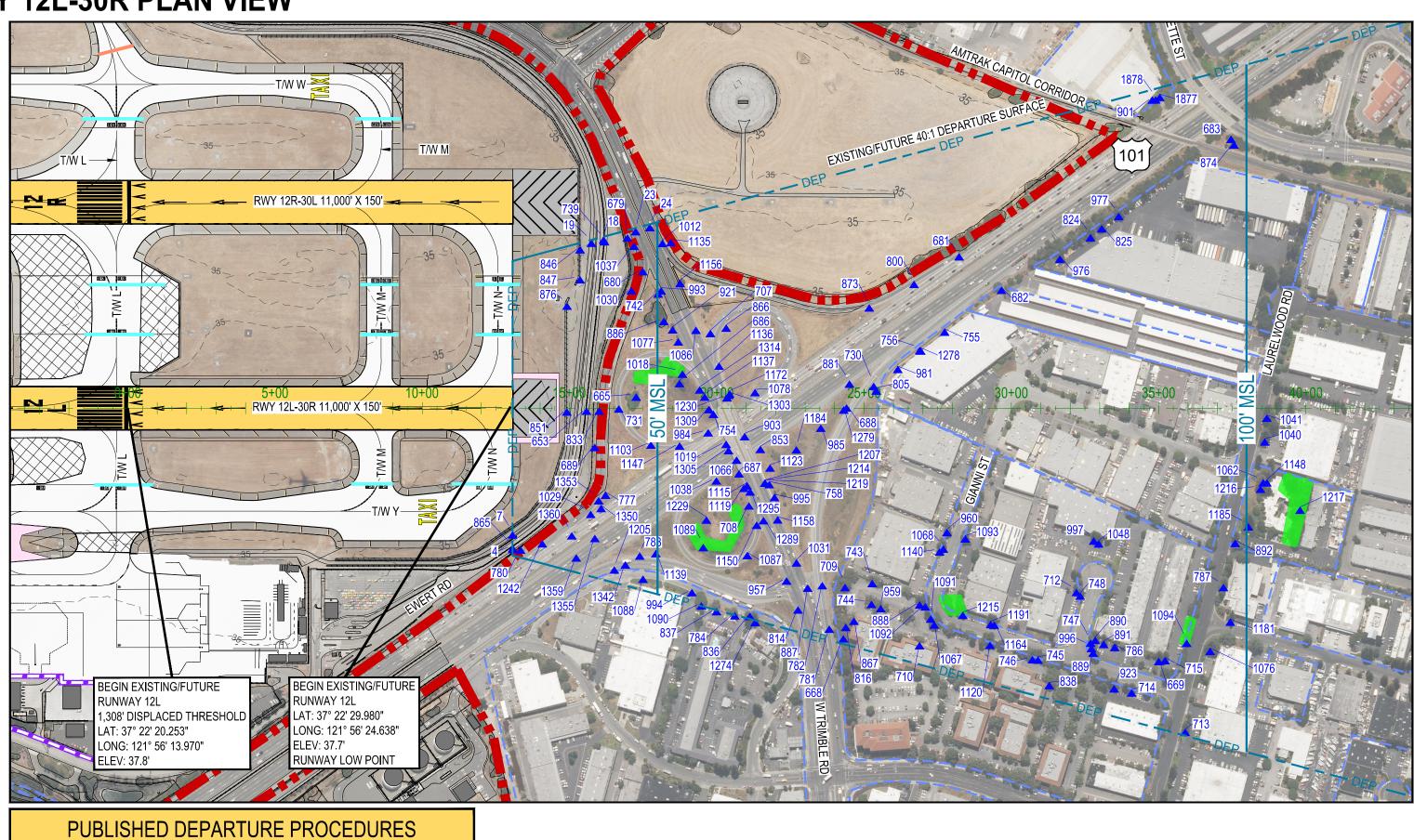
NOTE:

EVALUATION.

SEE SHEET 16 FOR RUNWAY 12L DEPARTURE SURFACE PENETRATIONS AND SHEET 17 FOR RUNWAY 30R DEPARTURE SURFACE PENETRATIONS. ANY OBSTACLE THAT PENETRATES THE 40:1 SURFACE WITHIN 1-NM OF THE DEPARTURE END OF THE RUNWAY IS MITIGATED BY A PUBLISHED NOTE IN THE TERMINAL PROCEDURES PUBLICATION (TPP) AS A LOW, CLOSE-IN OBSTACLE. THIS MITIGATING ACTION IS POLICY CODIFIED IN TERPS (ORDER 8260.3).

MULTIPLE VEGETATION OBSTRUCTION POINTS EXIST IN IDENTIFIED GROUPINGS. THE MOST RESTRICTIVE OBJECT IS IDENTIFIED WITH AN OBJECT ID AND IS INCLUDED IN THE TABLE FOR

THE SLOPE OF THE MINIMUM CLIMB GRADIENT WAS CALCULATED USING THE CLIMB GRADIENT OBSTACLE CLEARANCE SURFACE FORMULAT 2-1-2 IN FAA ORDER 8260.3D, CHAPTER 2.



PROCEDURE		CLIMB GRAD	IENT (FT/NM)
FROCEDURE	12L	30R	12R	30L
ALMDN FOUR (RNAV)	500	N/A	500	N/A
BMRNG FOUR (RNAV)	470	N/A	470	N/A
LOUPE FIVE	N/A	467	N/A	460
SAN JOSE THREE	N/A	480	N/A	480
SUNOL ONE	330	480	330	480
TECKY THREE (RNAV)	500	500	500	500
MINIMUM (ALL PROCEDURES)	330	467	330	460
(1) THE DEPARTURE PROCEDURES	ARE EXISTING	G AND PUBLISH	HED AS OF NO	VEMBER 25,

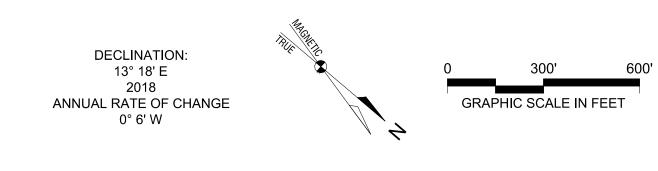
2019.

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REVISION BLOCK

REVISIONS	DATE	APP	BY	NO.
ADD RUNWAY 12R-30L LOCALIZER AND GL	AUG. 2015		CITY	1
INTERIM TERMINAL F	JUL. 2018		CITY	2
AIRCRAFT RESCUE AND FIRE FIGH	SEP. 2018		CITY	3
INCORPORATES PROPOSED PROJECTS II INCURSION MITIGATION (I	MAY 2020		HNTB	4



EX/FUT RUNWAY 12L-30R

GLIDESLOPE CRITICAL AREAS FACILITY HTING (ARFF) FACILITY

IDENTIFIED IN THE RUNWAY (RIM) STUDY

DEPARTURE PLAN AND PROFILE HNTB DRAWN BY: AYG/KKP/EWG MAY 2020 CHECKED BY: JRB/TMW

		EXIS	TING/FUTU OBSTF			WAY 12 DATA ⁻		ARTURE		
NO.	OBJECT	LAT.	LONG.	MSL (FT.)	AGL. (FT.)	SOURCE	12L DEPT PENE.	CLIMB GRADIENT (FT/NM)	LOW, CLOSE-IN?	DISPOSITION, ACTION TO BE TAKEN
182	ROAD	N037°21'06.670"	W121°54'53.971"	69.0	15.0	HNTB	3.7	379.0	YES	LEAVE AS IS (7)
207	ROAD	N037°21'10.552"	W121°54'48.929"	68.9	15.0	HNTB	4.2	448.0	YES	LEAVE AS IS (7)
208	ROAD	N037°21'10.337"	W121°54'48.529"	80.4	15.0	HNTB	14.8	873.0	YES	LEAVE AS IS (7)
209	ROAD	N037°21'10.186"	W121°54'48.247"	87.4	15.0	HNTB	21.2	1034.0	YES	LEAVE AS IS (7)
236	ROAD	N037°21'03.449"	W121°54'58.876"	70.1	15.0	HNTB	5.2	475.0	YES	LEAVE AS IS (7)
237	ROAD	N037°21'02.979"	W121°54'58.588"	75.2	15.0	HNTB	9.0	557.0	YES	LEAVE AS IS (7)
238	ROAD	N037°21'02.710"	W121°54'58.423"	76.1	15.0	HNTB	9.1	518.0	YES	LEAVE AS IS (7)
239	ROAD	N037°21'02.301"	W121°54'58.169"	79.2	15.0	HNTB	11.1	524.0	YES	LEAVE AS IS (7)
651	ROAD	N037°21'00.633"	W121°54'56.568"	73.7	15.0	AGIS	0.4	206.0	YES	LEAVE AS IS (7)
659 661	TREE	N037°20'53.179" N037°20'54.598"	W121°54'34.496" W121°54'35.035"	117.0 113.9	0.0	AGIS	0.1	200.0	YES	LEAVE AS IS (7)
664	FLAGPOLE	N037°20'59.765"	W121°54'44.130"	91.7	31.4	AGIS	0.4	202.0	YES	LEAVE AS IS (7)
677	TREE	N037°20'52.252"	W121°54'45.373"	104.6	0.0	AGIS	0.5	202.0	YES	LEAVE AS IS (7)
684	LIGHT POLE	N037°20'56.562"	W121°54'50.114"	90.3	26.8	AGIS	0.7	205.0	YES	LEAVE AS IS (7)
685	TREE	N037°20'49.125"	W121°54'47.098"	108.5	0.0	AGIS	0.6	203.0	YES	LEAVE AS IS (7)
692	SIGN	N037°21'07.866"	W121°54'51.409"	67.3	7.7	AGIS	0.8	234.0	YES	LEAVE AS IS (7)
693	SIGN	N037°21'07.672"	W121°54'51.665"	67.1	8.2	AGIS	0.7	225.0	YES	LEAVE AS IS (7)
694	WALL	N037°21'04.604"	W121°54'54.791"	68.9	5.9	AGIS	0.8	222.0	YES	LEAVE AS IS (7)
695	WALL	N037°21'05.209"	W121°54'53.789"	69.2	5.3	AGIS	0.9	225.0	YES	LEAVE AS IS (7)
696	WALL	N037°21'05.821"	W121°54'52.792"	69.8	5.6	AGIS	1.3	236.0	YES	LEAVE AS IS (7)
697	BUILDING	N037°21'02.645"	W121°54'52.892"	75.8	14.4	AGIS	1.4	221.0	YES	LEAVE AS IS (7)
698	LIGHT POLE	N037°20'58.707"	W121°54'46.064"	91.8	31.6	AGIS	0.8	206.0	YES	LEAVE AS IS (7)
700	LIGHT POLE	N037°21'00.094"	W121°54'42.387"	94.1	33.5	AGIS	0.9	206.0	YES	LEAVE AS IS (7)
701	TREE	N037°20'55.227"	W121°54'35.855"	112.2	0.0	AGIS	1.1	204.0	YES	LEAVE AS IS (7)
702	TREE	N037°20'51.927"	W121°54'33.943"	120.9	0.0	AGIS	0.9	203.0	YES	LEAVE AS IS (7)
703	TREE	N037°20'53.753"	W121°54'34.783"	116.8	0.0	AGIS	1.4	205.0	YES	LEAVE AS IS (7)
704	LIGHT POLE	N037°21'00.728"	W121°54'43.813"	91.6	31.5	AGIS	1.5	210.0	YES	LEAVE AS IS (7)
705	LIGHT POLE	N037°20'59.983"	W121°54'44.756"	91.7	31.5	AGIS	1.5	210.0	YES	LEAVE AS IS (7)
716	BUILDING	N037°21'06.429"	W121°54'48.385"	74.4	13.9	AGIS	1.2	221.0	YES	LEAVE AS IS (7)
723	SIGN	N037°20'56.703"	W121°54'30.545"	116.2	30.8	AGIS	0.8	203.0	YES	LEAVE AS IS (7)
725	TREE	N037°20'44.218"	W121°54'46.746"	118.8	0.0	AGIS	1.2	204.0	YES	LEAVE AS IS (7)
728	TREE	N037°20'56.723"	W121°54'49.715"	91.7	0.0	AGIS	1.8	213.0	YES	LEAVE AS IS (7)
729	TREE	N037°20'50.871"	W121°54'47.828"	105.1	0.0	AGIS	1.5	207.0	YES	LEAVE AS IS (7)
733	WALL	N037°21'06.534"	W121°54'51.812"	70.4	6.0	AGIS	2.0	255.0	YES	LEAVE AS IS (7)
734	WALL	N037°21'07.305"	W121°54'50.747"	70.6	5.7	AGIS	2.2	262.0	YES	LEAVE AS IS (7)
735	TREE	N037°20'51.747"	W121°54'33.423"	123.4	0.0	AGIS	2.3	208.0	YES	LEAVE AS IS (7)
736	FLAGPOLE	N037°20'57.296"	W121°54'40.636"	102.8	41.1	AGIS	2.0	210.0	YES	LEAVE AS IS (7)
751		N037°20'54.432"	W121°54'27.920"	125.4	39.4	AGIS	2.1 (9)	207.0	YES	LEAVE AS IS (7)
752	BUILDING	N037°20'17.659" N037°19'45.417"	W121°53'44.799" W121°53'41.611"	253.2 319.4	173.2 229.6	AGIS	2.7 (9) 3.3	203.0 202.0	NO	LEAVE AS IS (8)
760	ROAD	N037°21'06.313"	W121 5341.011 W121°54'53.152"	69.9	15.0	AGIS	2.8	296.0	YES	LEAVE AS IS (0)
761	SIGN	N037°21'07.578"	W121°54'51.080"	70.3	7.2	AGIS	2.0	293.0	YES	LEAVE AS IS (7)
763	BUILDING	N037°20'59.580"	W121°54'41.504"	98.4	37.3	AGIS	3.0	218.0	YES	LEAVE AS IS (7)
764	TREE	N037°20'57.650"	W121°54'42.142"	101.2	0.0	AGIS	3.0	216.0	YES	LEAVE AS IS (7)
765	TREE	N037°20'54.574"	W121°54'42.081"	107.2	0.0	AGIS	3.1 (9)	214.0	YES	LEAVE AS IS (7)
766	TREE	N037°20'44.864"	W121°54'29.047"	143.0	0.0	AGIS	3.0	208.0	YES	LEAVE AS IS (7)
769	TREE	N037°20'53.428"	W121°54'35.456"	118.4	0.0	AGIS	3.3	212.0	YES	LEAVE AS IS (7)
770	TREE	N037°20'52.811"	W121°54'35.105"	120.2	0.0	AGIS	3.5	212.0	YES	LEAVE AS IS (7)
771	TREE	N037°20'51.610"	W121°54'33.626"	124.3	0.0	AGIS	3.3	211.0	YES	LEAVE AS IS (7)
772	LIGHT POLE	N037°20'57.947"	W121°54'47.731"	92.8	31.6	AGIS	2.6	218.0	YES	LEAVE AS IS (7)
791	TREE	N037°21'02.468"	W121°54'36.573"	99.8	0.0	AGIS	3.3	219.0	YES	LEAVE AS IS (7)
792	TREE	N037°21'03.654"	W121°54'36.165"	97.3	0.0	AGIS	2.6	216.0	YES	LEAVE AS IS (7)
793	INTERSTATE	N037°21'00.525"	W121°54'33.332"	107.2	17.0	AGIS	2.7	213.0	YES	LEAVE AS IS (7)
795	TREE	N037°20'59.129"	W121°54'35.830"	107.1	0.0	AGIS	3.4 (9)	216.0	YES	LEAVE AS IS (7)
799	BUILDING	N037°20'04.206"	W121°53'28.245"	302.1	213.4	AGIS	4.0	203.0	NO	LEAVE AS IS (8)
801	TREE	N037°20'57.566"	W121°54'51.129"	90.4	0.0	AGIS	4.0	232.0	YES	LEAVE AS IS (7)
802	TREE	N037°20'53.646"	W121°54'48.919"	101.0	0.0	AGIS	4.2	224.0	YES	LEAVE AS IS (7)
803	TREE	N037°20'47.764"	W121°54'40.569"	123.1	0.0	AGIS	4.0	214.0	YES	LEAVE AS IS (7)
806	TREE	N037°20'58.549"	W121°54'46.057"	95.1	0.0	AGIS	3.8	225.0	YES	LEAVE AS IS (7)
817	LIGHT POLE	N037°20'56.590"	W121°54'49.096"	94.5	31.8	AGIS	3.6	224.0	YES	LEAVE AS IS (7)
819	TREE	N037°21'02.628"	W121°54'42.850"	91.8	0.0	AGIS	4.0	230.0	YES	LEAVE AS IS (7)
822	TREE	N037°20'58.315"	W121°54'32.606"	113.9	0.0	AGIS	4.3 (9)	218.0	YES	LEAVE AS IS (7)
823	TREE	N037°20'43.675"	W121°54'30.323"	146.0	0.0	AGIS	5.5	214.0	YES	LEAVE AS IS (7)
826	TREE	N037°20'55.757"	W121°54'48.924"	97.6	0.0	AGIS	4.8	231.0	YES	LEAVE AS IS (7)
830	WALL	N037°21'08.124"	W121°54'51.688"	70.9	12.2	AGIS	5.3	442.0	YES	LEAVE AS IS (7)
831	WALL	N037°21'07.424"	W121°54'52.637"	71.0	12.2	AGIS	5.3	439.0	YES	LEAVE AS IS (7)
832	SIGN	N037°20'51.606"	W121°54'33.861"	125.7	0.0	AGIS	5.0	217.0	YES	LEAVE AS IS (7)
843 844	SIGN	N037°21'03.019" N037°20'41.814"	W121°54'56.529" W121°54'01.528"	73.8	10.5 0.0	AGIS AGIS	4.9 (9) 5.6 (9)	329.0 209.0	YES	LEAVE AS IS (7)
844	BUILDING	N037°20'41.814" N037°19'54.498"	W121°53'34.192"	314.4	231.9	AGIS	5.6 (9)	209.0	NO	LEAVE AS IS (8)

	EXISTING/FUTURE RUNWAY 12L DEPARTURE OBSTRUCTION DATA TABLE									
NO.	OBJECT	LAT.	LONG.	MSL (FT.)	AGL. (FT.)	SOURCE	12L DEPT PENE.	CLIMB GRADIENT (FT/NM)	LOW, CLOSE-IN?	DISPOSITION, ACTION TO BE TAKEN
848	TREE	N037°20'55.907"	W121°54'49.445"	97.9	0.0	AGIS	6.1	240.0	YES	LEAVE AS IS (7)
849	TREE	N037°20'48.018"	W121°54'40.684"	124.2	0.0	AGIS	5.7	220.0	YES	LEAVE AS IS (7)
855	WALL	N037°21'06.741"	W121°54'53.593"	71.6	12.5	AGIS	5.9	463.0	YES	LEAVE AS IS (7)
857	WALL	N037°21'05.375"	W121°54'55.521"	71.9	12.2	AGIS	6.2	472.0	YES	LEAVE AS IS (7)
859 860	TREE	N037°21'02.343" N037°20'53.483"	W121°54'44.504" W121°54'34.668"	92.5 122.2	32.6 0.0	AGIS	6.4 6.2	251.0 222.0	YES	LEAVE AS IS (7)
861	TREE	N037°20'55.035"	W121°54'36.320"	117.0	0.0	AGIS	6.1	224.0	YES	LEAVE AS IS (7)
869	BUSH	N037°21'08.825"	W121°54'46.255"	77.5	0.0	AGIS	6.1	318.0	YES	LEAVE AS IS (7)
872	TREE	N037°21'01.520"	W121°54'35.604"	105.3	0.0	AGIS	5.8	230.0	YES	LEAVE AS IS (7)
878	TREE	N037°20'49.916"	W121°54'46.635"	114.0	0.0	AGIS	7.1	231.0	YES	LEAVE AS IS (7)
879	TREE	N037°20'48.518"	W121°54'48.522"	113.8	0.0	AGIS	6.7	229.0	YES	LEAVE AS IS (7)
893	SIGN	N037°21'03.737"	W121°54'57.804"	73.0	12.6	AGIS	7.2	510.0	YES	LEAVE AS IS (7)
894	TREE	N037°21'02.936"	W121°54'39.114"	99.2	0.0	AGIS	7.0	246.0	YES	LEAVE AS IS (7)
898	TREE	N037°20'54.480"	W121°54'34.104"	121.5	0.0	AGIS	6.5 (9)	225.0	YES	LEAVE AS IS (7)
900	BUILDING	N037°20'00.293"	W121°53'20.624"	322.7	233.0	AGIS	7.0	205.0	NO	LEAVE AS IS (8)
907 912	ROAD	N037°21'06.557" N037°21'04.124"	W121°54'53.422" W121°54'52.499"	74.8 79.9	15.0 19.6	AGIS	8.5 7.8	535.0 342.0	YES	LEAVE AS IS (7)
912	TREE	N037 21 04.124	W121 54 52,499 W121°54'41.636"	106.1	0.0	AGIS	8.2 (9)	245.0	YES	LEAVE AS IS (7)
915	BUILDING	N037°19'51.582"	W121°53'35.448"	320.5	233.8	AGIS	7.9	245.0	NO	LEAVE AS IS (8)
916	TREE	N037 19 51.362 N037°20'59.334"	W121°54'43.528"	100.9	0.0	AGIS	7.7	249.0	YES	LEAVE AS IS (7)
920	ROAD	N037°21'01.459"	W121°54'57.351"	78.6	15.0	AGIS	7.9	364.0	YES	LEAVE AS IS (7)
926	BUILDING	N037°21'01.962"	W121°54'54.074"	82.0	19.1	AGIS	7.9	321.0	YES	LEAVE AS IS (7)
927	BUILDING	N037°21'01.504"	W121°54'54.442"	82.7	19.0	AGIS	8.2	323.0	YES	LEAVE AS IS (7)
930	INTERSTATE	N037°21'01.759"	W121°54'34.078"	108.6	17.0	AGIS	7.5	238.0	YES	LEAVE AS IS (7)
933	LIGHT POLE	N037°20'55.830"	W121°54'29.347"	126.6	39.4	AGIS	8.0	228.0	YES	LEAVE AS IS (7)
940	WALL	N037°21'06.979"	W121°54'53.838"	73.6	15.2	AGIS	8.7	665.0	YES	LEAVE AS IS (7)
946	SIGN	N037°21'05.274"	W121°54'53.766"	77.6	13.8	AGIS	9.3	465.0	YES	LEAVE AS IS (7)
947	TREE	N037°21'03.612"	W121°54'38.429"	100.4	0.0	AGIS	8.6	256.0	YES	LEAVE AS IS (7)
948	WALL	N037°21'04.765"	W121°54'57.002"	73.6	14.6	AGIS	8.7	663.0	YES	LEAVE AS IS (7)
949	WALL	N037°21'10.383"	W121°54'49.395"	73.4	14.6	AGIS	9.1	773.0	YES	LEAVE AS IS (7)
956	ROAD	N037°21'01.828"	W121°54'57.799"	78.2	15.0	AGIS	8.7	412.0	YES	LEAVE AS IS (7)
964	FENCE	N037°21'09.798"	W121°54'50.088"	73.9	15.2	AGIS	9.4	758.0	YES	LEAVE AS IS (7)
965	FENCE	N037°21'09.001"	W121°54'51.086"	73.9	15.5	AGIS	9.2	717.0	YES	LEAVE AS IS (7)
966	LIGHT POLE	N037°21'07.869"	W121°54'50.297"	77.4	16.6	AGIS	9.5	481.0	YES	LEAVE AS IS (7)
969	BUILDING	N037°21'06.482"	W121°54'48.057"	82.2	21.6	AGIS	8.6	341.0	YES	LEAVE AS IS (7)
975	LIGHT POLE	N037°21'08.241"	W121°54'51.338"	75.8	16.7	AGIS	10.0	628.0	YES	LEAVE AS IS (7)
979	TREE	N037°20'56.010"	W121°54'49.083"	101.7	0.0	AGIS	9.6	262.0	YES	LEAVE AS IS (7)
982 990	TREE	N037°20'59.293" N037°21'08.789"	W121°54'42.874" W121°54'50.613"	103.9 76.1	0.0	AGIS	9.8 10.3	260.0 652.0	YES	LEAVE AS IS (7)
992	TREE	N037°21'00.863"	W121°54'44.395"	98.7	0.0	AGIS	9.6	269.0	YES	LEAVE AS IS (7)
998	FENCE	N037°21'04.440"	W121°54'57.599"	74.3	15.0	AGIS	9.6	734.0	YES	LEAVE AS IS (7)
999	LIGHT POLE	N037°21'08.428"	W121°54'49.592"	77.4	16.7	AGIS	9.7	490.0	YES	LEAVE AS IS (7)
1000	ROAD	N037°21'09.954"	W121°54'47.904"	77.6	15.0	AGIS	10.5	551.0	YES	LEAVE AS IS (7)
1004	BUILDING	N037°21'02.055"	W121°54'53.343"	85.0	22.3	AGIS	10.1	346.0	YES	LEAVE AS IS (7)
1007	TREE	N037°20'58.933"	W121°54'33.570"	116.8	0.0	AGIS	9.7 (9)	242.0	YES	LEAVE AS IS (7)
1010	BUILDING	N037°20'01.580"	W121°53'38.832"	300.5	219.2	AGIS	11.5	210.0	NO	LEAVE AS IS (8)
1011	LIGHT POLE	N037°21'04.115"	W121°54'57.172"	77.3	16.8	AGIS	11.4	677.0	YES	LEAVE AS IS (7)
1013	WALL	N037°21'04.055"	W121°54'58.847"	74.9	15.2	AGIS	11.1	1033.0	YES	LEAVE AS IS (7)
1014	LIGHT POLE	N037°21'03.367"	W121°54'58.253"	77.0	17.0	AGIS	11.1	666.0	YES	LEAVE AS IS (7)
1015	TREE	N037°21'00.343"	W121°54'55.213"	86.4	0.0	AGIS	10.7	347.0	YES	LEAVE AS IS (7)
1017	TREE	N037°20'59.727"	W121°54'45.497"	100.6	0.0	AGIS	10.8	276.0	YES	LEAVE AS IS (7)
1021	LIGHT POLE	N037°21'03.151"	W121°54'57.332"	79.0	16.8	AGIS	11.4	559.0	YES	LEAVE AS IS (7)
1024	ROAD	N037°21'05.320"	W121°54'52.021"	81.2	15.0	AGIS	10.7	431.0	YES	LEAVE AS IS (7)
1027	LIGHT POLE	N037°21'09.857"	W121°54'49.287"	76.3	17.3	AGIS	10.8	702.0	YES	LEAVE AS IS (7)
1028		N037°21'09.344"	W121°54'49.920"	76.4	17.2	AGIS	10.8	685.0	YES	LEAVE AS IS (7)
1033	LIGHT POLE	N037°21'09.001" N037°21'06.039"	W121°54'48.879"	78.1 85.3	16.8 0.0	AGIS	10.5 11.0	523.0 367.0	YES	LEAVE AS IS (7)
1034 1035	TREE	N037°21'06.039" N037°21'03.808"	W121°54'48.085" W121°54'45.883"	85.3 92.1	0.0 31.4	AGIS AGIS	11.0	367.0	YES	LEAVE AS IS (7)
1035	TREE	N037°21'03.808	W121°54'47.869"	88.9	0.0	AGIS	11.7	345.0	YES	LEAVE AS IS (7)
1042	LIGHT POLE	N037°21'04.030 N037°21'03.967"	W121°54'56.419"	79.3	16.8	AGIS	12.1	600.0	YES	LEAVE AS IS (7)
1044	LIGHT POLE	N037°21'09.577"	W121°54'48.177"	79.6	17.1	AGIS	12.1	584.0	YES	LEAVE AS IS (7)
1051	TREE	N037°21'06.055"	W121°54'48.386"	86.2	0.0	AGIS	12.3	393.0	YES	LEAVE AS IS (7)
1054	TREE	N037°21'04.493"	W121°54'44.747"	93.7	0.0	AGIS	12.0	317.0	YES	LEAVE AS IS (7)
1056	INTERSTATE	N037°21'02.892"	W121°54'34.692"	110.1	17.0	AGIS	12.0	265.0	YES	LEAVE AS IS (7)
1057	TREE	N037°20'56.545"	W121°54'36.535"	119.4	0.0	AGIS	11.6 (9)	250.0	YES	LEAVE AS IS (7)
1058	BUILDING	N037°20'02.663"	W121°53'30.644"	310.9	225.5	AGIS	13.0	211.0	NO	LEAVE AS IS (8)
1059	TREE	N037°20'58.190"	W121°54'51.800"	97.3	0.0	AGIS	12.9	312.0	YES	LEAVE AS IS (7)
1060	LIGHT POLE	N037°20'58.960"	W121°54'52.695"	95.0	32.0	AGIS	13.3	330.0	YES	LEAVE AS IS (7)
1064	LIGHT POLE	N037°21'07.515"	W121°54'51.898"	79.8	20.2	AGIS	13.3	703.0	YES	LEAVE AS IS (7)
1065	LIGHT POLE	N037°21'07.482"	W121°54'51.197"	80.3	16.8	AGIS	12.8	608.0	YES	LEAVE AS IS (7)





NORMAN Y. MINETA SAN JOSE **INTERNATIONAL AIRPORT** SAN JOSE, CALIFORNIA

EXISTING/FUTURE RUNWAY 12L DEPARTURE OBSTRUCTION DATA TABLE

NO.	OBJECT	LAT.	LONG.	MSL (FT.)	AGL. (FT.)	SOURCE	12L DEPT PENE.	CLIMB GRADIENT (FT/NM)	LOW, CLOSE-IN?	DISPOSITION, ACTION TO BE TAKEN
1080	LIGHT POLE	N037°21'05,361"	W121°54'54.931"	80,9	20,3	AGIS	14.4	(F1/NM) 735.0	YES	LEAVE AS IS (7)
1080	LIGHT POLE	N037°21'05.361 N037°21'06.078"	W121°54'53.899"	80.9	20.3	AGIS	14.4	734.0	YES	LEAVE AS IS (7)
1082	LIGHT POLE	N037°21'06.793"	W121°54'52.891"	80,4	20.8	AGIS	13.9	718.0	YES	LEAVE AS IS (7)
1082	LIGHT POLE	N037°21'06.741"	W121°54'52.198"	81.5	17.7	AGIS	14.0	638.0	YES	LEAVE AS IS (7)
1085	TREE	N037°21'01.363"	W121°54'35.220"	114.4	0.0	AGIS	14.1	272.0	YES	LEAVE AS IS (7)
1095	ROAD	N037°21'09.697"	W121°54'47.412"	82.2	15.0	AGIS	13.9	592.0	YES	LEAVE AS IS (7)
1097	ROAD	N037°21'09.357"	W121°54'46.735"	83.5	15.0	AGIS	13.7	516.0	YES	LEAVE AS IS (7)
1100	LIGHT POLE	N037°20'59.181"	W121°54'30.893"	124.1	40.0	AGIS	13.9	257.0	YES	LEAVE AS IS (7)
1101	TREE	N037°20'57.432"	W121°54'35.899"	121.0	0.0	AGIS	14.1	262.0	YES	LEAVE AS IS (7)
1102	TREE	N037°20'52.103"	W121°54'45.125"	119.8	0.0	AGIS	15.0	269.0	YES	LEAVE AS IS (7)
1104	LIGHT POLE	N037°21'06.042"	W121°54'53.222"	82.5	21.1	AGIS	15.0	672.0	YES	LEAVE AS IS (7)
1105	LIGHT POLE	N037°21'05.320"	W121°54'54.251"	82.8	20.9	AGIS	15.3	681.0	YES	LEAVE AS IS (7)
1106	SIGN	N037°21'06.925"	W121°54'51.591"	83.1	21.1	AGIS	15.1	642.0	YES	LEAVE AS IS (7)
1108	LIGHT POLE	N037°21'04.672"	W121°54'55.974"	81.3	16.9	AGIS	14.8	760.0	YES	LEAVE AS IS (7)
1110	TREE	N037°21'02.313"	W121°54'35.688"	112.9	0.0	AGIS	15.0	282.0	YES	LEAVE AS IS (7)
112	LIGHT POLE	N037°21'04.947"	W121°54'47.304"	92.0	31.8	AGIS	14.6	379.0	YES	LEAVE AS IS (7)
1114	TREE	N037°20'45.571"	W121°54'42.965"	135.7	0.0	AGIS	15.6	253.0	YES	LEAVE AS IS (7)
1116	LIGHT POLE	N037°21'04.707"	W121°54'54.289"	84.5	20.8	AGIS	15.9	625.0	YES	LEAVE AS IS (7)
1118	LIGHT POLE	N037°21'04.651"	W121°54'55.216"	83.4	17.8	AGIS	15.9	701.0	YES	LEAVE AS IS (7)
1122	TREE	N037°20'55.230"	W121°54'53.709"	104.0	0.0	AGIS	16.6	326.0	YES	LEAVE AS IS (7)
1124	LIGHT POLE	N037°21'05.828"	W121°54'52.487"	85.9	20.9	AGIS	17.0	640.0	YES	LEAVE AS IS (7)
1125	TREE	N037°20'59.257"	W121°54'47.278"	105.0	0.0	AGIS	16.7 (9)	323.0	YES	LEAVE AS IS (7)
1127	BUILDING	N037°20'05.143"	W121°53'40.230"	298.1	215.2	AGIS	17.7	216.0	NO	LEAVE AS IS (8)
1128	LIGHT POLE	N037°21'05.157"	W121°54'51.268"	89.9	24.4	AGIS	18.1	541.0	YES	LEAVE AS IS (7)
1138	TREE	N037°21'00.433"	W121°54'43.483"	109.8	0.0	AGIS	18.7	325.0	YES	LEAVE AS IS (7)
1149	TREE	N037°21'03.140"	W121°54'48.720"	99.4	0.0	AGIS	20.4	428.0	YES	LEAVE AS IS (7)
1155	LIGHT POLE	N037°21'00.637"	W121°54'32.075"	126.3	39.8	AGIS	20.4	291.0	YES	LEAVE AS IS (7)
1157	TREE	N037°20'56.309"	W121°54'37.542"	128.3	0.0	AGIS	21.5	294.0	YES	LEAVE AS IS (7)
1162	TREE	N037°21'05.983"	W121°54'49.079"	94.9	0.0	AGIS	21.8	564.0	YES	LEAVE AS IS (7)
1163	TREE	N037°20'53.577"	W121°54'40.288"	130.9	0.0	AGIS	22.5	295.0	YES	LEAVE AS IS (7)
1179	LIGHT POLE	N037°21'06.444"	W121°54'49.800"	95.2	28.6	AGIS	23.9	672.0	YES	LEAVE AS IS (7)
1183	BUILDING	N037°20'59.758"	W121°54'28.840"	136.8	72.4	AGIS	24.9	298.0	YES	LEAVE AS IS (7)
1204	UTIL POLE	N037°21'07.036"	W121°54'47.729"	101.3	41.7	AGIS	28.4	683.0	YES	LEAVE AS IS (7)
1206	TREE	N037°21'03.710"	W121°54'44.832"	110.7	0.0	AGIS	27.6	452.0	YES	LEAVE AS IS (7)
1224	TREE	N037°21'03.501"	W121°54'36.812"	124.1	0.0	AGIS	30.0	382.0	YES	LEAVE AS IS (7)
1231	TREE	N037°21'01.369"	W121°54'43.129"	120.3	0.0	AGIS	30.5	413.0	YES	LEAVE AS IS (7)
1232	UTIL POLE	N037°21'07.641"	W121°54'46.921"	103.6	44.5	AGIS	30.8	727.0	YES	LEAVE AS IS (7)
1235	TREE	N037°20'59.740"	W121°54'54.331"	109.6	0.0	AGIS	31.5	574.0	YES	LEAVE AS IS (7)
1236	TREE	N037°20'59.283"	W121°54'39.649"	130.9	0.0	AGIS	32.5	374.0	YES	LEAVE AS IS (7)
1240	UTIL POLE	N037°21'07.437"	W121°54'47.211"	105.7	45.9	AGIS	32.8	762.0	YES	LEAVE AS IS (7)
1241	TREE	N037°21'02.411"	W121°54'40.960"	124.5	0.0	AGIS	33.8	429.0	YES	LEAVE AS IS (7)
1247	TREE	N037°21'04.342"	W121°54'43.781"	118.8	0.0	AGIS	35.5	521.0	YES	LEAVE AS IS (7)
1249	TREE	N037°20'58.455"	W121°54'47.748"	125.5	0.0	AGIS	36.3 (9)	458.0	YES	LEAVE AS IS (7)
1250	BUILDING	N037°19'53.671"	W121°53'36.346"	343.4	257.2	AGIS	36.0 (9)	229.0	NO	LEAVE AS IS (8)
1255	BUILDING	N037°20'10.311"	W121°53'43.329"	305.5	225.4	AGIS	39.1 (9)	238.0	NO	LEAVE AS IS (8)
1256	BUILDING	N037°20'06.218"	W121°53'32.471"	328.5	241.7	AGIS	39.8 (9)	235.0	NO	LEAVE AS IS (8)
1257	BUILDING	N037°19'51.071"	W121°53'38.980"	348.7 118.1	262.0	AGIS	39.9	232.0 653.0	NO	LEAVE AS IS (8) LEAVE AS IS (7)
1258 1260	TREE	N037°21'06.111" N037°21'04.377"	W121°54'44.783" W121°54'41.774"	118.1	0.0	AGIS AGIS	39.5 41.1 (9)	653.0 532.0	YES	LEAVE AS IS (7)
1260	BUILDING	N037°20'05.094"	W121°53'44.855"	315.9	237.2	AGIS	41.1 (9)	239.0	NO	LEAVE AS IS (7)
1262	TREE	N037 20 03.094 N037°21'04.871"	W121°54'46.678"	120.9	0.0	AGIS	41.0	691.0	YES	LEAVE AS IS (7)
1265	TREE	N037°21'07.733"	W121°54'45.671"	118.4	0.0	AGIS	44.1	869.0	YES	LEAVE AS IS (7)
1266	TREE	N037°21'04.133"	W121°54'49.867"	124.0	0.0	AGIS	48.4 (9)	870.0	YES	LEAVE AS IS (7)
1268	BUILDING	N037°20'09.552"	W121°53'24.762"	341.7	256.2	AGIS	49.1 (9)	242.0	NO	LEAVE AS IS (8)
1269	BUILDING	N037°20'01.835"	W121°53'21.133"	362.4	275.4	AGIS	50.3 (9)	240.0	NO	LEAVE AS IS (8)
1200	BUILDING	N037°20'15.573"	W121°53'06.791"	358.2	276.5	AGIS	53.2 (9)	244.0	NO	LEAVE AS IS (8)
1270	CRANE	N037°20'13.454"	W121°53'42.544"	315.2	250.1	AGIS	53.6 (9)	253.0	NO	LEAVE AS IS (8)
1272	BUILDING	N037°20'06.150"	W121°53'14.251"	368.9	286.1	AGIS	55.9	244.0	NO	LEAVE AS IS (8)
1273	TREE	N037°21'07.664"	W121°54'43.746"	133.2	0.0	AGIS	56.2 (9)	908.0	YES	LEAVE AS IS (7)
1275	CRANE	N037°20'15.205"	W121°53'44.254"	365.8	306.2	AGIS	109.9	313.0	NO	LEAVE AS IS (8)
1367	SIGN	N037°21'05.669"	W121°54'53.747"	73.0	11.0	AGIS	5.5	373.0	YES	LEAVE AS IS (7)
1369	WALL	N037°21'08.466"	W121°54'48.047"	70.9	2.8	AGIS	1.1	227.0	YES	LEAVE AS IS (7)
1370	WALL	N037°21'07.933"	W121°54'48.722"	70.5	2.6	AGIS	0.6	215.0	YES	LEAVE AS IS (7)
1382	TREE	N037°21'08.448"	W121°54'46.974"	75.2	0.0	AGIS	4.0	280.0	YES	LEAVE AS IS (7)
1391	FENCE	N037°21'05.363"	W121°54'47.109"	77.3	16.3	AGIS	0.3	205.0	YES	LEAVE AS IS (7)
1396	BUILDING	N037°21'05.069"	W121°54'46.080"	81.1	18.5	AGIS	2.2	226.0	YES	LEAVE AS IS (7)
1438	LIGHT POLE	N037°21'01.035"	W121°54'42.004"	93.9	33.0	AGIS	2.0	213.0	YES	LEAVE AS IS (7)
1995	SIGN	N037°21'00.843"	W121°54'57.253"	74.6	11.7	AGIS	2.6	248.0	YES	LEAVE AS IS (7)
2678	ROAD SIGN	N037°21'06.089"	W121°54'54.346"	69.8	9.5	AGIS	3.9	364.0	YES	LEAVE AS IS (7)

NOTES:

FAA DISCLAIMER

THE CONTENTS OF THESE DOCUMENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT NECESSARILY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

REVISION BLOCK								
REVISIONS	DATE	APP	BY	NO.				
ADD RUNWAY 12R-30L LOCALIZER AND G	AUG. 2015		CITY	1				
INTERIM TERMINAL F	JUL. 2018		CITY	2				
AIRCRAFT RESCUE AND FIRE FIGH	SEP. 2018		CITY	3				
INCORPORATES PROPOSED PROJECTS I INCURSION MITIGATION (MAY 2020		HNTB	4				

(1) ALL PRIVATE ACCESS ROADS WERE ADJUSTED UPWARD 10 FEET, PUBLIC ROAD ELEVATIONS WERE ADJUSTED UPWARD 15 FEET, AND RAILROAD ELEVATIONS WERE ADJUSTED UPWARD 23 FEET. ROAD OBSTRUCTIONS WITH A SOURCE HNTB WERE ADDED AT CRITICAL POINTS OF THE DEPARTURE SURFACES (I.E. EDGES AND EXTENDED RUNWAY CENTERLINE) AND WERE INTERPOLATED FROM THE PLANIMETRIC MAPPING AND ADJUSTED UPWARD ACCORDINGLY.

(2) HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83 [2010.00]).

(3) VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) - ALL ELEVATIONS ARE HEIGHT ABOVE MEAN SEA LEVEL (MSL).

(4) THE AGIS SURVEY SOURCE INCLUDES THE OBJECTS COLLECTED IN ACCORDANCE WITH THE VERTICALLY GUIDED APPROACH SURFACES DESCRIBED IN AC 150/5300-18B. THE 18B OBSTRUCTION SURVEY SPECIFICATIONS SUPPORT DEVELOPMENT OF INSTRUMENT APPROACH AND DEPARTURES PROCEDURES AND ARE A REQUIREMENT FOR ALP UPDATES. THE IMAGERY USED TO ANALYZE THESE SOURCES IS FROM JUNE 23, 2016.

(5) A POSITIVE NUMBER INDICATES THE AMOUNT OF PENETRATION (YELLOW SHADING), "N/A" INDICATES THE OBJECT IS NOT IN THE SURFACE, AND A NEGATIVE NUMBER ÍNDICATES THE CLEARANCE AMOUNT.

(6) ABOVE GROUND LEVEL (AGL) ELEVATIONS WERE DERIVED BY SUBTRACTING THE MSL TOP ELEVATION FROM THE NEAREST GROUND CONTOUR. TREES ARE LISTED AT 0.0' AGL DUE TO PHOTOGRAMMETRIC SURVEY LIMITATIONS.

(7) ANY OBSTACLE THAT PENETRATES THE 40:1 SURFACE WITHIN 1-NM OF THE DEPARTURE END OF THE RUNWAY IS MITIGATED BY A PUBLISHED NOTE IN THE TERMINAL PROCEDURES PUBLICATION (TPP) AS A LOW, CLOSE-IN OBSTACLE. THIS MITIGATING ACTION IS POLICY CODIFIED IN TERPS (ORDER 8260.3).

(8) THESE OBJECTS DO NOT QUALIFY AS LOW, CLOSE-IN OBSTACLES BECAUSE THEIR CLIMB GRADIENT TERMINATION ALTITUDE IS GREATER THAN 200' ABOVE THE DEPARTURE END OF RUNWAY. HOWEVER, THE EXISTING TAKE-OFF MINIMUMS FOR A RUNWAY 12L AND 12R DEPARTURE ARE 400 FEET CEILING AND 2¹/₂ MILE VISIBILITY (400 - 2¹/₂) TO ACCOUNT FOR THESE OBJECTS. THEREFORE, THESE OBJECTS HAVE A DISPOSITION OF LEAVE AS IS AND THE 2016 AGIS SURVEY DATA SHOULD BE USED TO UPDATE THE "TAKE-OFF MINIMUMS AND OBSTACLE NOTES".

(9) THESE OBSTACLES ARE OUTSIDE OF THE THE PLAN AND PROFILE VIEWS ON SHEET 15.

GLIDESLOPE CRITICAL AREAS FACILITY

HTING (ARFF) FACILITY IDENTIFIED IN THE RUNWAY (RIM) STUDY



DRAWN BY: AYG/KKP/EWG CHECKED BY: JRB/TMW

MAY 2020

EXISTI	NG/FUTUR OBSTRL					RTURE		
LAT.	LONG.	MSL (FT.)	AGL. (FT.)	SOURCE	30R DEPT PENE.	CLIMB GRADIENT (FT/NM)	LOW, CLOSE-IN?	DISPOSITION/ ACTION TO BE TAKEN
7°22'43.204"	W121°56'27.607"	72.4	0.0	AGIS	5.7	401.0	YES	LEAVE AS IS (7)
7°22'36.658"	W121°56'37.954"	74.1	39.5	AGIS	6.2	967.0	YES	LEAVE AS IS (7)
7°22'42.274"	W121°56'53.216"	106.0	0.0	AGIS	7.0	2380.0	YES	LEAVE AS IS (7)
7°22'28.983"	W121°56'29.635"	49.6	14.3	AGIS	7.3	440.0	YES	LEAVE AS IS (7)
7°22'37.843"	W121°56'34.995"	73.4	39.2	AGIS	7.2	1546.0	YES	LEAVE AS IS (7)
7°22'31.772"	W121°56'31.836"	57.6	0.0	AGIS	7.1	60.0	YES	LEAVE AS IS (7)
7°22'41.303"	W121°56'27.372"	70.2	34.4	AGIS	7.5	119.0	YES	LEAVE AS IS (7)
7°22'44.504"	W121°56'29.942"	79.5	0.0	AGIS	7.2	570.0	YES	LEAVE AS IS (7) LEAVE AS IS (7)
7°22'49.949" 7°22'49.721"	W121°56'33.222" W121°56'33.685"	93.9 94.4	0.0	AGIS	6.9 7.2	176111.0 625.0	YES	LEAVE AS IS (7)
7°22'50.025"	W121°56'33.791"	94.4	0.0	AGIS	7.2	396.0	YES	LEAVE AS IS (7)
7°22'51.113"	W121°56'40.637"	105.8	0.0	AGIS	6.7	237.0	YES	LEAVE AS IS (7)
7°22'39.213"	W121°56'52.375"	100.0	0.0	AGIS	8.2	413.0	YES	LEAVE AS IS (7)
7°22'36.359"	W121°56'30,426"	65.3	10.3	AGIS	7.9	1195.0	YES	LEAVE AS IS (7)
7°22'32.179"	W121°56'31.813"	59.7	0.0	AGIS	8.4	154.0	YES	LEAVE AS IS (7)
7°22'51.272"	W121°56'32.675"	96.4	0.0	AGIS	7.6	2546.0	YES	LEAVE AS IS (7)
7°22'40.611"	W121°56'27.010"	69.5	34.4	AGIS	8.6	254.0	YES	LEAVE AS IS (7)
7°22'43.602"	W121°56'28.748"	77.9	0.0	AGIS	9.0	163.0	YES	LEAVE AS IS (7)
7°22'43.587"	W121°56'32.993"	83.6	0.0	AGIS	9.0	185.0	YES	LEAVE AS IS (7)
7°22'40.397"	W121°56'44.775"	94.1	0.0	AGIS	10.0	572.0	YES	LEAVE AS IS (7)
7°22'40.938"	W121°56'47.761"	99.0	0.0	AGIS	9.9	185.0	YES	LEAVE AS IS (7)
7°22'38.742"	W121°56'36.796"	80.0	49.8	AGIS	9.7	3553.0	YES	LEAVE AS IS (7)
7°22'35.353"	W121°56'29.534"	64.2	30.7	AGIS	9.9	339.0	YES	LEAVE AS IS (7)
7°22'38.095"	W121°56'32.800"	73.6	41.7	AGIS	9.8	141.0	YES	LEAVE AS IS (7)
7°22'31.031"	W121°56'32.725"	60.7	23.9	AGIS	10.4	68.0	YES	LEAVE AS IS (7)
7°22'38.478"	W121°56'24.025"	63.1	31.2	AGIS	10.1	330.0	YES	LEAVE AS IS (7)
7°22'38.458"	W121°56'29.328"	69.7	0.0	AGIS	9.8	275.0	YES	LEAVE AS IS (7)
7°22'49.809"	W121°56'33.325"	96.8	0.0	AGIS	9.9	615.0	YES	LEAVE AS IS (7)
7°22'47.488"	W121°56'36.791"	96.8	0.0	AGIS	9.8	378.0	YES	LEAVE AS IS (7)
7°22'30.008"	W121°56'34.259"	61.1	24.9	AGIS	10.7	127.0	YES	LEAVE AS IS (7)
7°22'33.408"	W121°56'30.680"	63.0	0.0	AGIS	10.9	76.0	YES	LEAVE AS IS (7)
7°22'36.063"	W121°56'29.665"	66.8	11.5	AGIS	11.0	87.0	YES	LEAVE AS IS (7)
7°22'34.188"	W121°56'23.695"	55.0	23.6	AGIS	10.6	60.0	YES	LEAVE AS IS (7)
7°22'30.270"	W121°56'31.908"	58.7	24.9	AGIS	10.9	3568.0	YES	LEAVE AS IS (7)
7°22'40.464"	W121°56'27.865"	73.1	34.0	AGIS	11.3	152.0	YES	LEAVE AS IS (7)
7°22'29.358"	W121°56'33.388"	60.4	25.5	AGIS	12.4	139.0	YES	LEAVE AS IS (7)
7°22'36.626"	W121°56'28.235"	67.1	34.1	AGIS	12.1	541.0	YES	LEAVE AS IS (7)
7°22'49.617"	W121°56'44.667"	113.1	0.0	AGIS	11.6	576.0	YES	LEAVE AS IS (7)
7°22'49.146"	W121°56'45.477"	114.1	0.0	AGIS	12.4	1210.0	YES	LEAVE AS IS (7)
7°22'47.672"	W121°56'36.840"	99.2	0.0	AGIS	11.8	807.0	YES	LEAVE AS IS (7)
7°22'50.481"	W121°56'43.333"	114.9	0.0	AGIS	13.5	694.0	YES	LEAVE AS IS (7) LEAVE AS IS (7)
7°22'36.677"	W121°56'29.455"	70.1 86.2	15.0 0.0	AGIS	13.4	131.0	YES	LEAVE AS IS (7)
7°22'45.319" 7°22'43.865"	W121°56'29.713" W121°56'32.373"	87.0	0.0	AGIS	12.7	762.0 683.0	YES	LEAVE AS IS (7)
7°22'52,862"	W121°56'36.521"			AGIS	14.3	810.0	YES	LEAVE AS IS (7)
7°22'32.588"	W121 56 36.521 W121°56'31.581"	111.2 65.5	0.0	AGIS	14.5	838.0	YES	LEAVE AS IS (7)
7°22'35.649"	W121°56'32.107"	72.1	39.4	AGIS	13.9	681.0	YES	LEAVE AS IS (7)
7°22'32.778"	W121°56'32.441"	67.0	24.6	AGIS	13.8	567.0	YES	LEAVE AS IS (7)
7°22'39.059"	W121°56'26.730"	71.8	34.8	AGIS	14.2	394.0	YES	LEAVE AS IS (7)
7°22'36.945"	W121°56'23.092"	62.4	31.2	AGIS	13.6	311.0	YES	LEAVE AS IS (7)
7°22'37.766"	W121°56'25.768"	67.8	0.0	AGIS	14.0	94.0	YES	LEAVE AS IS (7)
7°22'39.012"	W121°56'23.862"	68.0	0.0	AGIS	14.3	95.0	YES	LEAVE AS IS (7)
7°22'45.093"	W121°56'29.803"	87.2	0.0	AGIS	14.1	155.0	YES	LEAVE AS IS (7)
7°22'44.687"	W121°56'30.041"	86.7	0.0	AGIS	14.0	145.0	YES	LEAVE AS IS (7)
7°22'44.198"	W121°56'33.303"	90.6	0.0	AGIS	14.5	556.0	YES	LEAVE AS IS (7)
7°22'52.098"	W121°56'36.126"	108.9	0.0	AGIS	14.0	397.0	YES	LEAVE AS IS (7)
7°22'34.177"	W121°56'27.558"	64.6	33.3	AGIS	15.2	147.0	YES	LEAVE AS IS (7)
7°22'37.508"	W121°56'28.934"	73.4	20.6	AGIS	15.8	507.0	YES	LEAVE AS IS (7)
7°22'37.483"	W121°56'28.767"	73.7	20.5	AGIS	16.3	349.0	YES	LEAVE AS IS (7)
7°22'47.174"	W121°56'30.613"	93.8	0.0	AGIS	15.6	168.0	YES	LEAVE AS IS (7)
7°22'37.693"	W121°56'30.135"	76.5	38.2	AGIS	17.0	498.0	YES	LEAVE AS IS (7)
7°22'30.202"	W121°56'34.524"	70.1	0.0	AGIS	19.0	400.0	YES	LEAVE AS IS (7)
7°22'34.152"	W121°56'31.947"	73.8	26.3	AGIS	18.6	450.0	YES	LEAVE AS IS (7)
7°22'34.478"	W121°56'30.571"	72.5	20.7	AGIS	18.5	196.0	YES	LEAVE AS IS (7)
7°22'36.703"	W121°56'24.258"	68.7	34.8	AGIS	18.8	177.0	YES	LEAVE AS IS (7)

	EXISTING/FUTURE RUNWAY 30R DEPARTURE OBSTRUCTION DATA TABLE											
NO.	OBJECT	LAT.	LONG.	MSL (FT.)	AGL. (FT.)	SOURCE	30R DEPT PENE.	CLIMB GRADIENT (FT/NM)	LOW, CLOSE-IN?	DISPOSITION/ ACTION TO BE TAKEN		
867	TREE	N037°22'43.204"	W121°56'27.607"	72.4	0.0	AGIS	5.7	401.0	YES	LEAVE AS IS (7)		
873	LIGHT POLE	N037°22'36.658"	W121°56'37.954"	74.1	39.5	AGIS	6.2	967.0	YES	LEAVE AS IS (7)		
874	TREE	N037°22'42.274"	W121°56'53.216"	106.0	0.0	AGIS	7.0	2380.0	YES	LEAVE AS IS (7)		
876	WALL	N037°22'28.983"	W121°56'29.635"	49.6	14.3	AGIS	7.3	440.0	YES	LEAVE AS IS (7)		
881	LIGHT POLE	N037°22'37.843"	W121°56'34.995"	73.4	39.2	AGIS	7.2	1546.0	YES	LEAVE AS IS (7)		
886	BUSH	N037°22'31.772"	W121°56'31.836"	57.6	0.0	AGIS	7.1	60.0	YES	LEAVE AS IS (7)		
887	LIGHT POLE	N037°22'41.303"	W121°56'27.372"	70.2	34.4	AGIS	7.5	119.0	YES	LEAVE AS IS (7)		
888	TREE	N037°22'44.504"	W121°56'29.942"	79.5	0.0	AGIS	7.2	570.0	YES	LEAVE AS IS (7)		
889	TREE	N037°22'49.949"	W121°56'33.222"	93.9	0.0	AGIS	6.9	176111.0	YES	LEAVE AS IS (7)		
890 891	TREE	N037°22'49.721" N037°22'50.025"	W121°56'33.685"	94.4	0.0	AGIS	7.2	625.0	YES	LEAVE AS IS (7)		
892	TREE	N037°22'51.113"	W121°56'33.791" W121°56'40.637"	95.1 105.8	0.0	AGIS	7.2 6.7	396.0 237.0	YES	LEAVE AS IS (7)		
901	TREE	N037°22'39.213"	W121°56'52.375"	100.2	0.0	AGIS	8.2	413.0	YES	LEAVE AS IS (7)		
903	SIGN	N037°22'36.359"	W121°56'30.426"	65.3	10.3	AGIS	7.9	1195.0	YES	LEAVE AS IS (7)		
921	TREE	N037°22'32.179"	W121°56'31.813"	59,7	0.0	AGIS	8.4	154.0	YES	LEAVE AS IS (7)		
923	TREE	N037°22'51.272"	W121°56'32.675"	96.4	0.0	AGIS	7.6	2546.0	YES	LEAVE AS IS (7)		
957	LIGHT POLE	N037°22'40.611"	W121°56'27.010"	69.5	34.4	AGIS	8.6	254.0	YES	LEAVE AS IS (7)		
959	TREE	N037°22'43.602"	W121°56'28.748"	77.9	0.0	AGIS	9.0	163.0	YES	LEAVE AS IS (7)		
960	TREE	N037°22'43.587"	W121°56'32.993"	83.6	0.0	AGIS	9.0	185.0	YES	LEAVE AS IS (7)		
976	TREE	N037°22'40.397"	W121°56'44.775"	94.1	0.0	AGIS	10.0	572.0	YES	LEAVE AS IS (7)		
977	TREE	N037°22'40.938"	W121°56'47.761"	99.0	0.0	AGIS	9.9	185.0	YES	LEAVE AS IS (7)		
981	UTIL POLE	N037°22'38.742"	W121°56'36.796"	80.0	49.8	AGIS	9.7	3553.0	YES	LEAVE AS IS (7)		
984	LIGHT POLE	N037°22'35.353"	W121°56'29.534"	64.2	30.7	AGIS	9.9	339.0	YES	LEAVE AS IS (7)		
985	PWR TRANS LINE	N037°22'38.095"	W121°56'32.800"	73.6	41.7	AGIS	9.8	141.0	YES	LEAVE AS IS (7)		
993	LIGHT POLE	N037°22'31.031"	W121°56'32.725"	60.7	23.9	AGIS	10.4	68.0	YES	LEAVE AS IS (7)		
994	LIGHT POLE	N037°22'38.478"	W121°56'24.025"	63.1	31.2	AGIS	10.1	330.0	YES	LEAVE AS IS (7)		
995	TREE	N037°22'38.458"	W121°56'29.328"	69.7	0.0	AGIS	9.8	275.0	YES	LEAVE AS IS (7)		
996	TREE	N037°22'49.809"	W121°56'33.325"	96.8	0.0	AGIS	9.9	615.0	YES	LEAVE AS IS (7)		
997	TREE	N037°22'47.488"	W121°56'36.791"	96.8	0.0	AGIS	9.8	378.0	YES	LEAVE AS IS (7)		
1012	LIGHT POLE	N037°22'30.008"	W121°56'34.259"	61.1	24.9	AGIS	10.7	127.0	YES	LEAVE AS IS (7)		
1018	TREE	N037°22'33.408"	W121°56'30.680"	63.0	0.0	AGIS	10.9	76.0	YES	LEAVE AS IS (7)		
1019	SIGN	N037°22'36.063"	W121°56'29.665"	66.8	11.5	AGIS	11.0	87.0	YES	LEAVE AS IS (7)		
1029	TRAFF SIGNAL	N037°22'34.188"	W121°56'23.695"	55.0	23.6	AGIS	10.6	60.0	YES	LEAVE AS IS (7)		
1030	LIGHT POLE	N037°22'30.270"	W121°56'31.908"	58.7	24.9	AGIS	10.9	3568.0	YES	LEAVE AS IS (7)		
1031		N037°22'40.464"	W121°56'27.865"	73.1	34.0	AGIS	11.3	152.0	YES	LEAVE AS IS (7)		
1037	LIGHT POLE	N037°22'29.358" N037°22'36.626"	W121°56'33.388" W121°56'28.235"	60.4 67.1	25.5 34.1	AGIS	12.4 12.1	139.0 541.0	YES	LEAVE AS IS (7)		
1030	TREE	N037°22'49.617"	W121°56'44.667"	113.1	0.0	AGIS	11.6	576.0	YES	LEAVE AS IS (7)		
1040	TREE	N037°22'49.017	W121°56'45.477"	114.1	0.0	AGIS	12.4	1210.0	YES	LEAVE AS IS (7)		
1048	TREE	N037°22'47.672"	W121°56'36.840"	99.2	0.0	AGIS	11.8	807.0	YES	LEAVE AS IS (7)		
1062	TREE	N037°22'50.481"	W121°56'43.333"	114.9	0.0	AGIS	13.5	694.0	YES	LEAVE AS IS (7)		
1066	ROAD	N037°22'36.677"	W121°56'29.455"	70.1	15.0	AGIS	13.4	131.0	YES	LEAVE AS IS (7)		
1067	TREE	N037°22'45.319"	W121°56'29.713"	86.2	0.0	AGIS	12.7	762.0	YES	LEAVE AS IS (7)		
1068	TREE	N037°22'43.865"	W121°56'32.373"	87.0	0.0	AGIS	12.7	683.0	YES	LEAVE AS IS (7)		
1076	TREE	N037°22'52.862"	W121°56'36.521"	111.2	0.0	AGIS	14.3	810.0	YES	LEAVE AS IS (7)		
1077	TREE	N037°22'32.588"	W121°56'31.581"	65.5	0.0	AGIS	13.8	838.0	YES	LEAVE AS IS (7)		
1078	LIGHT POLE	N037°22'35.649"	W121°56'32.107"	72.1	39.4	AGIS	13.9	681.0	YES	LEAVE AS IS (7)		
1086	LIGHT POLE	N037°22'32.778"	W121°56'32.441"	67.0	24.6	AGIS	13.8	567.0	YES	LEAVE AS IS (7)		
1087	LIGHT POLE	N037°22'39.059"	W121°56'26.730"	71.8	34.8	AGIS	14.2	394.0	YES	LEAVE AS IS (7)		
1088	LIGHT POLE	N037°22'36.945"	W121°56'23.092"	62.4	31.2	AGIS	13.6	311.0	YES	LEAVE AS IS (7)		
1089	TREE	N037°22'37.766"	W121°56'25.768"	67.8	0.0	AGIS	14.0	94.0	YES	LEAVE AS IS (7)		
1090	TREE	N037°22'39.012"	W121°56'23.862"	68.0	0.0	AGIS	14.3	95.0	YES	LEAVE AS IS (7)		
1091	TREE	N037°22'45.093"	W121°56'29.803"	87.2	0.0	AGIS	14.1	155.0	YES	LEAVE AS IS (7)		
1092	TREE	N037°22'44.687"	W121°56'30.041"	86.7	0.0	AGIS	14.0	145.0	YES	LEAVE AS IS (7)		
1093	TREE	N037°22'44.198"	W121°56'33.303"	90.6	0.0	AGIS	14.5	556.0	YES	LEAVE AS IS (7)		
1094	TREE	N037°22'52.098"	W121°56'36.126"	108.9	0.0	AGIS	14.0	397.0	YES	LEAVE AS IS (7)		
1103	LIGHT POLE	N037°22'34.177"	W121°56'27.558"	64.6	33.3	AGIS	15.2	147.0	YES	LEAVE AS IS (7)		
1115	PWR TRANS LINE	N037°22'37.508"	W121°56'28.934"	73.4	20.6	AGIS	15.8	507.0	YES	LEAVE AS IS (7)		
1119	PWR TRANS LINE	N037°22'37.483"	W121°56'28.767"	73.7	20.5	AGIS	16.3	349.0	YES	LEAVE AS IS (7)		
1120		N037°22'47.174"	W121°56'30.613"	93.8	0.0	AGIS	15.6	168.0	YES	LEAVE AS IS (7)		
1123	PWR TRANS LINE	N037°22'37.693"	W121°56'30.135"	76.5	38.2	AGIS	17.0	498.0	YES	LEAVE AS IS (7)		
1135		N037°22'30.202"	W121°56'34.524"	70.1	0.0	AGIS	19.0	400.0	YES	LEAVE AS IS (7)		
1136		N037°22'34.152" N037°22'34.478"	W121°56'31.947"	73.8	26.3 20.7	AGIS	18.6	450.0	YES	LEAVE AS IS (7)		
	LIGHT POLE		W121°56'30.571"	72.5 68.7		AGIS	18.5			LEAVE AS IS (7)		
1139	PWR TRANS LINE	N037°22'36.703"	W121°56'24.258"	68.7	34.8	AGIS	18.8	177.0	YES	LLAVE AO 10 (1)		

EXISTING/FUTURE RUNWAY 30R DEPARTURE

		EXIST	ING/FUTUF OBSTRI					RIURE		
NO.	OBJECT	LAT.	LONG.	MSL (FT.)	AGL. (FT.)	SOURCE	30R DEPT PENE.	CLIMB GRADIENT (FT/NM)	LOW, CLOSE-IN?	DISPOSITION/ ACTION TO BE TAKEN
4	ROAD	N037°22'32.977"	W121°56'20.448"	50.4	15.0	HNTB	12.7	220106.0	YES	LEAVE AS IS (7)
7	ROAD	N037°22'32.670"	W121°56'20.882"	43.9	15.0	HNTB	6.2	62.0	YES	LEAVE AS IS (7)
18	ROAD	N037°22'28.445"	W121°56'32.745"	52.2	15.0	HNTB	6.8	718697.0	YES	LEAVE AS IS (7)
19	ROAD	N037°22'28.210"	W121°56'32.305"	45.3	15.0	HNTB	0.9	63.0	YES	LEAVE AS IS (7)
23	ROAD	N037°22'29.071"	W121°56'33.896"	52.0	15.0	HNTB	3.9	75.0	YES	LEAVE AS IS (7)
24 653	ROAD	N037°22'29.342" N037°22'31.802"	W121°56'34.421" W121°56'26.845"	52.0 44.1	15.0 9.4	HNTB AGIS	2.7 0.2	274.0 188.0	YES	LEAVE AS IS (7)
665	BUSH	N037°22'32.746"	W121°56'28.668"	44.1	0.0	AGIS	0.2	272.0	YES	LEAVE AS IS (7)
668	TREE	N037°22'43.325"	W121°56'26.758"	66.0	0.0	AGIS	0.0	485.0	YES	LEAVE AS IS (7)
669	TREE	N037°22'51.795"	W121°56'34.774"	92.7	0.0	AGIS	0.2	221.0	YES	LEAVE AS IS (7)
679	SIGN	N037°22'29.005"	W121°56'33.465"	48.1	12.9	AGIS	0.7	77.0	YES	LEAVE AS IS (7)
680	ROAD	N037°22'30.135"	W121°56'32.825"	49.4	15.0	AGIS	0.7	357.0	YES	LEAVE AS IS (7)
681	LIGHT POLE	N037°22'37.800"	W121°56'42.060"	76.5	41.0	AGIS	0.9	295.0	YES	LEAVE AS IS (7)
682	UTIL POLE	N037°22'39.612"	W121°56'42.169"	80.0	48.3	AGIS	0.8	806.0	YES	LEAVE AS IS (7)
683	TREE	N037°22'42.067"	W121°56'53.318"	99.6	0.0	AGIS	1.0	736.0	YES	LEAVE AS IS (7)
686	BUSH	N037°22'33.542"	W121°56'30.299"	53.0	0.0	AGIS	1.2	100.0	YES	LEAVE AS IS (7)
687	BRIDGE	N037°22'37.039"	W121°56'29.093"	57.7	17.4	AGIS	0.8	1582.0	YES	LEAVE AS IS (7)
688	PWR TRANS LINE	N037°22'38.296"	W121°56'34.157"	67.2	33.6	AGIS	1.2	210.0	YES	LEAVE AS IS (7)
689	SIGN	N037°22'32.816"	W121°56'25.931"	45.3	13.1	AGIS	0.6	82.0	YES	LEAVE AS IS (7)
707	SIGN	N037°22'33.212"	W121°56'32.740"	55.7	13.9	AGIS	1.2	471.0	YES	LEAVE AS IS (7)
708	SIGN	N037°22'38.001"	W121°56'28.350"	58.8	8.9	AGIS	1.1	341.0	YES	LEAVE AS IS (7)
709	TREE	N037°22'42.234"	W121°56'28.425"	67.4	0.0	AGIS	1.5	609.0	YES	LEAVE AS IS (7)
710	TREE	N037°22'45.403"	W121°56'28.650"	72.8	0.0	AGIS	0.6	173.0	YES	LEAVE AS IS (7)
712	TREE	N037°22'48.189"	W121°56'34.682"	86.4	0.0	AGIS	0.8	881.0	YES	LEAVE AS IS (7)
713	TREE	N037°22'54.028"	W121°56'33.265"	95.4	0.0	AGIS	0.6	378.0	YES	LEAVE AS IS (7)
714	TREE	N037°22'51.804"	W121°56'33.032"	91.6	0.0	AGIS	1.3	284.0	YES	LEAVE AS IS (7)
715	TREE	N037°22'51.933"	W121°56'34.976"	94.5	0.0	AGIS	1.4	254.0	YES	LEAVE AS IS (7)
730	PWR TRANS LINE	N037°22'38.508"	W121°56'35.588"	70.3	38.6	AGIS	1.9	157.0	YES	LEAVE AS IS (7)
731	ROAD	N037°22'32.570"	W121°56'27.811"	48.4	15.0	AGIS	1.7	48.0	YES	LEAVE AS IS (7)
739	FENCE	N037°22'28.506"	W121°56'32.714"	47.9	10.8	AGIS	2.4	144 <u>.</u> 0	YES	LEAVE AS IS (7)
742	TREE	N037°22'31.023"	W121°56'32.540"	51.6	0.0	AGIS	1.6	73.0	YES	LEAVE AS IS (7)
743	TREE	N037°22'42.832"	W121°56'29.311"	70.5	0.0	AGIS	2.2	938.0	YES	LEAVE AS IS (7)
744	TREE	N037°22'43.279"	W121°56'28.622"	70.5	0.0	AGIS	2.4	385.0	YES	LEAVE AS IS (7)
745	TREE	N037°22'48.714"	W121°56'31.475"	83.9	0.0	AGIS	1.6	1711.0	YES	LEAVE AS IS (7)
746	TREE	N037°22'48.563"	W121°56'31.334"	83.7	0.0	AGIS	1.9	1547.0	YES	LEAVE AS IS (7)
747	TREE	N037°22'49.665"	W121°56'33.473"	88.6	0.0	AGIS	1.9	277.0	YES	LEAVE AS IS (7)
748	TREE	N037°22'48.362"	W121°56'34.677"	87.5	0.0	AGIS	1.6	593.0	YES	LEAVE AS IS (7)
754	BRIDGE	N037°22'35.077"	W121°56'30.262"	57.8	11.0	AGIS	3.0	187.0	YES	LEAVE AS IS (7)
755	UTIL POLE	N037°22'39.101"	W121°56'39.273"	77.8	47.4	AGIS	3.5	284.0	YES	LEAVE AS IS (7)
756	PWR TRANS LINE	N037°22'38.911"	W121°56'38.013"	75.0	44.8	AGIS	2.7	216.0	YES	LEAVE AS IS (7)
758	SIGN	N037°22'38.044"	W121°56'29.584" W121°56'24.714"	62.1	10.0	AGIS	2.6	416.0	YES	LEAVE AS IS (7)
777	SIGN	N037°22'34.144" N037°22'33.216"	W121 56 24.7 14 W121°56'20.627"	48.3 41.4	13.9 7.9	AGIS	2.7	287.0 82.0	YES	LEAVE AS IS (7)
781	LIGHT POLE	N037°22'42.758"	W121 56 20.627 W121°56'26.671"	67.2	34.5	AGIS	3.0 2.7	487.0	YES	LEAVE AS IS (7)
782	LIGHT POLE	N037°22'42.736	W121°56'27.858"	67.3	34.5	AGIS	3.4	758.0	YES	LEAVE AS IS (7)
783	SIGN	N037°22'36.349"	W121°56'23.738"	51.2	15.9	AGIS	2.7	379.0	YES	LEAVE AS IS (7)
784	TREE	N037°22'40.073"	W121°56'24.480"	59.6	0.0	AGIS	3.1	1010.0	YES	LEAVE AS IS (7)
786	TREE	N037°22'50.372"	W121°56'34.000"	92.1	0.0	AGIS	3.3	314.0	YES	LEAVE AS IS (7)
787	TREE	N037°22'51.793"	W121°56'38.911"	100.5	0.0	AGIS	2.5	1330.0	YES	LEAVE AS IS (7)
800	LIGHT POLE	N037°22'37.274"	W121°56'39.938"	75.7	40.0	AGIS	3.9	114.0	YES	LEAVE AS IS (7)
805	LIGHT POLE	N037°22'38.675"	W121°56'35.518"	72.8	42.4	AGIS	4.3	250.0	YES	LEAVE AS IS (7)
814	LIGHT POLE	N037°22'41.542"	W121°56'26.412"	65.5	34.3	AGIS	3.6	291.0	YES	LEAVE AS IS (7)
816	TREE	N037°22'43.133"	W121°56'27.181"	70.4	0.0	AGIS	4.4	108.0	YES	LEAVE AS IS (7)
824	TREE	N037°22'40.697"	W121°56'46.305"	91.7	0.0	AGIS	5.0	802.0	YES	LEAVE AS IS (7)
825	TREE	N037°22'40.780"	W121°56'46.895"	92.7	0.0	AGIS	5.0	322.0	YES	LEAVE AS IS (7)
833	ROAD	N037°22'32.119"	W121°56'27.202"	50.3	15.0	AGIS	5.2	82.0	YES	LEAVE AS IS (7)
836	LIGHT POLE	N037°22'40.470"	W121°56'24.880"	63.1	32.4	AGIS	5.2	2963.0	YES	LEAVE AS IS (7)
837	TREE	N037°22'39.517"	W121°56'24.104"	59.8	0.0	AGIS	4.8	182.0	YES	LEAVE AS IS (7)
838	TREE	N037°22'49.559"	W121°56'30.986"	88.2	0.0	AGIS	4 <u>.</u> 9	753.0	YES	LEAVE AS IS (7)
846	WALL	N037°22'28.070"	W121°56'31.781"	49.3	14.6	AGIS	5.9	126.0	YES	LEAVE AS IS (7)
847	WALL	N037°22'28.735"	W121°56'30.831"	49.5	14.2	AGIS	6.1	83.0	YES	LEAVE AS IS (7)
851	WALL	N037°22'31.322"	W121°56'26.282"	48.5	15.7	AGIS	6.2	43.0	YES	LEAVE AS IS (7)
853	LIGHT POLE	N037°22'37.038"	W121°56'30.454"	64.7	31.7	AGIS	6.0	734.0	YES	LEAVE AS IS (7)
865	FENCE	N037°22'33.008"	W121°56'20.444"	43.2	9.5	AGIS	5.5	144.0	YES	LEAVE AS IS (7)
866	LIGHT POLE	N037°22'33.493"	W121°56'33.349"	61.6	25.2	AGIS	5.8	237.0	YES	LEAVE AS IS (7)
	1	1	1	1	1	1			1	1

NORMAN Y. MINETA SAN JOSE THE CONTEN **INTERNATIONAL AIRPORT** SAN JOSE, CALIFORNIA





	EXISTING/FUTURE RUNWAY 30R DEPARTURE OBSTRUCTION DATA TABLE										
NO.	OBJECT	LAT.	LONG.	MSL (FT.)	AGL. (FT.)	SOURCE	30R DEPT PENE.	CLIMB GRADIENT (FT/NM)	LOW, CLOSE-IN?	DISPOSITION/ ACTION TO BE TAKEN	
1140	TREE	N037°22'43.839"	W121°56'32.174"	93.1	0.0	AGIS	19.2	288.0	YES	LEAVE AS IS (7)	
1147	LIGHT POLE	N037°22'34.924"	W121°56'28.328"	71.8	39.8	AGIS	19.9	580.0	YES	LEAVE AS IS (7)	
1148	TREE	N037°22'50.574"	W121°56'43.433"	121.7	0.0	AGIS	20.0	951.0	YES	LEAVE AS IS (7)	
1150	LIGHT POLE	N037°22'38.625"	W121°56'27.949"	78.9	34.3	AGIS	20.5	414.0	YES	LEAVE AS IS (7)	
1156	TREE	N037°22'31.339"	W121°56'33.485"	73.1	0.0	AGIS	21.2	175.0	YES	LEAVE AS IS (7)	
1158	LIGHT POLE	N037°22'39.035"	W121°56'28.699"	81.2	34.0	AGIS	21.0	398.0	YES	LEAVE AS IS (7)	
1164	TREE	N037°22'46.833"	W121°56'31.369"	100.5	0.0	AGIS	22.0	190.0	YES	LEAVE AS IS (7)	
1172	POLE	N037°22'35.033"	W121°56'31.357"	79.5	26.9	AGIS	23.4	622.0	YES	LEAVE AS IS (7)	
1181	TREE	N037°22'52.730"	W121°56'38.007"	122.6	0.0	AGIS	24.0	1040.0	YES	LEAVE AS IS (7)	
1184	UTIL POLE	N037°22'37.958"	W121°56'31.438"	87.0	56.0	AGIS	25.2	810.0	YES	LEAVE AS IS (7)	
1185	TREE	N037°22'51.080"	W121°56'41.522"	124.7	0.0	AGIS	24.6	480.0	YES	LEAVE AS IS (7)	
1191	TREE	N037°22'46.730"	W121°56'31.292"	104.5	0.0	AGIS	26.2	208.0	YES	LEAVE AS IS (7)	
1205	LIGHT POLE	N037°22'36.016"	W121°56'22.589"	74.7	41.3	AGIS	28.4	201.0	YES	LEAVE AS IS (7)	
1207	LIGHT POLE	N037°22'37.901"	W121°56'29.508"	87.3	34.4	AGIS	28.2	697.0	YES	LEAVE AS IS (7)	
1214	LIGHT POLE	N037°22'37.901"	W121°56'29.516"	87.5	34.5	AGIS	28.4	442.0	YES	LEAVE AS IS (7)	
1215	TREE	N037°22'45.824"	W121°56'30.810"	104.6	0.0	AGIS	28.7	353.0	YES	LEAVE AS IS (7)	
1216	TREE	N037°22'50.554"	W121°56'43.046"	129.9	0.0	AGIS	28.7	451.0	YES	LEAVE AS IS (7)	
1217	TREE	N037°22'52.017"	W121°56'43.482"	133.7	0.0	AGIS	29.2	1042.0	YES	LEAVE AS IS (7)	
1219	LIGHT POLE	N037°22'37.901"	W121°56'29.520"	87.7	35.1	AGIS	28.6	152.0	YES	LEAVE AS IS (7)	
1229	UTIL POLE	N037°22'37.239"	W121°56'26.722"	84.9	55.4	AGIS	30.8	392.0	YES	LEAVE AS IS (7)	
1230	LIGHT POLE	N037°22'35.059"	W121°56'31.164"	87.3	34.4	AGIS	31.4	159.0	YES	LEAVE AS IS (7)	
1242	LIGHT POLE	N037°22'33.618"	W121°56'21.423"	74.0	40.1	AGIS	33.8	195.0	YES	LEAVE AS IS (7)	
1274	TREE	N037°22'40.739"	W121°56'24.832"	115.0	0.0	AGIS	56.7	233.0	YES	LEAVE AS IS (7)	
1278	PWR TRANS LINE	N037°22'38.877"	W121°56'37.998"	74.2	40.0	AGIS	1.9	845.0	YES	LEAVE AS IS (7)	
1279	PWR TRANS LINE	N037°22'38.273"	W121°56'34.008"	67.1	33.2	AGIS	1.3	274.0	YES	LEAVE AS IS (7)	
1289	ROAD	N037°22'38.694"	W121°56'28.286"	62.8	15.0	AGIS	3.8	234.0	YES	LEAVE AS IS (7)	
1295	ROAD	N037°22'37.719"	W121°56'28.825"	67.1	15.0	AGIS	9.3	154.0	YES	LEAVE AS IS (7)	
1303	SIGN	N037°22'35.048"	W121°56'31.293"	63.0	9.3	AGIS	6.9	80.0	YES	LEAVE AS IS (7)	
1305	SIGN	N037°22'36.260"	W121°56'29.537"	61.2	5.9	AGIS	5.1	70.0	YES	LEAVE AS IS (7)	
1309	SIGN	N037°22'34.863"	W121°56'30.297"	64.3	10.2	AGIS	9.9	323.0	YES	LEAVE AS IS (7)	
1314	GUARDRAIL	N037°22'34.195"	W121°56'30.657"	53.8	2.9	AGIS	0.2	177.0	YES	LEAVE AS IS (7)	
1342	ROAD	N037°22'36.185"	W121°56'23.055"	49.9	15.0	AGIS	2.7	189.0	YES	LEAVE AS IS (7)	
1350	SIGN	N037°22'34.323"	W121°56'24.172"	51.9	18.1	AGIS	6.7	286.0	YES	LEAVE AS IS (7)	
1353	ROAD	N037°22'34.090"	W121°56'24.348"	47.8	15.0	AGIS	2.8	214.0	YES	LEAVE AS IS (7)	
1355	SIGN	N037°22'34.826"	W121°56'23.047"	48.8	13.5	AGIS	4.1	241.0	YES	LEAVE AS IS (7)	
1359	INTERSTATE	N037°22'34.787"	W121°56'21.915"	52.5	17.0	AGIS	9.4	405.0	YES	LEAVE AS IS (7)	
1360	INTERSTATE	N037°22'34.189"	W121°56'22.494"	51.7	17.0	AGIS	9.0	401.0	YES	LEAVE AS IS (7)	
1877	TREE	N037°22'39.342"	W121°56'52.670"	93.5	0.0	AGIS	0.9	1600.0	YES	LEAVE AS IS (7)	
					-				-		

TREE N037°22'39.294" | W121°56'52.473" | 99.7 | 0.0 | AGIS | 7.4 | 2460.0 | YES | LEAVE AS IS (7)

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1878

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REVISION BLOCK

REVISIONS	DATE	APP	BY	NO.
ADD RUNWAY 12R-30L LOCALIZER AND G	AUG. 2015		CITY	1
INTERIM TERMINAL F	JUL. 2018		CITY	2
AIRCRAFT RESCUE AND FIRE FIGH	SEP. 2018		CITY	3
INCORPORATES PROPOSED PROJECTS I INCURSION MITIGATION (MAY 2020		HNTB	4

NOTES:

(1) ALL PRIVATE ACCESS ROADS WERE ADJUSTED UPWARD 10 FEET, PUBLIC ROAD ELEVATIONS WERE ADJUSTED UPWARD 15 FEET, AND RAILROAD ELEVATIONS WERE ADJUSTED UPWARD 23 FEET. ROAD OBSTRUCTIONS WITH A SOURCE HNTB WERE ADDED AT CRITICAL POINTS OF THE DEPARTURE SURFACES (I.E. EDGES AND EXTENDED RUNWAY CENTERLINE) AND WERE INTERPOLATED FROM THE PLANIMETRIC MAPPING AND ADJUSTED UPWARD ACCORDINGLY.

(2) HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83 [2010.00]).

(3) VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) - ALL ELEVATIONS ARE HEIGHT ABOVE MEAN SEA LEVEL (MSL).

(4) THE AGIS SURVEY SOURCE INCLUDES THE OBJECTS COLLECTED IN ACCORDANCE WITH THE VERTICALLY GUIDED APPROACH SURFACES DESCRIBED IN AC 150/5300-18B. THE 18B OBSTRUCTION SURVEY SPECIFICATIONS SUPPORT DEVELOPMENT OF INSTRUMENT APPROACH AND DEPARTURES PROCEDURES AND ARE A REQUIREMENT FOR ALP UPDATES. THE IMAGERY USED TO ANALYZE THESE SOURCES IS FROM JUNE 23, 2016.

(5) A POSITIVE NUMBER INDICATES THE AMOUNT OF PENETRATION (YELLOW SHADING), "N/A" INDICATES THE OBJECT IS NOT IN THE SURFACE, AND A NEGATIVE NUMBER INDICATES THE CLEARANCE AMOUNT.

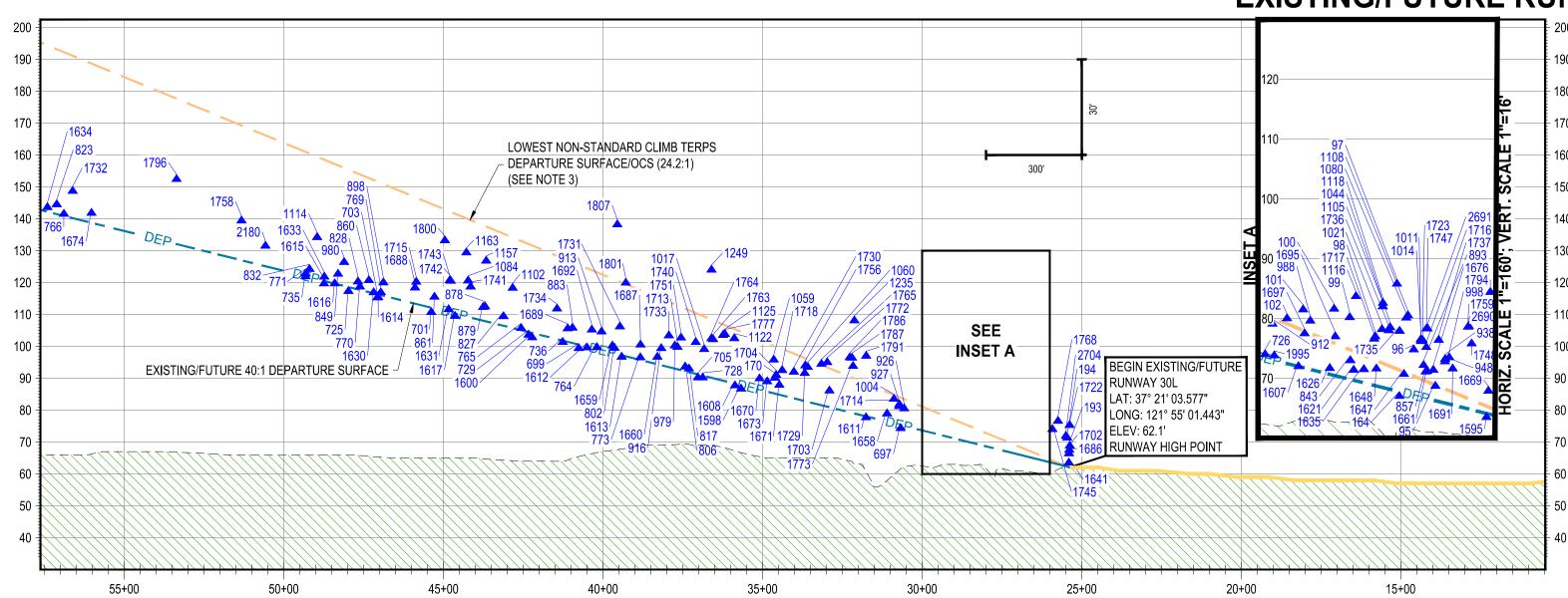
(6) ABOVE GROUND LEVEL (AGL) ELEVATIONS WERE DERIVED BY SUBTRACTING THE MSL TOP ELEVATION FROM THE NEAREST GROUND CONTOUR. TREES ARE LISTED AT 0.0' AGL DUE TO PHOTOGRAMMETRIC SURVEY LIMITATIONS.

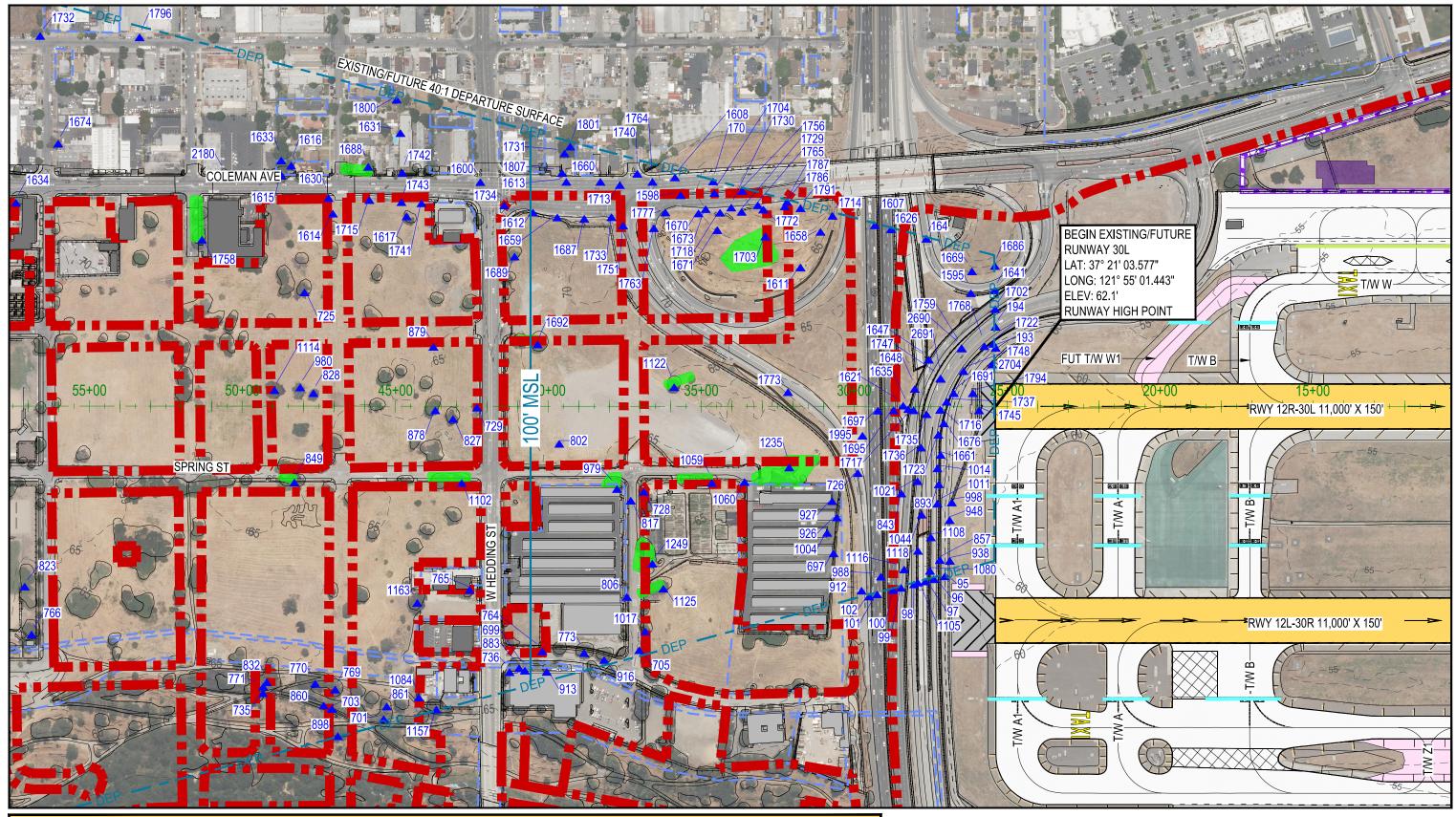
(7) ANY OBSTACLE THAT PENETRATES THE 40:1 SURFACE WITHIN 1-NM OF THE DEPARTURE END OF THE RUNWAY IS MITIGATED BY A PUBLISHED NOTE IN THE TERMINAL PROCEDURES PUBLICATION (TPP) AS A LOW, CLOSE-IN OBSTACLE. THIS MITIGATING ACTION IS POLICY CODIFIED IN TERPS (ORDER 8260.3).

FACILITY

HTING (ARFF) FACILITY IDENTIFIED IN THE RUNWAY (RIM) STUDY







DRAWING LEGEND

RUNWAY PAVEMENT		BUILDING - EXISTING - ON AIRPORT	
TAXIWAY / APRON PAVEMENT		BUILDING - EXISTING - OFF AIRPORT	
OTHER PAVEMENT IN USE		BUILDING - FUTURE - ON AIRPORT	
AIRPORT PROPERTY LINE		BLAST PAD	
AIRPORT PROPERTY FILL		DEPARTURE SURFACE (DEP)	
FUTURE TAXIWAY / APRON PAVEMENT		LOWEST NON-STANDARD TERPS DEPARTURE	
FUTURE BUILDING / PAVEMENT DEMOLITION / CLOSURE	XXXXXX	SURFACE / OBSTACLE CLEARANCE SURFACE (OCS)	
AIRPORT DEVELOPMENT AREAS		AIRPORT BEACON	*
EASEMENT		WIND CONE	
8' PERIMETER FENCE	xx	SEGMENTED CIRCLE	ч "
	1 30	PRECISION APPROACH PATH INDICATOR (PAPI)	
OBSTRUCTION POINT	▲ ¹³⁰	RUNWAY END IDENTIFIER LIGHTS (REIL)	<
OBSTRUCTION POINT VEGETATION GROUPING	130	GLIDE SLOPE (GS)	¢
(SEE NOTE 2)		LOCALIZER (LOC)	
FUTURE HOLDBARS		AIRPORT REFERENCE POINT	$\mathbf{\Theta}$
FUTURE ILS CRITICAL AREA HOLDBARS		EXISTING GROUND AT CENTERLINE	7777
FUTURE NON-MOVEMENT AREA BOUNDARY		(PROFILE VIEW)	
TOPOGRAPHIC CONTOURS (FEET, MSL)			

CITY OF **CAPITAL OF SILICON VALLEY**

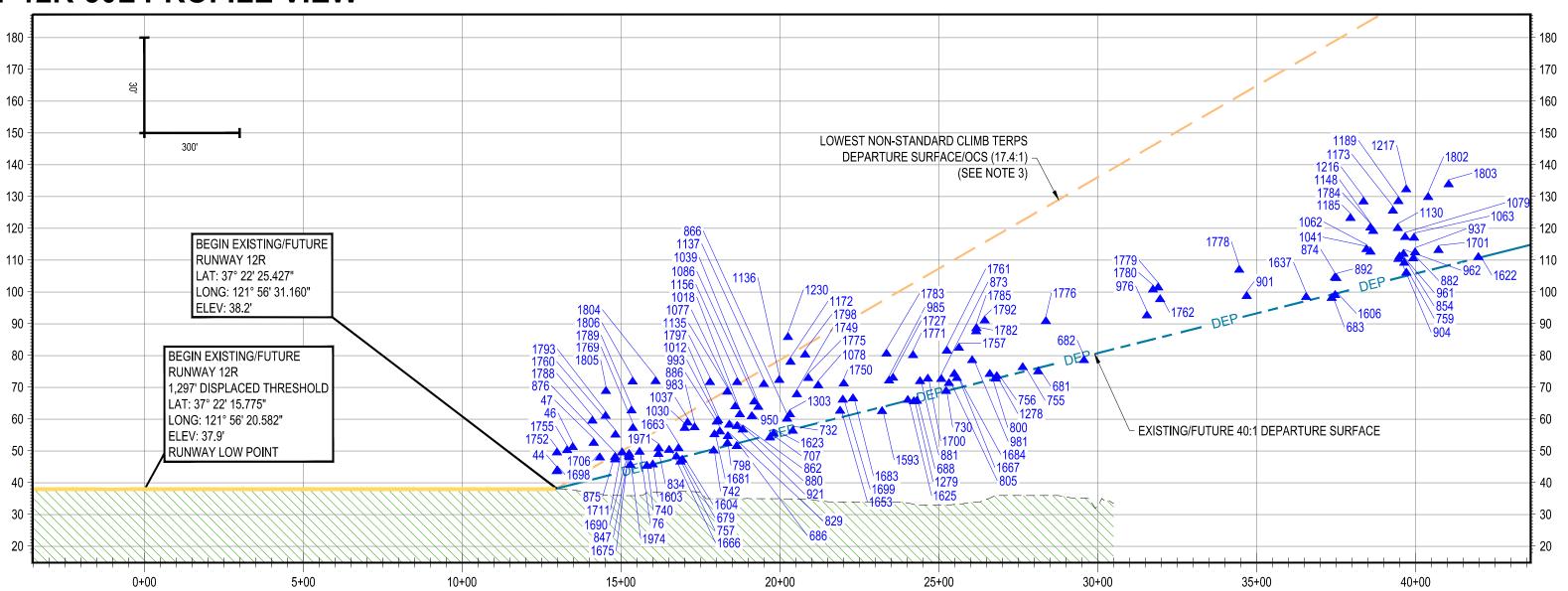


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NOTE:

EVALUATION.

EXISTING/FUTURE RUNWAY 12R-30L PROFILE VIEW

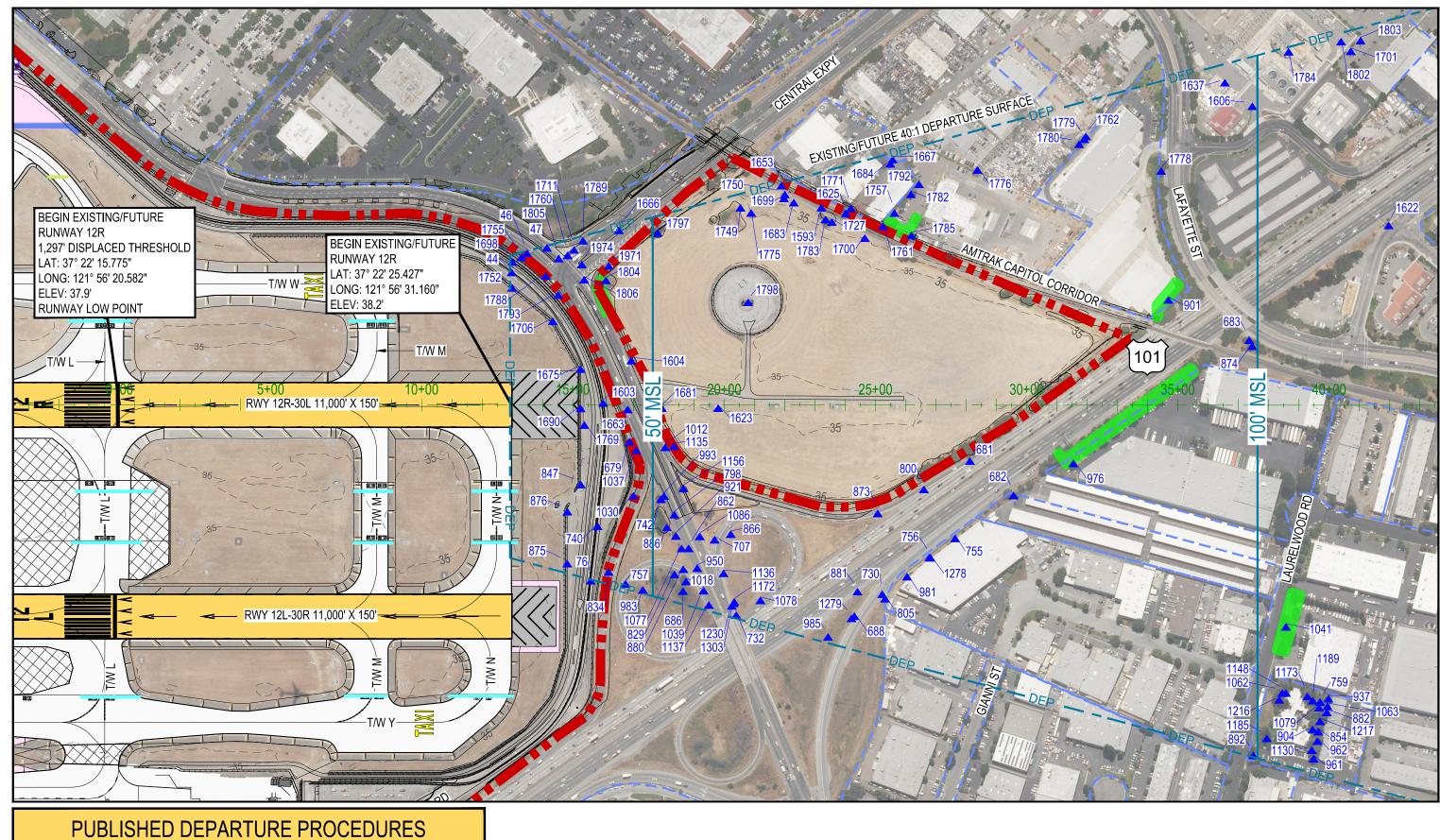


EXISTING/FUTURE RUNWAY 12R-30L PLAN VIEW

(1) SEE SHEET 19 FOR RUNWAY 12R DEPARTURE SURFACE PENETRATIONS AND SHEET 20 FOR RUNWAY 30L DEPARTURE SURFACE PENETRATIONS. ANY OBSTACLE THAT PENETRATES THE 40:1 SURFACE WITHIN 1-NM OF THE DEPARTURE END OF THE RUNWAY IS MITIGATED BY A PUBLISHED NOTE IN THE TERMINAL PROCEDURES PUBLICATION (TPP) AS A LOW, CLOSE-IN OBSTACLE. THIS MITIGATING ACTION IS POLICY CODIFIED IN TERPS (ORDER 8260.3).

(2) MULTIPLE VEGETATION OBSTRUCTION POINTS EXIST IN IDENTIFIED GROUPINGS. THE MOST RESTRICTIVE OBJECT IS IDENTIFIED WITH AN OBJECT ID AND IS INCLUDED IN THE TABLE FOR

(3) THE SLOPE OF THE MINIMUM CLIMB GRADIENT WAS CALCULATED USING THE CLIMB GRADIENT OBSTACLE CLEARANCE SURFACE FORMULAT 2-1-2 IN FAA ORDER 8260.3D, CHAPTER 2.



PROCEDURE		CLIMB GRADIENT (FT/NM)						
PROCEDURE	12L	30R	12R	30L				
ALMDN FOUR (RNAV)	500	N/A	500	N/A				
BMRNG FOUR (RNAV)	470	N/A	470	N/A				
LOUPE FIVE	N/A	467	N/A	460				
SAN JOSE THREE	N/A	480	N/A	480				
SUNOL ONE	330	480	330	480				
TECKY THREE (RNAV)	500	500	500	500				
MINIMUM (ALL PROCEDURES)	330	467	330	460				

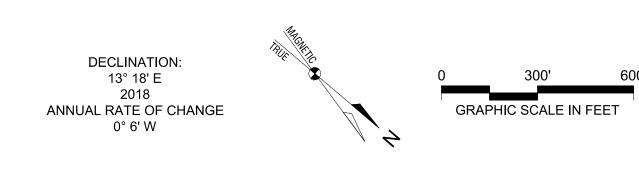
2019.

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INCORPORATES PROPOSED PROJECTS II INCURSION MITIGATION (F	MAY 2020		HNTB	4



GLIDESLOPE CRITICAL AREAS FACILITY HTING (ARFF) FACILITY

IDENTIFIED IN THE RUNWAY (RIM) STUDY

EX/FUT RUNWAY 12R-30L DEPARTURE PLAN AND PROFILE HNTB DRAWN BY: AYG/KKP/EWG MAY 2020 CHECKED BY: JRB/TMW

No.N			EXIS	TING/FUTU OBSTF			VAY 12 DATA 1		ARTURE		
HEAD HEAD HEAD TEADED TAD LAD HEAD HEAD HEAD TEADED HEAD HEAD HEAD TEADED HEAD HEAD HEAD HEAD HEAD	NO.	OBJECT	LAT.	LONG.			SOURCE		GRADIENT	· · · ·	
111 <th< td=""><td>95</td><td>ROAD</td><td>N037°21'05.842"</td><td>W121°54'55.160"</td><td>69.5</td><td>15.0</td><td>HNTB</td><td>3.2</td><td>404.0</td><td>YES</td><td>LEAVE AS IS (7)</td></th<>	95	ROAD	N037°21'05.842"	W121°54'55.160"	69.5	15.0	HNTB	3.2	404.0	YES	LEAVE AS IS (7)
No.Non-YorkeN	96	ROAD	N037°21'05.634"	W121°54'54.772"	75.6	15.0	HNTB	8.4	572.0	YES	LEAVE AS IS (7)
111 <th< td=""><td>97</td><td>ROAD</td><td>N037°21'05.475"</td><td>W121°54'54.476"</td><td>86.6</td><td>15.0</td><td>HNTB</td><td>18.7</td><td>883.0</td><td>YES</td><td>LEAVE AS IS (7)</td></th<>	97	ROAD	N037°21'05.475"	W121°54'54.476"	86.6	15.0	HNTB	18.7	883.0	YES	LEAVE AS IS (7)
Holo Hullor Junce June June June June June Hullor Hullor <th< td=""><td>98</td><td>ROAD</td><td>N037°21'05.267"</td><td>W121°54'54.091"</td><td>77.8</td><td>15.0</td><td>HNTB</td><td>9.0</td><td>500.0</td><td>YES</td><td>LEAVE AS IS (7)</td></th<>	98	ROAD	N037°21'05.267"	W121°54'54.091"	77.8	15.0	HNTB	9.0	500.0	YES	LEAVE AS IS (7)
1001000/11000/1100/2 <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>LEAVE AS IS (7)</td></th<>											LEAVE AS IS (7)
110 REXT REXT <thr< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>LEAVE AS IS (7)</td></thr<>											LEAVE AS IS (7)
Head NB27_2182_UP OLT SHALEP ALS SA MAD NB27_2182_UP OLT SHALEP ALS MAD NB27_2182_UP OLT SHALEP SA MAD NB2 ALSO MAD M											
No.0 ND.721242 ND.721242 ND.721242 ND.721242 ND.721244 ND.721444 ND.7214444 ND.721444 ND											
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Image Image <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>LEAVE AS IS (7)</td></th<>											LEAVE AS IS (7)
NB NATION DEC NATION DE NATI	699				100.9	0.0	AGIS		207.0	YES	LEAVE AS IS (7)
No. No.27375-NOP No.27375-NOP No.27375-NOP No.27376-NOP	701	TREE	N037°20'55.227"	W121°54'35.855"	112.2	0.0	AGIS	0.1	204.0	YES	LEAVE AS IS (7)
THEE NOTIVALION VIEL NATA NA A	703	TREE	N037°20'53.753"	W121°54'34.783"	116.8	0.0	AGIS	0.4	205.0	YES	LEAVE AS IS (7)
TODE NUMP VERSION VALUE VERSION	705	LIGHT POLE	N037°20'59.983"	W121°54'44.756"	91.7	31.5	AGIS	0.5	210.0	YES	LEAVE AS IS (7)
THEE NU2TORNERTY W12TORNERTY	725	TREE	N037°20'44.218"	W121°54'46.746"	118.8	0.0	AGIS	0.2	204.0	YES	LEAVE AS IS (7)
TREE NETYONALT W121 S447867 U131 G A A B D A D <thd< t<="" td=""><td>726</td><td>ROAD</td><td>N037°21'01.529"</td><td>W121°54'55.988"</td><td>74.8</td><td>15.0</td><td>AGIS</td><td>1.4</td><td>243.0</td><td>YES</td><td>LEAVE AS IS (7)</td></thd<>	726	ROAD	N037°21'01.529"	W121°54'55.988"	74.8	15.0	AGIS	1.4	243.0	YES	LEAVE AS IS (7)
THEE NETPUEXATY NETPUEXATY <td>728</td> <td>TREE</td> <td>N037°20'56.723"</td> <td>W121°54'49.715"</td> <td>91.7</td> <td>0.0</td> <td>AGIS</td> <td>0.8</td> <td>213.0</td> <td>YES</td> <td>LEAVE AS IS (7)</td>	728	TREE	N037°20'56.723"	W121°54'49.715"	91.7	0.0	AGIS	0.8	213.0	YES	LEAVE AS IS (7)
P3 P4.APOLE NST2107207 W121544.0987 U225 V121 ADS 1.0 P30 P40 LEM/EASIE P32 BULUNG NST2107.007 W121544.070 232 172 ADS 1.799 232.0 MO LEM/EASIE P35 THEE NG722057007 W121544.071 101 2.0 ADS 2.1 21.0 VES LEW/EASIE P35 THEE NG722054207 W121542.007 12.0 ADS 2.0 Z.1 21.0 VES LEW/EASIE 730 THEE NG722054207 W1215425407 10.0 2.0 ADS 2.0 VES LEW/EASIE 737 THEE NG722054007 W1215425407 10.0 3.0 ADS 3.0 VES LEW/EASIE 737 THEE NG722054007 W1215434007 10.0 3.0 ADS 2.0 VES LEW/EASIE 737 THEE NG72205407 W1215434007 10.0 3.0 ADS	729	TREE	N037°20'50.871"	W121°54'47.828"	105.1	0.0	AGIS	0.5	207.0	YES	LEAVE AS IS (7)
TRE DULDING V121'1344.17 V121'1344.17 V121'1344.17 V121'1344.17 V121'1344.17 V121'1344.17 V121'1344.14 <	735	TREE	N037°20'51.747"	W121°54'33.423"	123.4	0.0	AGIS	1.3	208.0	YES	LEAVE AS IS (7)
International and the set of the	736	FLAGPOLE	N037°20'57.296"	W121°54'40.636"	102.8	41.1	AGIS	1.0	210.0	YES	LEAVE AS IS (7)
THEE N0372057460 VII2*6442.40 ID.2 A A S 1 2160 YES LEWEASEC 765 TREE N03720574.574 VII2*6442.67 10.2 A A S 2.1 2.40 YES LEWEASEC 760 TREE N037205428 VII2*6442.66 11.4 0.0 Adds 2.3 21.00 YES LEWEASEC 770 TREE N037205428 VII2*6442.66 11.4 0.0 Adds 2.3 21.00 YES LEWEASEC 770 TREE N037205428 VII2*6442.56 2.1 A.405 3.0 9.0 NO LEWEASEC 770 TREE N0372054.68 VII2*6442.56 2.1 A.405 3.0 9.0 NO LEWEASEC 700 BLE N0372054.68 VII2*6442.56 2.1 A.405 3.0 9.0 NO LEWEASEC 700 PLE N037254.64 VII2*6442.56 7.1 A.405 3.0	752	BUILDING	N037°20'17.659"	W121°53'44.799"	253.2	173.2	AGIS	1.7 (9)	203.0	NO	LEAVE AS IS (8)
TREE NE72'054.574 VI21'84/2.68 U/21'84/2.64 LEAK 6.85 2.1 2.14 2.14 2.14 2.14 2.14 1.14	753	BUILDING	N037°19'45.417"	W121°53'41.611"	319.4	229.6	AGIS	2.3 (9)	202.0	NO	LEAVE AS IS (8)
TREE N021'20'4 84F VI12''64'20 84F 4.6.0 0.0 A.GB 2.0 2.0.0 VES LEAVE AS 5.0 TREE N021'20'SA28F VI12''64'SA36F 10.0 A.GB 2.3 212.0 YES LEAVE AS 5.0 TREE N021'20'SA28F VI12''64'SA36F 20.0 A.GB 2.3 21.0 YES LEAVE AS 5.0 TREE N021'20'SA4F VI12''64'SA37F 21.1 A.GB 2.3 21.0 YES LEAVE AS 5.0 F09 BULINO NOT'20'SA5F VI12''64'AS 9 01.1 0.1 A.GB 3.2 24.0 YES LEAVE AS 5.0 F00 DELIDION N071'20'SA5F VI12''64'AS 91 0.1 0.1 A.GB 3.2 24.0 YES LEAVE AS 5.0 F01 UBHT POL N071'20'SA5F VI12''64'AS 91 0.1 0.0 A.GB 3.2 24.0 YES LEAVE AS 5.0 F02 TREE N031'20'SA5F VI12''64'AS 91 12.8 0.0 A.GB 3.5 24	764	TREE	N037°20'57.650"	W121°54'42.142"	101.2	0.0	AGIS	2.1	216.0	YES	LEAVE AS IS (7)
TREE NBS720753-026 VI2154755-017 120.2 0.0 AGBS 2.21 212.0 YES LEAVE ASIS (2) T71 TREE NBS720751-017 VI215475.107 120.2 0.0 AGBS 2.3 211.0 YES LEAVE ASIS (2) T73 TREE NBS720754.027 VI215425.017 0.0 AGBS 2.3 211.0 YES LEAVE ASIS (2) 020 TREE NBS720754.027 VI215426.017 0.0 AGBS 2.2 216.0 YES LEAVE ASIS (2) 021 TREE NBS720756.367 VI215440.017 0.0 AGBS 2.8 224.0 YES LEAVE ASIS (2) 023 TREE NBS720756.367 VI215440.017 1.15 AGBS 2.8 2.440 YES LEAVE ASIS (2) 023 TREE NBS720756.367 VI215440.37 1.15 AGBS 4.4 2.40 YES LEAVE ASIS (2) 024 TREE NBS720756.367 VI2154362.7 7.0 AGBS 4.30	765	TREE	N037°20'54.574"	W121°54'42.081"	107.2	0.0	AGIS	2.1	214.0	YES	LEAVE AS IS (7)
TREE N03720783.817 W1217536.809 124.3 0.0 AGB 2.5 212.0 YES LEAVE AS IS (171 TREE N0372038.607 W1217543.089 124.3 0.0 AGB 2.3 211.9 YES LEAVE AS IS (175 TREE N0372038.607 W1217543.0207 90.0 0.0 AGB 2.2 21.0 YES LEAVE AS IS (175 TREE N0372038.607 W1217548.007 61.0 0.0 AGB 2.2 2.14.9 YES LEAVE AS IS (175 176E N0372018.607 W1217548.007 61.0 0.0 AGB 2.4 YES LEAVE AS IS (175 176E N0372018.07 W1217548.027 144.0 0.0 AGB 4.4 2.40 YES LEAVE AS IS (175 176E N0372018.07 W1217548.027 7.8 0.5 AGB 3.9 2.10.0 AGB 4.0 2.1.3 YES LEAVE AS IS (176 178E N0372018.07 W1217548.027 7.8 0.5 A	766	TREE	N037°20'44.864"	W121°54'29.047"	143.0	0.0	AGIS	2.0	208.0	YES	LEAVE AS IS (7)
1771 TREE N03720761.617 VII21543.624 12.0 AGIS 2.3 21.10 YES LEAVE AS IS (7.73 773 TREE N0372078.687 VII21544.307 960 0.0 AGIS 3.2 21.00 NO LEAVE AS IS (7.70 800 N0372078.687 VII21544.819 010 0.0 AGIS 3.2 22.40 YES LEAVE AS IS (7.70 900 TREE N0372078.687 VII21544.819 010 0.0 AGIS 2.2 21.00 YES LEAVE AS IS (7.70 972 LIGHT POLE N03720786.587 VII21544.8916 12.0 0.0 AGIS 3.4 2.4 2.400 YES LEAVE AS IS (7.70 923 TREE N03720786.587 VII21544.9167 12.1 0.0 AGIS 3.9 2.16.0 YES LEAVE AS IS (7.70 YES LEAVE AS IS (7.70 <td>769</td> <td>TREE</td> <td>N037°20'53.428"</td> <td>W121°54'35.456"</td> <td>118.4</td> <td>0.0</td> <td>AGIS</td> <td></td> <td>212.0</td> <td>YES</td> <td>LEAVE AS IS (7)</td>	769	TREE	N037°20'53.428"	W121°54'35.456"	118.4	0.0	AGIS		212.0	YES	LEAVE AS IS (7)
TREE NGS720*86.887 VII21*S42.207 86.0 A.GIS 2.2 21.40 VES LEAVE.AS IS (799 BULDING MGS720*14.207 VII21*S42.437 30.1 20.1 4.4.4 AGIS 2.0.0 NO. LEAVE.AS IS (800 TREE NGS720*85.847 VII21*S44.057 61.1 0.0 AGIS 2.2 2.24.0 YES LEAVE.AS IS (811 UGHT POLE NGS720*85.847 VII21*S44.067 61.1 0.0 AGIS 2.4 2.24.0 YES LEAVE.AS IS (822 TREE NGS720*85.847 VII21*S44.0494 10.9 0.0 AGIS 4.2 2.14.0 YES LEAVE.AS IS (823 TREE NGS720*05.97 VII21*S4.087 1.25 0.0 AGIS 4.2 2.10.0 YES LEAVE.AS IS (434 TREE NGS720*0.817 VII21*S4.087 1.22 0.0 AGIS 3.2 2.20.0 YES LEAVE.AS IS (444 TREE NGS720*0.817<											LEAVE AS IS (7)
Pile Bulleond NOST/2014/200 VI21*5728.364 VI21*5728.364 VI21*5728.364 VI21*5448.161 622 TREE NOST/2015.664 VI21*5448.167 0.0 AGIS 2.2 224.0 YES LEAVE AS IS (636 TREE NOST/2015.667 VI21*5448.067 96.1 0.0 AGIS 2.8 225.0 YES LEAVE AS IS (637 TREE NOST/2015.657 VI21*5446.147 110.0 0.0 AGIS 2.4 244.0 YES LEAVE AS IS (628 TREE NOST/2015.657 VI21*5446.147 110.0 0.0 AGIS 3.9 218.0 YES LEAVE AS IS (628 TREE NOST/2016/F VI21*5456.27 7.3 10.5 AGIS 3.9 238.0 YES LEAVE AS IS (644 BULDIN NOST/2016/F VI21*545.27 7.19 12.2 AGIS 4.70 20.0 NE LEAVE AS IS (649 TREE NOST/2053.87 VI21*545.827 7.19											. ,
802 TTREE N007'20'30.544 W121'5448.09' 10.0 0.0 AGIS 3.2 224.0 YES LEAVE AS 5 (968 968 TREE N007'20'30.573 W121'5440.06'' 95.1 0.0 AGIS 2.8 224.0 YES LEAVE AS 5 (972 978 LEAVE AS 10 (972''''''''''''''''''''''''''''''''''''											
Best ITREE N037/2078.549 W121'54/46.057 95.1 0.0 AGIS 2.8 225.0 YES LEAVE ASIS (11 UIGHT POLE N037'20'36.57 W121'54/40.084' 94.5 31.8 AGIS 2.6 224.0 YES LEAVE ASIS (223 TREE N037'20'36.57 W121'54/40.084' 10.9 0.0 AGIS 4.4 224.0 YES LEAVE ASIS (282 TREE N037'20'36.584 W121'54/38.61' 25.7 0.0 AGIS 3.9 328.0 YES LEAVE ASIS (284 SIGN N037'20'36.564 W121'54/36.291'7.33 10.5 AGIS 3.9 328.0 YES LEAVE ASIS (484 SIGN N037'20'36.374 W121'54/36.291'7.19 31.44 23.13 AGIS 5.7 220.0 NOS LEAVE ASIS (485 BULDING N037'20'6.373 W121'54/46.891'14.0 11.0 0.0 AGIS 5.7 220.0 YES LEAVE ASIS (687											
Bit LIGHT POLE N037'276'36'90' V121'54'40.09' 94.5 31.8 AGIS 2.6 224.0 YES LEAVE AS IS (B23 TREE N037'20'3.675' V121'54'3.033' 146.0 0.0 AGIS 4.5 214.0 YES LEAVE AS IS (B28 TREE N037'20'3.293' V121'54'3.386' 121.8 0.0 AGIS 3.9 218.0 YES LEAVE AS IS (B28 TREE N037'20'4.584' W121'54'3.386' 125.7 0.0 AGIS 3.9 218.0 YES LEAVE AS IS (643 SIGM N037'20'4.586' W121'53'3.412' 314.4 21.9 AGIS 4.7 20.0 NO LEAVE AS IS (644 TREE N037'20'5.03' W121'54'4.688' 122.2 0.0 AGIS 5.1 22.00 YES LEAVE AS IS (646 TREE N037'20'5.03' W121'54'4.682' 117.0 0.0 AGIS 5.1 22.00 YES LEAVE AS IS (647											
E23 TREE N037'20'45.075' V12'15'430.323' 146.0 0.0 AGB 4.5 214.0 YES LEAVE AS IS (E27 TREE N037'20'5.027' V12'15'430.849' 100 0.0 AGB 4.4 224.0 YES LEAVE AS IS (E28 TREE N037'20'5.057' V12'15'430.861' 12:8 0.0 AGB 3.9 216.0 YES LEAVE AS IS (B43 SIGN N037'20'5.057' V12'15'430.861' 12:8 0.0 AGB 4.0 2110' YES LEAVE AS IS (B44 DILDING N037'20'5.018'' W12'15'430.684'' 12:2 0.0 AGB 4.7 20.0 YES LEAVE AS IS (B49 TREE N037'20'5.018'' W12'15'430.682'' 11/0' 0.0 AGB 5.2 22.0 YES LEAVE AS IS (B61 TREE N037'20'5.035'' W12'15'430.620'' 11/0'' 0.0 AGB 5.1 23.0 YES LEAVE AS IS (B63<											
27 TREE N037'20'60.529' W121'544.849' 1109 0.0 AGE 4.4 224.0 YES LEAVE AS EC 28 TREE N037'20'6.584' W121'543.381' 125 0.0 AGE 3.9 218.0 YES LEAVE AS EC 843 SIGN N037'20'8.669' W121'54'3.581' 125 0.0 AGE 4.0 217.0 YES LEAVE AS EC 844 SIGN N037'20'8.069' W121'53'3.192' 314.4 231.0 AGE 4.7 (20.0) NO LEAVE AS EC 845 BUILDING N037'20'8.018' W121'54'6.682' 119 12.2 AGE 5.2 472.0 YES LEAVE AS EC 860 TREE N037'20'6.348' W121'54'6.682' 117.0 0.0 AGE 5.1 225.0 YES LEAVE AS EC 878 TREE N037'20'4.818' W121'54'4.685' 110.0 0.4GE 6.1 211.0 YES LEAVE AS EC 879 TREE N037'20											
B28 TREE N037'20'46.84* W12'15'4'33.661* 12'8 0.0 AGIS 3.9 216.0 YES LEAVE AS 5 (LEAVE AS 5 (243 812 TREE N037'20'5.000* W12'15'4'33.661* 125.7 0.0 AGIS 3.40 217.0 YES LEAVE AS 5 (244 443 SIGN N037'20'5.005* W12'15'4'35.629* 73.6 10.5 AGIS 3.47 20.0 NO LEAVE AS 5 (247.0 YES LEAVE AS 5 (257 444 DUILDING N037'10'54.405 W12'15'4'36.868 122.2 0.0 AGIS 5.2 472.0 YES LEAVE AS 5 (258 801 TREE N037'20'53.05* W12'15'4'36.820* 117.0 0.0 AGIS 5.1 225.0 YES LEAVE AS 5 (257.0 YES LEAVE AS 5 (258.0 YES LEAVE AS 5 (257.0 YES LEAVE AS 5 (257.0 YES LEAVE AS 5 (257.0 YES LEAVE AS 5 (258.0 YES LEAVE AS 5 (257.0 YES LEAVE AS 5 (258.0 YES LEAVE AS 5 (257.0 YES LEAVE AS 5 (257.0											LEAVE AS IS (7)
B22 TREE N03"2051.000* W1215433.861* 125.7 0.0 AGIS 4.0 217.0 YES LEAVE AS IS (643 SIGN N03"2103.010* W1215456.527 73.8 10.5 AGIS 3.9 326.0 YES LEAVE AS IS (645 BUILDING N03"2105.499* W121544.685 214.2 20.0 AGIS 4.7 22.00 YES LEAVE AS IS (680 TREE N03"205.375 W1215446.685* 17.1 12.2 AGIS 5.2 472.0 YES LEAVE AS IS (680 TREE N03"205.305 W1215434.6655 114.0 0.0 AGIS 5.1 225.0 YES LEAVE AS IS (681 TREE N03"205.035 W1215446.655* 114.0 0.0 AGIS 5.1 225.0 YES LEAVE AS IS (683 TREE N03"205.037 W1215446.55* 114.0 0.0 AGIS 5.6 225.0 YES LEAVE AS IS (683 TREE <td>828</td> <td></td> <td>N037°20'46.584"</td> <td></td> <td></td> <td>0.0</td> <td></td> <td></td> <td></td> <td></td> <td>LEAVE AS IS (7)</td>	828		N037°20'46.584"			0.0					LEAVE AS IS (7)
845 BUILDING N037*1954.486* W121*5334.192* 314.4 231.9 AGIS 4.7 (9) 205.0 NO LEAVEASIS (849 TREE N037*2048.018* W121*5440.684* 124.2 0.0 AGIS 4.7 220.0 YES LEAVEASIS (860 TREE N037*2053.483* W121*5440.684* 122.2 0.0 AGIS 5.1 222.0 YES LEAVEASIS (860 TREE N037*2058.03* W121*5446.685* 11.0 0.0 AGIS 5.1 225.0 YES LEAVEASIS (878 TREE N037*2048.518* W121*5446.632* 11.8 0.0 AGIS 5.7 229.0 YES LEAVEASIS (879 TREE N037*2048.518* W121*5446.622* 11.8 0.0 AGIS 5.7 229.0 YES LEAVEASIS (883 TREE N037*2076.442* W121*5478.04* 121.5 0.0 AGIS 5.6 225.0 YES LEAVEASIS (832	TREE	N037°20'51.606"		125.7	0.0	AGIS	4.0	217.0	YES	LEAVE AS IS (7)
B49 TREE N037'2048.018' W121'5440.684' 124.2 0.0 AGIS 4.7 20.0 YES LEAVE ASIS (B57 WALL N037'2105.375' W121'5440.684' 122 0.0 AGIS 5.2 472.0 YES LEAVE ASIS (B60 TREE N037'2055.035' W121'5436.82' 117.0 0.0 AGIS 5.1 225.0 YES LEAVE ASIS (B78 TREE N037'2056.035' W121'5446.685' 11.0 0.0 AGIS 5.1 225.0 YES LEAVE ASIS (B78 TREE N037'2048.518' W121'5446.635' 11.0 0.0 AGIS 5.7 229.0 YES LEAVE ASIS (B83 TREE N037'2048.518' W121'5446.635' 10.3 0.0 AGIS 5.6 225.0 YES LEAVE ASIS (B93 SIGN N037'2044.816' W121'547.804' 7.3 12.6 AGIS 5.6 225.0 NOS LEAVE ASIS (B93 SI	843	SIGN	N037°21'03.019"	W121°54'56.529"	73.8	10.5	AGIS	3.9	329.0	YES	LEAVE AS IS (7)
867 WALL N037'2105.375' W121'54'35.521' 71.9 12.2 AGIS 5.2 472.0 YES LEAVE AS IS (860 TREE N037'20'53.483' W121'54'36.686' 122.2 0.0 AGIS 5.2 222.0 YES LEAVE AS IS (861 TREE N037'20'53.483' W121'54'36.635' 114.0 0.0 AGIS 5.1 225.0 YES LEAVE AS IS (878 TREE N037'20'46.518' W121'54'46.635' 114.0 0.0 AGIS 6.1 231.0 YES LEAVE AS IS (883 TREE N037'20'46.518' W121'54'46.635' 110.0 0.0 AGIS 6.2 237.0 YES LEAVE AS IS (883 SIGN N037'20'57.442' W121'54'47.004' 121.5 0.0 AGIS 5.6 225.0 YES LEAVE AS IS (900 BUILDING N037'20'58.194' W121'54'34.104' 121.5 0.0 AGIS 5.6 25.0 NO LEAVE AS IS (845	BUILDING	N037°19'54.498"	W121°53'34.192"	314.4	231.9	AGIS	4.7 (9)	205.0	NO	LEAVE AS IS (8)
B60 TREE N037'20'53.483' W121'54'34.688' 1222 0.0 AGIS 5.2 222.0 YES LEAVE AS IS (861 TREE N037'20'55.035' W121'54'36.320' 117.0 0.0 AGIS 5.1 225.0 YES LEAVE AS IS (878 TREE N037'20'55.035' W121'54'36.320' 117.0 0.0 AGIS 6.1 231.0 YES LEAVE AS IS (879 TREE N037'20'45.518' W121'54'46.522' 113.8 0.0 AGIS 6.2 237.0 YES LEAVE AS IS (883 TREE N037'20'3.737' W121'54'34.104' 121.6 0.0 AGIS 6.2 511.0 YES LEAVE AS IS (989 TREE N037'20'3.737' W121'54'34.104' 121.6 0.0 AGIS 5.6 225.0 YES LEAVE AS IS (900 BUILDING N037'20'58.194' W121'54'54.2499' 322.7 23.0 AGIS 6.8 343.0 YES LEAVE AS IS (849	TREE	N037°20'48.018"	W121°54'40.684"	124.2	0.0	AGIS	4.7	220.0	YES	LEAVE AS IS (7)
861 TREE N037'20'55.035' W121'54'36.320' 117.0 0.0 AGIS 5.1 225.0 YES LEAVE AS IS (878 TREE N037'20'55.035' W121'54'46.635' 114.0 0.0 AGIS 6.1 231.0 YES LEAVE AS IS (879 TREE N037'20'56.418' W121'54'46.635' 114.0 0.0 AGIS 6.1 231.0 YES LEAVE AS IS (883 TREE N037'20'57.442' W121'54'41.008' 107.3 0.0 AGIS 6.2 237.0 YES LEAVE AS IS (893 SIGN N037'20'57.442' W121'54'43.104' 121.5 0.0 AGIS 5.6 225.0 YES LEAVE AS IS (900 BUILDING N037'20'52.93' W121'54'43.63e' 322.7 233.0 AGIS 6.8 343.0 YES LEAVE AS IS (913 TREE N037'20'58.34'' W121'54'43.52e'' 10.0 AGIS 6.7 245.0 NO LEAVE AS IS (915	857	WALL	N037°21'05.375"	W121°54'55.521"	71.9	12.2	AGIS	5.2	472.0	YES	LEAVE AS IS (7)
878 TREE N037'2049.916' W121'5446.635' 114.0 0.0 AGIS 6.1 231.0 YES LEAVE AS IS (879 TREE N037'2048.516' W121'5448.522' 113.8 0.0 AGIS 5.7 229.0 YES LEAVE AS IS (883 TREE N037'2048.516' W121'5440.00' 107.3 0.0 AGIS 6.2 237.0 YES LEAVE AS IS (893 SIGN N037'2003.737' W121'5473.04' 73.0 12.6 AGIS 6.2 511.0 YES LEAVE AS IS (900 BUILDING N037'2002.93' W121'5473.04' 121.5 0.0 AGIS 6.6 925.0 NO LEAVE AS IS (912 SIGN N037'20'02.93'' W121'54'34.104'' 121.5 0.0 AGIS 6.7 245.0 NC LEAVE AS IS (913 TREE N037'20'56.194'' W121'54'44.636' 106.1 0.0 AGIS 6.7 245.0 NC LEAVE AS IS (915<	860	TREE	N037°20'53.483"	W121°54'34.668"	122.2	0.0	AGIS	5.2	222.0	YES	LEAVE AS IS (7)
879 TREE N037'2048.518' W121'5448.522' 113.8 0.0 AGIS 5.7 229.0 YES LEAVE AS IS (883 TREE N037'2057.442' W121'5441.008' 107.3 0.0 AGIS 6.2 237.0 YES LEAVE AS IS (893 SIGN N037'2057.442' W121'5478.04'' 73.0 12.6 AGIS 6.2 511.0 YES LEAVE AS IS (898 TREE N037'2054.480' W121'5473.041' 121.5 0.0 AGIS 6.6 225.0 YES LEAVE AS IS (900 BUILDING N037'2104.124'' W121'5452.499' 79.9 19.6 AGIS 6.8 343.0 YES LEAVE AS IS (913 TREE N037'2058.194'' W121'5444.639'' 106.1 0.0 AGIS 6.7 245.0 NO LEAVE AS IS (913 TREE N037'2058.194'' W121'5443.628'' 100.1 0.0 AGIS 6.7 249.0 YES LEAVE AS IS (<td< td=""><td>861</td><td>TREE</td><td>N037°20'55.035"</td><td>W121°54'36.320"</td><td>117.0</td><td>0.0</td><td>AGIS</td><td>5.1</td><td>225.0</td><td>YES</td><td>LEAVE AS IS (7)</td></td<>	861	TREE	N037°20'55.035"	W121°54'36.320"	117.0	0.0	AGIS	5.1	225.0	YES	LEAVE AS IS (7)
883 TREE N037*20'57.442 W121*54'41.008* 107.3 0.0 AGIS 6.2 237.0 YES LEAVE AS IS (893 SIGN N037'21'03.737 W121*54'57.804* 73.0 12.6 AGIS 6.2 511.0 YES LEAVE AS IS (898 TREE N037'20'05.480 W121*54'37.804* 121.5 0.0 AGIS 5.6 225.0 YES LEAVE AS IS (900 BUILDING N037'20'02.893* W121*53'20.624* 322.7 233.0 AGIS 6.0 (9) 205.0 NO LEAVE AS IS (912 SIGN N037'20'02.893* W121*54'24.499* 79.9 19.6 AGIS 6.8 343.0 YES LEAVE AS IS (913 TREE N037'20'58.194* W121*54'34.6326* 100.1 0.0 AGIS 6.7 245.0 NO LEAVE AS IS (915 BUILDING N037*21'01.604* W121*54'43.226* 19.1 AGIS 6.7 249.0 YES LEAVE AS IS (926 </td <td>878</td> <td>TREE</td> <td>N037°20'49.916"</td> <td>W121°54'46.635"</td> <td>114.0</td> <td>0.0</td> <td>AGIS</td> <td>6.1</td> <td>231.0</td> <td>YES</td> <td>LEAVE AS IS (7)</td>	878	TREE	N037°20'49.916"	W121°54'46.635"	114.0	0.0	AGIS	6.1	231.0	YES	LEAVE AS IS (7)
893 SIGN N037'21'03.737 W121'54'57.804* 73.0 12.6 AGIS 6.2 511.0 YES LEAVE AS IS (898 TREE N037'20'54.480* W121'54'34.104* 121.5 0.0 AGIS 5.6 225.0 YES LEAVE AS IS (900 BUILDING N037'20'00.293* W121'54'32.499* 79.9 19.6 AGIS 6.0 (9) 205.0 NO LEAVE AS IS (912 SIGN N037'20'04.124* W121'54'32.499* 79.9 19.6 AGIS 6.8 343.0 YES LEAVE AS IS (913 TREE N037'20'56.194* W121'54'35.448* 320.5 233.8 AGIS 6.9 (9) 206.0 NO LEAVE AS IS (915 BUILDING N037'20'59.334* W121'54'43.528* 100.9 0.0 AGIS 6.7 249.0 YES LEAVE AS IS (926 BUILDING N037'21'01.962* W121'54'43.628* 100.9 AGIS 7.7 323.0 YES LEAVE AS IS (879	TREE	N037°20'48.518"	W121°54'48.522"	113.8	0.0	AGIS	5.7	229.0	YES	LEAVE AS IS (7)
898 TREE N037'20'54.480" W121'54'34.104" 121.5 0.0 AGIS 5.6 225.0 YES LEAVE AS IS (900 BUILDING N037'20'00.293" W121'53'20.624" 322.7 233.0 AGIS 6.0 (9) 205.0 NO LEAVE AS IS (912 SIGN N037'20'04.124" W121'54'25.499" 79.9 19.6 AGIS 6.8 343.0 YES LEAVE AS IS (913 TREE N037'20'58.194" W121'53'35.448" 320.5 233.8 AGIS 6.9 (9) 206.0 NO LEAVE AS IS (916 TREE N037'20'59.334" W121'54'34.442" 82.0 19.1 AGIS 6.7 249.0 YES LEAVE AS IS (926 BUILDING N037'21'01.962" W121'54'54.442" 82.7 19.0 AGIS 7.2 323.0 YES LEAVE AS IS (927 BUILDING N037'21'01.964" W121'54'57.61" 74.0 15.2 AGIS 8.1 687.0 YES LEAVE AS IS (883	TREE	N037°20'57.442"	W121°54'41.008"	107.3	0.0	AGIS	6.2	237.0	YES	LEAVE AS IS (7)
900 BUILDING N037*20'00.293* W121*53'20.624* 322.7 233.0 AGIS 6.0 (9) 205.0 NO LEAVE AS IS (1) 912 SIGN N037*20'00.293* W121*53'20.624* 322.7 233.0 AGIS 6.0 (9) 205.0 NO LEAVE AS IS (1) 912 SIGN N037*20'00.293* W121*54'51.62* 79.9 19.6 AGIS 6.8 343.0 YES LEAVE AS IS (1) 913 TREE N037*20'58.194* W121*54'41.636* 106.1 0.0 AGIS 7.2 245.0 YES LEAVE AS IS (1) 916 BUILDING N037*19'51.582* W121*54'43.528* 100.9 0.0 AGIS 6.7 249.0 YES LEAVE AS IS (1) 926 BUILDING N037*21'01.962* W121*54'54.407* 82.0 19.1 AGIS 7.2 323.0 YES LEAVE AS IS (1) 927 BUILDING N037*21'01.962* W121*54'55.761* 74.0 15.2 AGIS 8.1 687.0 YES LEAVE	893	SIGN	N037°21'03.737"	W121°54'57.804"	73.0	12.6	AGIS	6.2	511.0	YES	LEAVE AS IS (7)
912 SIGN N037*2104.124* W121*54*52.499* 79.9 19.6 AGIS 6.8 343.0 YES LEAVE AS IS (913 TREE N037*20'58.194* W121*54*41.636* 106.1 0.0 AGIS 7.2 245.0 YES LEAVE AS IS (915 BUILDING N037*20'58.194* W121*54*41.636* 106.1 0.0 AGIS 6.9 (9) 206.0 NO LEAVE AS IS (916 TREE N037*20'59.34* W121*54*43.528* 100.9 0.0 AGIS 6.7 249.0 YES LEAVE AS IS (926 BUILDING N037*21'01.962* W121*54*54.074* 82.0 19.1 AGIS 6.9 322.0 YES LEAVE AS IS (927 BUILDING N037*21'01.504* W121*54*54.042* 82.7 19.0 AGIS 7.2 323.0 YES LEAVE AS IS (938 WALL N037*21'04.665* W121*54*57.002* 73.6 14.6 AGIS 7.7 664.0 YES LEAVE AS IS (898	TREE	N037°20'54.480"	W121°54'34.104"	121.5	0.0	AGIS	5.6	225.0	YES	LEAVE AS IS (7)
913 TREE N037*20*58.194* W121*54*41.636* 106.1 0.0 AGIS 7.2 245.0 YES LEAVE AS IS (1) 915 BUILDING N037*19*51.582* W121*53*35.448* 320.5 233.8 AGIS 6.9 (9) 206.0 NO LEAVE AS IS (1) 916 TREE N037*20*59.334* W121*54*43.528* 100.9 0.0 AGIS 6.7 249.0 YES LEAVE AS IS (1) 926 BUILDING N037*21*01.962* W121*54*43.528* 100.9 0.0 AGIS 6.7 249.0 YES LEAVE AS IS (1) 927 BUILDING N037*21*01.962* W121*54*54.442* 82.7 19.0 AGIS 7.2 323.0 YES LEAVE AS IS (1) 938 WALL N037*21*05.636* W121*54*55.761* 74.0 15.2 AGIS 7.7 664.0 YES LEAVE AS IS (1) 948 WALL N037*21*05.636* W121*54*57.002* 73.6 14.6 AGIS 8.6 262.0 YES LEAVE AS IS (1						233.0		6.0 (9)			LEAVE AS IS (8)
915 BUILDING N037"1951.582' W121°53'35.448'' 320.5 233.8 AGIS 6.9 (9) 206.0 NO LEAVE AS IS (1) 916 TREE N037°20'59.334'' W121°54'43.528'' 100.9 0.0 AGIS 6.7 249.0 YES LEAVE AS IS (1) 926 BUILDING N037°21'01.962'' W121°54'54.074'' 82.0 19.1 AGIS 6.9 322.0 YES LEAVE AS IS (1) 927 BUILDING N037°21'01.962'' W121°54'54.442'' 82.7 19.0 AGIS 7.2 323.0 YES LEAVE AS IS (1) 938 WALL N037°21'04.765'' W121°54'55.761'' 74.0 15.2 AGIS 8.1 687.0 YES LEAVE AS IS (1) 948 WALL N037°21'04.765'' W121°54'49.083'' 101.7 0.0 AGIS 8.6 262.0 YES LEAVE AS IS (1) 949 TREE N037°21'04.6142'' W121°54'43.732'' 127.9 0.0 AGIS 8.9 235.0 YES L											LEAVE AS IS (7)
916 TREE N037*20'59.334" W121*54'43.528" 100.9 0.0 AGIS 6.7 249.0 YES LEAVE AS IS (1) 926 BUILDING N037*21'01.962" W121*54'54.074" 82.0 19.1 AGIS 6.9 322.0 YES LEAVE AS IS (1) 927 BUILDING N037*21'01.962" W121*54'54.442" 82.7 19.0 AGIS 7.2 323.0 YES LEAVE AS IS (1) 938 WALL N037*21'04.765" W121*54'55.761" 74.0 15.2 AGIS 8.1 687.0 YES LEAVE AS IS (1) 948 WALL N037*21'04.765" W121*54'57.002" 73.6 14.6 AGIS 7.7 664.0 YES LEAVE AS IS (1) 979 TREE N037*20'56.010" W121*54'43.732" 127.9 0.0 AGIS 8.6 262.0 YES LEAVE AS IS (1) 980 TREE N037*20'46.142" W121*54'53.343" 80.4 15.0 AGIS 8.9 411.0 YES LEAVE AS IS (1)											LEAVE AS IS (7)
926 BUILDING N037°21'01.962" W121°54'54.074" 82.0 19.1 AGIS 6.9 322.0 YES LEAVE AS IS (1) 927 BUILDING N037°21'01.504" W121°54'54.442" 82.7 19.0 AGIS 7.2 323.0 YES LEAVE AS IS (1) 938 WALL N037°21'05.636" W121°54'55.761" 74.0 15.2 AGIS 8.1 687.0 YES LEAVE AS IS (1) 948 WALL N037°21'04.765" W121°54'57.002" 73.6 14.6 AGIS 7.7 664.0 YES LEAVE AS IS (1) 948 WALL N037°20'66.010" W121°54'43.732" 127.9 0.0 AGIS 8.6 262.0 YES LEAVE AS IS (1) 980 TREE N037°20'46.142" W121°54'53.343" 80.4 15.0 AGIS 8.9 411.0 YES LEAVE AS IS (1) 988 ROAD N037°21'04.440" W121°54'53.343" 85.0 22.3 AGIS 8.6 735.0 YES LEAVE AS IS (1)											LEAVE AS IS (8)
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938 WALL N037°21'05.636" W121°54'55.761" 74.0 15.2 AGIS 8.1 687.0 YES LEAVE AS IS (1) 948 WALL N037°21'04.765" W121°54'55.7002" 73.6 14.6 AGIS 7.7 664.0 YES LEAVE AS IS (1) 979 TREE N037°20'66.010" W121°54'49.083" 101.7 0.0 AGIS 8.6 262.0 YES LEAVE AS IS (1) 980 TREE N037°20'46.142" W121°54'43.732" 127.9 0.0 AGIS 8.9 235.0 YES LEAVE AS IS (1) 980 TREE N037°20'46.142" W121°54'53.345" 80.4 15.0 AGIS 8.9 411.0 YES LEAVE AS IS (1) 988 ROAD N037°21'04.295" W121°54'53.343" 80.4 15.0 AGIS 8.6 735.0 YES LEAVE AS IS (1) 998 FENCE N037°21'02.055" W121°54'57.599" 74.3 15.0 AGIS 8.6 735.0 YES LEAVE AS IS (1) <td></td> <td>LEAVE AS IS (7)</td>											LEAVE AS IS (7)
948 WALL N037°21'04.765" W121°54'57.002" 73.6 14.6 AGIS 7.7 664.0 YES LEAVE AS IS (1) 979 TREE N037°20'66.010" W121°54'49.083" 101.7 0.0 AGIS 8.6 262.0 YES LEAVE AS IS (1) 980 TREE N037°20'46.142" W121°54'43.732" 127.9 0.0 AGIS 8.9 235.0 YES LEAVE AS IS (1) 988 ROAD N037°21'04.295" W121°54'53.345" 80.4 15.0 AGIS 8.9 411.0 YES LEAVE AS IS (1) 998 FENCE N037°21'04.295" W121°54'53.343" 80.4 15.0 AGIS 8.9 411.0 YES LEAVE AS IS (1) 998 FENCE N037°21'02.055" W121°54'53.343" 85.0 22.3 AGIS 9.1 347.0 YES LEAVE AS IS (1) 1004 BUILDING N037°21'02.055" W121°54'53.343" 85.0 22.3 AGIS 10.5 (9) 210.0 NO LEAVE AS IS (1)											
979 TREE N037°20'56.010" W121°54'49.083" 101.7 0.0 AGIS 8.6 262.0 YES LEAVE AS IS (1) 980 TREE N037°20'46.142" W121°54'43.732" 127.9 0.0 AGIS 8.9 235.0 YES LEAVE AS IS (1) 988 ROAD N037°21'04.295" W121°54'53.445" 80.4 15.0 AGIS 8.9 411.0 YES LEAVE AS IS (1) 988 FENCE N037°21'04.440" W121°54'57.599" 74.3 15.0 AGIS 8.6 735.0 YES LEAVE AS IS (1) 998 FENCE N037°21'02.055" W121°54'53.343" 85.0 22.3 AGIS 9.1 347.0 YES LEAVE AS IS (1) 1004 BUILDING N037°21'02.055" W121°53'38.832" 300.5 219.2 AGIS 10.5 (9) 210.0 NO LEAVE AS IS (1) 1010 BUILDING N037°21'04.115" W121°54'57.172" 77.3 16.8 AGIS 10.4 678.0 YES LEAVE AS IS											
980 TREE N037°20'46.142" W121°54'43.732" 127.9 0.0 AGIS 8.9 235.0 YES LEAVE AS IS (1) 988 ROAD N037°21'04.295" W121°54'53.3445" 80.4 15.0 AGIS 8.9 411.0 YES LEAVE AS IS (1) 998 FENCE N037°21'04.440" W121°54'57.599" 74.3 15.0 AGIS 8.6 735.0 YES LEAVE AS IS (1) 1004 BUILDING N037°21'02.055" W121°54'53.343" 85.0 22.3 AGIS 9.1 347.0 YES LEAVE AS IS (1) 1010 BUILDING N037°21'02.055" W121°53'38.832" 300.5 219.2 AGIS 10.5 (9) 210.0 NO LEAVE AS IS (1) 1010 BUILDING N037°21'04.115" W121°54'57.172" 77.3 16.8 AGIS 10.4 678.0 YES LEAVE AS IS (1) 1011 LIGHT POLE N037°21'04.115" W121°54'58.253" 77.0 17.0 AGIS 10.1 667.0 YES <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>											
988 ROAD N037°21'04.295" W121°54'53.3445" 80.4 15.0 AGIS 8.9 411.0 YES LEAVE AS IS (1) 998 FENCE N037°21'04.440" W121°54'57.599" 74.3 15.0 AGIS 8.6 735.0 YES LEAVE AS IS (1) 1004 BUILDING N037°21'02.055" W121°54'53.343" 85.0 22.3 AGIS 9.1 347.0 YES LEAVE AS IS (1) 1010 BUILDING N037°20'01.580" W121°53'38.832" 300.5 219.2 AGIS 10.5 (9) 210.0 NO LEAVE AS IS (1) 1011 LIGHT POLE N037°21'04.115" W121°54'57.172" 77.3 16.8 AGIS 10.4 678.0 YES LEAVE AS IS (1) 1014 LIGHT POLE N037°21'03.367" W121°54'55.172" 77.0 17.0 AGIS 10.1 667.0 YES LEAVE AS IS (1)											
998 FENCE N037°21'02.055" W121°54'57.599" 74.3 15.0 AGIS 8.6 735.0 YES LEAVE AS IS (1) 1004 BUILDING N037°21'02.055" W121°54'53.343" 85.0 22.3 AGIS 9.1 347.0 YES LEAVE AS IS (1) 1010 BUILDING N037°21'02.055" W121°53'38.832" 300.5 219.2 AGIS 10.5 (9) 210.0 NO LEAVE AS IS (1) 1011 LIGHT POLE N037°21'04.115" W121°54'57.172" 77.3 16.8 AGIS 10.4 678.0 YES LEAVE AS IS (1) 1014 LIGHT POLE N037°21'03.367" W121°54'58.253" 77.0 17.0 AGIS 10.1 667.0 YES LEAVE AS IS (1)											
Image: Normal and the second											LEAVE AS IS (7)
Image: Noise of the second s											LEAVE AS IS (7)
1011 LIGHT POLE N037°21'04.115" W121°54'57.172" 77.3 16.8 AGIS 10.4 678.0 YES LEAVE AS IS (1) 1014 LIGHT POLE N037°21'03.367" W121°54'58.253" 77.0 17.0 AGIS 10.1 667.0 YES LEAVE AS IS (1)											LEAVE AS IS (8)
1014 LIGHT POLE N037°21'03.367" W121°54'58.253" 77.0 17.0 AGIS 10.1 667.0 YES LEAVE AS IS (1000)											LEAVE AS IS (7)
											LEAVE AS IS (7)
	1017	TREE	N037°20'59.727"	W121°54'45.497"	100.6	0.0	AGIS	9.8	276.0	YES	LEAVE AS IS (7)
1021 LIGHT POLE N037°21'03.151" W121°54'57.332" 79.0 16.8 AGIS 10.5 559.0 YES LEAVE AS IS (1000)	1021	LIGHT POLE	N037°21'03.151"	W121°54'57.332"	79.0	16.8	AGIS	10.5	559.0	YES	LEAVE AS IS (7)

1058 1059 1060 1080 1084 1102 1105 1108 1114 1114 1118 1122	OBJECT LIGHT POLE BUILDING TREE LIGHT POLE IGHT POLE LIGHT POLE LIGHT POLE LIGHT POLE	LAT. N037°21'03.967" N037°20'02.663" N037°20'58.190" N037°20'58.960" N037°21'05.361" N037°20'55.631"	LONG. W121°54'56.419" W121°53'30.644" W121°54'51.800" W121°54'52.695"	MSL (FT) 79.3 310.9	AGL. (FT) 16.8	NO. OBJECT LAT. LONG. (FT) (FT) SOURCE PENE. GRADIENT CLOSE-IN? ACTION TO BE TAKEN													
1044 1058 1059 1060 1080 1084 1102 1105 1108 1114 1118 1122 1125	BUILDING TREE LIGHT POLE LIGHT POLE TREE LIGHT POLE LIGHT POLE TREE	N037°20'02.663" N037°20'58.190" N037°20'58.960" N037°21'05.361" N037°20'55.631"	W121°53'30.644" W121°54'51.800"		16.8														
1059 1060 1080 1084 1102 1105 1108 1114 1116 1118 1122	TREE LIGHT POLE LIGHT POLE TREE LIGHT POLE LIGHT POLE TREE	N037°20'58.190" N037°20'58.960" N037°21'05.361" N037°20'55.631"	W121°54'51.800"	310.9		AGIS	11.1 (9)	600.0	YES	LEAVE AS IS (7)									
1060 1080 1084 1102 1105 1108 1114 1118 1122	LIGHT POLE LIGHT POLE TREE LIGHT POLE LIGHT POLE TREE	N037°20'58.960" N037°21'05.361" N037°20'55.631"			225.5	AGIS	12.0	211.0	NO	LEAVE AS IS (8)									
1080 1084 102 105 108 1108 1114 1116 1118 1122	LIGHT POLE TREE IGHT POLE LIGHT POLE TREE	N037°21'05.361" N037°20'55.631"	W121°54'52.695"	97.3	0.0	AGIS	12.0	312.0	YES	LEAVE AS IS (7)									
1084 102 105 108 1108 1114 1116 1118 1122	TREE TREE LIGHT POLE LIGHT POLE TREE	N037°20'55.631"	W121°54'54.931"	95.0 80.9	32.0 20.3	AGIS AGIS	12.3 13.4	330.0 736.0	YES	LEAVE AS IS (7)									
1105 1108 1114 1116 1118 1122	LIGHT POLE LIGHT POLE TREE	N037°20'52.103"	W121°54'37.447"	122.1	0.0	AGIS	12.8	259.0	YES	LEAVE AS IS (7)									
108 114 116 118 122	LIGHT POLE TREE		W121°54'45.125"	119.8	0.0	AGIS	14.0	269.0	YES	LEAVE AS IS (7)									
114 116 118 122	TREE	N037°21'05.320"	W121°54'54.251"	82.8	20.9	AGIS	14.3	682.0	YES	LEAVE AS IS (7)									
1116 1118 1122		N037°21'04.672"	W121°54'55.974"	81.3	16.9	AGIS	13.9	761.0	YES	LEAVE AS IS (7)									
118	LIGHT POLE	N037°20'45.571"	W121°54'42.965"	135.7	0.0	AGIS	14.6	253.0	YES	LEAVE AS IS (7)									
122		N037°21'04.707"	W121°54'54.289"	84.5	20.8	AGIS	14.9	625.0	YES	LEAVE AS IS (7)									
	LIGHT POLE	N037°21'04.651"	W121°54'55.216"	83.4	17.8	AGIS	14.9	701.0	YES	LEAVE AS IS (7)									
120	TREE	N037°20'55.230" N037°20'59.257"	W121°54'53.709" W121°54'47.278"	104.0 105.0	0.0	AGIS	15.6	326.0 323.0	YES	LEAVE AS IS (7)									
127	BUILDING	N037 20 39.237 N037°20'05.143"	W121°53'40.230"	298.1	215.2	AGIS	15.7 (9) 16.7	216.0	NO	LEAVE AS IS (7)									
157	TREE	N037°20'56.309"	W121°54'37.542"	128.3	0.0	AGIS	20.5	294.0	YES	LEAVE AS IS (7)									
163	TREE	N037°20'53.577"	W121°54'40.288"	130.9	0.0	AGIS	21.5	295.0	YES	LEAVE AS IS (7)									
235	TREE	N037°20'59.740"	W121°54'54.331"	109.6	0.0	AGIS	30.5	574.0	YES	LEAVE AS IS (7)									
249	TREE	N037°20'58.455"	W121°54'47.748"	125.5	0.0	AGIS	35.3	459.0	YES	LEAVE AS IS (7)									
250	BUILDING	N037°19'53.671"	W121°53'36.346"	343.4	257.2	AGIS	35.0 (9)	229.0	NO	LEAVE AS IS (8)									
255	BUILDING	N037°20'10.311"	W121°53'43.329"	305.5	225.4	AGIS	38.1(9)	238.0	NO	LEAVE AS IS (8)									
256	BUILDING	N037°20'06.218"	W121°53'32.471"	328.5	241.7	AGIS	38.8 (9)	235.0	NO	LEAVE AS IS (8)									
1257		N037°19'51.071"	W121°53'38.980"	348.7	262.0	AGIS	38.9 (9)	232.0	NO	LEAVE AS IS (8)									
1261	BUILDING	N037°20'05.094" N037°20'09.552"	W121°53'44.855" W121°53'24.762"	315.9 341.7	237.2 256.2	AGIS	40.6 (9) 48.1 (9)	239.0 242.0	NO	LEAVE AS IS (8)									
269	BUILDING	N037°20'01.835"	W121°53'21.133"	362.4	275.4	AGIS	49.3 (9)	242.0	NO	LEAVE AS IS (8)									
1271	CRANE	N037°20'13.454"	W121°53'42.544"	315.2	250.1	AGIS	52.6 (9)	253.0	NO	LEAVE AS IS (8)									
272	BUILDING	N037°20'06.150"	W121°53'14.251"	368.9	286.1	AGIS	54.9 (9)	244.0	NO	LEAVE AS IS (8)									
275	CRANE	N037°20'15.205"	W121°53'44.254"	365.8	306.2	AGIS	108.9 (9)	313.0	NO	LEAVE AS IS (8)									
595	ROAD	N037°21'00.450"	W121°55'04.488"	64.3	15.0	AGIS	0.2	315.0	YES	LEAVE AS IS (7)									
598	ROAD	N037°20'51.302"	W121°54'59.734"	88.2	15.0	AGIS	0.3	210.0	YES	LEAVE AS IS (7)									
600	LIGHT POLE	N037°20'46.153"	W121°54'54.798"	104.3	35.8	AGIS	0.1	205.0	YES	LEAVE AS IS (7)									
607	ROAD	N037°20'56.669"	W121°55'03.995"	72.8	15.0	AGIS	0.8	237.0	YES	LEAVE AS IS (7)									
1608	LIGHT POLE	N037°20'50.785"	W121°55'00.122"	89.2	17.0	AGIS	0.9	214.0	YES	LEAVE AS IS (7)									
1611 1612	TREE	N037°20'55.756" N037°20'48.083"	W121°55'00.726" W121°54'55.272"	79.2 101.1	0.0	AGIS	1.1	227.0 211.0	YES	LEAVE AS IS (7)									
613	LIGHT POLE	N037°20'48.236"	W121°54'57.097"	98.2	31.4	AGIS	0.9	211.0	YES	LEAVE AS IS (7)									
614	UTIL POLE	N037°20'43.234"	W121°54'49.905"	116.9	48.0	AGIS	0.6	206.0	YES	LEAVE AS IS (7)									
615	TREE	N037°20'41.155"	W121°54'49.694"	121.2	0.0	AGIS	0.6	206.0	YES	LEAVE AS IS (7)									
616	TREE	N037°20'41.199"	W121°54'50.255"	121.2	0.0	AGIS	1.5	209.0	YES	LEAVE AS IS (7)									
1617	TREE	N037°20'45.088"	W121°54'51.786"	111.0	0.0	AGIS	0.7	207.0	YES	LEAVE AS IS (7)									
1621	SIGN	N037°21'01.194"	W121°54'59.250"	72.2	10.4	AGIS	2.5	293.0	YES	LEAVE AS IS (7)									
626	ROAD	N037°20'57.145"	W121°55'04.300"	72.5	15.0	AGIS	1.8	266.0	YES	LEAVE AS IS (7)									
630	UTIL POLE	N037°20'42.800"	W121°54'50.261"	118.4	49.2	AGIS	1.7	210.0	YES	LEAVE AS IS (7)									
1631	TREE	N037°20'43.165" N037°20'40.848"	W121°54'54.159" W121°54'50.146"	113.1 123.3	0.0	AGIS	2.3 2.7	214.0 213.0	YES	LEAVE AS IS (7)									
1633	TREE	N037°20'40.848" N037°20'35.295"	W121°54'50.146" W121°54'41.785"	123.3	0.0	AGIS	2.7	213.0	YES	LEAVE AS IS (7)									
635	SIGN	N037°21'01.393"	W121°54'59.286"	72.3	9.7	AGIS	3.0	313.0	YES	LEAVE AS IS (7)									
1641	ROAD	N037°21'00.973"	W121°55'05.207"	65.0	15.0	AGIS	2.8	9778.0	YES	LEAVE AS IS (7)									
647	SIGN	N037°21'00.839"	W121°55'01.337"	71.5	11.7	AGIS	3.9	380.0	YES	LEAVE AS IS (7)									
648	SIGN	N037°21'01.118"	W121°55'00.072"	72.4	10.3	AGIS	3.6	341.0	YES	LEAVE AS IS (7)									
658	TREE	N037°20'55.487"	W121°55'02.351"	80.4	0.0	AGIS	3.9	269.0	YES	LEAVE AS IS (7)									
659	LIGHT POLE	N037°20'48.778"	W121°54'55.768"	101.7	31.4	AGIS	3.8	226.0	YES	LEAVE AS IS (7)									
1660	LIGHT POLE	N037°20'49.069"	W121°54'58.004"	98.2	31.7	AGIS	3.7	230.0	YES	LEAVE AS IS (7)									
661	WALL	N037°21'03.155"	W121°54'58.750"	72.0	11.6	AGIS	5.4	484.0	YES	LEAVE AS IS (7)									
1669 1670	TREE	N037°21'00.008" N037°20'52.123"	W121°55'05.183" W121°54'59.656"	68.7 91.4	0.0	AGIS AGIS	4.6 5.0	779.0 249.0	YES	LEAVE AS IS (7)									
670	TREE	N037 20 52.123 N037°20'52.941"	W121 54 59.656 W121°54'59.646"	89.4	0.0	AGIS	4.5	249.0	YES	LEAVE AS IS (7)									
673	ROAD	N037°20'52.207"	W121°54'59.979"	90.5	15.0	AGIS	4.7	248.0	YES	LEAVE AS IS (7)									
674	TREE	N037°20'35.061"	W121°54'44.716"	143.3	0.0	AGIS	4.6	214.0	YES	LEAVE AS IS (7)									
676	WALL	N037°21'02.560"	W121°54'59.797"	72.2	11.8	AGIS	5.8	522.0	YES	LEAVE AS IS (7)									
686	TREE	N037°21'00.452"	W121°55'05.957"	67.9	0.0	AGIS	5.7	18129.0	YES	LEAVE AS IS (7)									
687	LIGHT POLE	N037°20'49.458"	W121°54'56.449"	102.0	31.4	AGIS	6.3	243.0	YES	LEAVE AS IS (7)									
688	TREE	N037°20'43.099"	W121°54'52.273"	119.9	0.0	AGIS	6.4	229.0	YES	LEAVE AS IS (7)									
689	TREE	N037°20'48.569"	W121°54'53.439"	107.1	0.0	AGIS	5.6	234.0	YES	LEAVE AS IS (7)									
1691	WALL	N037°21'02.158"	W121°55'00.979"	72.4	12.0	AGIS	6.8	656.0	YES	LEAVE AS IS (7)									
692	TREE	N037°20'50.999"	W121°54'51.375"	106.7	0.0	AGIS	7.1	243.0	YES	LEAVE AS IS (7									
695 697	ROAD	N037°21'01.062" N037°21'00.688"	W121°54'58.857" W121°54'58.430"	77.8	15.0 15.0	AGIS	7.3 6.5	400.0 357.0	YES	LEAVE AS IS (7)									
1702	ROAD	N037 21 00.688 N037°21'01.380"	W121 54 58.430 W121°55'04.652"	69.0	15.0	AGIS	6.9	37847.0	YES	LEAVE AS IS (7)									





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NO. OBJECT LAT. LONG. MSL (FT) AGL. SOURCE 12R DEPARTURE GRADIENT (ETAMA)														
NO.	OBJECT	LAT.	LONG.			SOURCE								
1703	TREE	N037°20'54.241"	W121°55'00.735"	87.6	0.0	AGIS	6.7	281.0	YES	LEAVE AS IS (7)				
1704	ROAD	N037°20'52.074"	W121°55'00.701"	92.5	15.0	AGIS	7.4	273.0	YES	LEAVE AS IS (7)				
1713	LIGHT POLE	N037°20'49.606"	W121°54'58.426"	101.3	34.4	AGIS	8.4	261.0	YES	LEAVE AS IS (7)				
1714	TREE	N037°20'55.433"	W121°55'03.153"	83.3	0.0	AGIS	7.9	332.0	YES	LEAVE AS IS (7)				
1715	UTIL POLE	N037°20'43.834"	W121°54'51.288"	121.7	51.9	AGIS	8.3	237.0	YES	LEAVE AS IS (7)				
1716	ROAD	N037°21'02.185"	W121°55'00.111"	76.0	15.0	AGIS	9.3	655.0	YES	LEAVE AS IS (7)				
1717	ROAD	N037°21'01.546"	W121°54'59.387"	77.4	15.0	AGIS	8.5	485.0	YES	LEAVE AS IS (7)				
1718	LIGHT POLE	N037°20'52.635"	W121°55'00.254"	94.0	16.8	AGIS	9.4	292.0	YES	LEAVE AS IS (7)				
1722	WALL	N037°21'02.070"	W121°55'03.539"	72.8	11.1	AGIS	10.4	11258.0	YES	LEAVE AS IS (7)				
1723	LIGHT POLE	N037°21'02.668"	W121°54'59.302"	77.2	16.9	AGIS	10.3	685.0	YES	LEAVE AS IS (7)				
1729	LIGHT POLE	N037°20'53.140"	W121°55'00.856"	93.1	13.8	AGIS	10.2	308.0	YES	LEAVE AS IS (7)				
1730	ROAD	N037°20'52.795"	W121°55'00.706"	93.5	15.0	AGIS	9.7	299.0	YES	LEAVE AS IS (7)				
1731	TREE	N037°20'47.589"	W121°54'57.915"	107.7	0.0	AGIS	10.4	264.0	YES	LEAVE AS IS (7)				
1732	PWR TRANS PYLON	N037°20'32.334"	W121°54'47.516"	150.2	76.1	AGIS	10.0	228.0	YES	LEAVE AS IS (7)				
1733	LIGHT POLE	N037°20'50.089"	W121°54'57.220"	104.9	35.7	AGIS	11.3	279.0	YES	LEAVE AS IS (7)				
1734	LIGHT POLE	N037°20'47.232"	W121°54'54.725"	113.3	45.2	AGIS	11.0	260.0	YES	LEAVE AS IS (7)				
1735	LIGHT POLE	N037°21'01.947"	W121°54'59.616"	78.7	17.0	AGIS	10.9	622.0	YES	LEAVE AS IS (7)				
1736	LIGHT POLE	N037°21'02.524"	W121°54'58.447"	78.8	17.2	AGIS	10.6	579.0	YES	LEAVE AS IS (7)				
1737	LIGHT POLE	N037°21'02.172"	W121°55'00.524"	77.2	16.5	AGIS	11.0	800.0	YES	LEAVE AS IS (7)				
1740	LIGHT POLE	N037°20'49.791"	W121°54'59.231"	102.8	34.8	AGIS	11.4	284.0	YES	LEAVE AS IS (7)				
1741	UTIL POLE	N037°20'45.171"	W121°54'52.579"	120.2	51.5	AGIS	11.2	252.0	YES	LEAVE AS IS (7)				
1742	TREE	N037°20'44.057"	W121°54'53.004"	122.0	0.0	AGIS	11.4	251.0	YES	LEAVE AS IS (7)				
1743	UTIL POLE	N037°20'44.660"	W121°54'52.083"	122.2	53.6	AGIS	11.5	251.0	YES	LEAVE AS IS (7)				
1745	WALL	N037°21'03.144"	W121°55'01.126"	75.5	13.9	AGIS	12.0	2102.0	YES	LEAVE AS IS (7)				
1747	LIGHT POLE	N037°21'01.519"	W121°55'01.071"	79.1	17.0	AGIS	12.4	793.0	YES	LEAVE AS IS (7)				
1748	LIGHT POLE	N037°21'01.926"	W121°55'01.906"	76.6	15.4	AGIS	11.8	1169.0	YES	LEAVE AS IS (7)				
1751	LIGHT POLE	N037°20'50.550"	W121°54'57.273"	104.2	34.0	AGIS	11.6	283.0	YES	LEAVE AS IS (7)				
1756	ROAD	N037°20'52.708"	W121°55'01.510"	95.5	15.0	AGIS	12.6	332.0	YES	LEAVE AS IS (7)				
1758	TREE	N037°20'40.606"	W121°54'45.620"	140.9	0.0	AGIS	13.9	246.0	YES	LEAVE AS IS (7)				
1759	LIGHT POLE	N037°21'01.386"	W121°55'02.564"	79.4	17.0	AGIS	14.5	1304.0	YES	LEAVE AS IS (7)				
1763	LIGHT POLE	N037°20'51.353"	W121°54'58.016"	103.7	34.8	AGIS	13.6	305.0	YES	LEAVE AS IS (7)				
1764	LIGHT POLE	N037°20'50.330"	W121°54'59.390"	104.0	34.4	AGIS	13.8	305.0	YES	LEAVE AS IS (7)				
1765	ROAD	N037°20'53.391"	W121°55'01.487"	96.0	15.0	AGIS	14.4	359.0	YES	LEAVE AS IS (7)				
1768	LIGHT POLE	N037°21'01.906"	W121°55'03.231"	78.1	16.2	AGIS	15.1	3660.0	YES	LEAVE AS IS (7)				
1772	LIGHT POLE	N037°20'53.617"	W121°55'01.500"	96.5	16.0	AGIS	15.4	372.0	YES	LEAVE AS IS (7)				
1773	LIGHT POLE	N037°20'58.105"	W121°54'56.597"	95.3	37.8	AGIS	16.2	403.0	YES	LEAVE AS IS (7)				
1777	LIGHT POLE	N037°20'51.296"	W121°54'58.798"	105.3	34.7	AGIS	16.2	327.0	YES	LEAVE AS IS (7)				
1786	LIGHT POLE	N037°20'54.076"	W121°55'02.165"	98.0	15.1	AGIS	18.6	428.0	YES	LEAVE AS IS (7)				
1787	ROAD	N037°20'54.032"	W121°55'02.367"	97.9	15.0	AGIS	18.7	431.0	YES	LEAVE AS IS (7)				
1791	SIGN	N037°20'54.495"	W121°55'02.534"	98.5	14.7	AGIS	20.4	468.0	YES	LEAVE AS IS (7)				
1794	LOCALIZER	N037°21'02.625"	W121°55'01.494"	85.2	24.9	AGIS	21.2	2579.0	YES	LEAVE AS IS (7)				
1796	PWR TRANS PYLON	N037°20'34.783"	W121°54'50.126"	153.9	80.5	AGIS	21.8	265.0	YES	LEAVE AS IS (7)				
1800	TREE	N037°20'42.361"	W121°54'55.084"	134.7	0.0	AGIS	23.6	300.0	YES	LEAVE AS IS (7)				
1801	TREE	N037°20'47.579"	W121°54'58.277"	121.4	0.0	AGIS	24.5	347.0	YES	LEAVE AS IS (7)				
1807	TREE	N037°20'47.945"	W121°54'57.252"	139.7	0.0	AGIS	42.1	443.0	YES	LEAVE AS IS (7)				
1995	SIGN	N037°21'00.843"	W121°54'57.253"	74.6	11.7	AGIS	1.6	248.0	YES	LEAVE AS IS (7)				
2180	TREE	N037°20'39.792"	W121°54'48.194"	133.0	0.0	AGIS	7.9	228.0	YES	LEAVE AS IS (7)				
2690	POLE LIGHT	N037°21'01.409"	W121°55'02.556"	556" 79.5 17.0 AGIS 14.6 1327.0			1327.0	YES	LEAVE AS IS (7)					
2691	POLE LIGHT	N037°21'01.545"	W121°55'01.071"	79.1	17.0	AGIS	12.5	802.0	YES	LEAVE AS IS (7)				
2704	WALL	N037°21'02.481"	W121°55'02.876"	73.4	13.7	AGIS	11.0	8009.0	YES	LEAVE AS IS (7)				
					1			1		1				

NOTES:

CLEARANCE AMOUNT.

NOTES".

				REVISION BLOCK
NO.	BY	APP	DATE	REVISIONS
1	CITY		AUG. 2015	ADD RUNWAY 12R-30L LOCALIZER AND G
2	CITY		JUL. 2018	INTERIM TERMINAL F
3	CITY		SEP. 2018	AIRCRAFT RESCUE AND FIRE FIGH
4	HNTB		MAY 2020	INCORPORATES PROPOSED PROJECTS I INCURSION MITIGATION (

(1) ALL PRIVATE ACCESS ROADS WERE ADJUSTED UPWARD 10 FEET, PUBLIC ROAD ELEVATIONS WERE ADJUSTED UPWARD 15 FEET, AND RAILROAD ELEVATIONS WERE ADJUSTED UPWARD 23 FEET. ROAD OBSTRUCTIONS WITH A SOURCE HNTB WERE ADDED AT CRITICAL POINTS OF THE DEPARTURE SURFACES (I.E. EDGES AND EXTENDED RUNWAY CENTERLINE) AND WERE INTERPOLATED FROM THE PLANIMETRIC MAPPING AND ADJUSTED UPWARD ACCORDINGLY.

(2) HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83 [2010.00]).

(3) VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) - ALL ELEVATIONS ARE HEIGHT ABOVE MEAN SEA LEVEL (MSL).

(4) THE AGIS SURVEY SOURCE INCLUDES THE OBJECTS COLLECTED IN ACCORDANCE WITH THE VERTICALLY GUIDED APPROACH SURFACES DESCRIBED IN AC 150/5300-18B. THE 18B OBSTRUCTION SURVEY SPECIFICATIONS SUPPORT DEVELOPMENT OF INSTRUMENT APPROACH AND DEPARTURES PROCEDURES AND ARE A REQUIREMENT FOR ALP UPDATES. THE IMAGERY USED TO ANALYZE THESE SOURCES IS FROM JUNE 23, 2016.

(5) A POSITIVE NUMBER INDICATES THE AMOUNT OF PENETRATION (YELLOW SHADING), "N/A" INDICATES THE OBJECT IS NOT IN THE SURFACE, AND A NEGATIVE NUMBER INDICATES THE

(6) ABOVE GROUND LEVEL (AGL) ELEVATIONS WERE DERIVED BY SUBTRACTING THE MSL TOP ELEVATION FROM THE NEAREST GROUND CONTOUR. TREES ARE LISTED AT 0.0' AGL DUE TO PHOTOGRAMMETRIC SURVEY LIMITATIONS.

(7) ANY OBSTACLE THAT PENETRATES THE 40:1 SURFACE WITHIN 1-NM OF THE DEPARTURE END OF THE RUNWAY IS MITIGATED BY A PUBLISHED NOTE IN THE TERMINAL PROCEDURES PUBLICATION (TPP) AS A LOW, CLOSE-IN OBSTACLE. THIS MITIGATING ACTION IS POLICY CODIFIED IN TERPS (ORDER 8260.3).

(8) THESE OBJECTS DO NOT QUALIFY AS LOW, CLOSE-IN OBSTACLES BECAUSE THEIR CLIMB GRADIENT TERMINATION ALTITUDE IS GREATER THAN 200' ABOVE THE DEPARTURE END OF RUNWAY. HOWEVER, THE EXISTING TAKE-OFF MINIMUMS FOR A RUNWAY 12L AND 12R DEPARTURE ARE 400 FEET CEILING AND 2¹/₂ MILE VISIBILITY (400 - 2¹/₂) TO ACCOUNT FOR THESE OBJECTS. THEREFORE, THESE OBJECTS HAVE A DISPOSITION OF LEAVE AS IS AND THE 2016 AGIS SURVEY DATA SHOULD BE USED TO UPDATE THE "TAKE-OFF MINIMUMS AND OBSTACLE

(9) THESE OBSTACLES ARE OUTSIDE OF THE THE PLAN AND PROFILE VIEWS ON SHEET 18.

FACILITY

HTING (ARFF) FACILITY IDENTIFIED IN THE RUNWAY (RIM) STUDY



EXISTIN	G/Fl	JTl	JRE
	OB	ST	RUC

MSL (FT) AGL (FT) SOURCE 30L DEPT PENE. CLIMB GRADIENT (FT/NM) LOW, CLOSE-IN? DISPOSITION, ACTION TO BE TAKEN 44 ROAD N037°22'22.462" W121°56'35.509" 45.1 15.0 HNTB 6.9 103479.0 YES LEAVE AS IS (7)

	ROAD	N037°22'22.462"	W121°56'35.509"	45.1	15.0	HNTB	6.9	103479.0	YES	LEAVE AS IS (7)
46	ROAD	N037°22'22.430"	W121°56'36.509"	52.7	15.0	HNTB	13.2	627.0	YES	LEAVE AS IS (7)
47	ROAD	N037°22'22.802"	W121°56'37.218"	54.0	15.0	HNTB	12.9	483.0	YES	LEAVE AS IS (7)
76	ROAD	N037°22'31.044"	W121°56'28.131"	51.2	15.0	HNTB	6.5	468.0	YES	LEAVE AS IS (7)
679	SIGN	N037°22'29.005"	W121°56'33.465"	48.1	12.9	AGIS	0.2	675.0	YES	LEAVE AS IS (7)
681	LIGHT POLE	N037°22'37.800"	W121°56'42.060"	76.5	41.0	AGIS	0.4	895.0	YES	LEAVE AS IS (7)
682	UTIL POLE	N037°22'39.612"	W121°56'42.169"	80.0	48.3	AGIS	0.3	2505.0	YES	LEAVE AS IS (7)
683	TREE	N037°22'42.067"	W121°56'53.318"	99.6	0.0	AGIS	0.5	433.0	YES	LEAVE AS IS (7)
686	BUSH	N037°22'33.542"	W121°56'30.299"	53.0	0.0	AGIS	0.7	404.0	YES	LEAVE AS IS (7)
688	PWR TRANS LINE	N037°22'38.296"	W121°56'34.157"	67.2	33.6	AGIS	0.8	408.0	YES	LEAVE AS IS (7)
707	SIGN	N037°22'33.212"	W121°56'32.740"	55.7	13.9	AGIS	0.7	430.0	YES	LEAVE AS IS (7)
730	PWR TRANS LINE	N037°22'38.508"	W121°56'35.588"	70.3	38.6	AGIS	1.5	224.0	YES	LEAVE AS IS (7)
732	BRIDGE	N037°22'35.372"	W121°56'30.998"	57.8	22.6	AGIS	1.0	476.0	YES	LEAVE AS IS (7)
740	FENCE	N037°22'30.046"	W121°56'29.996"	46.8	10.4	AGIS	1.5	57.0	YES	LEAVE AS IS (7)
742	TREE	N037°22'31.023"	W121°56'32.540"	51.6	0.0	AGIS	1.1	40.0	YES	LEAVE AS IS (7)
755	UTIL POLE	N037°22'39.101"	W121°56'39.273"	77.8	47.4	AGIS	3.0	191.0	YES	LEAVE AS IS (7)
756	PWR TRANS LINE	N037°22'38.911"	W121°56'38.013"	75.0	44.8	AGIS	2.2	2156.0	YES	LEAVE AS IS (7)
757		NI027º22'24 074"	W/101°56'00 077"	40.7	15.0			28.0	VEQ	LEAVE AS IS (7)
757	ROAD	N037°22'31.974"	W121°56'28.977"	49.7	15.0	AGIS	2.1	38.0	YES	LEAVE AS IS (7)
759	TREE	N037°22'51.603"	W121°56'44.082"	107.5	0.0	AGIS	2.4	227.0	YES	LEAVE AS IS (7)
798	ROAD	N037°22'31.679"	W121°56'32.421"	53.9	15.0	AGIS	2.3	102.0	YES	LEAVE AS IS (7)
800	LIGHT POLE	N037°22'37.274"	W121°56'39.938"	75.7	40.0	AGIS	3.5	1295.0	YES	LEAVE AS IS (7)
805	LIGHT POLE	N037°22'38.675"	W121°56'35.518"	72.8	42.4	AGIS	3.8	571.0	YES	LEAVE AS IS (7)
829	TREE	N037°22'32.973"	W121°56'30.588"	56.1	0.0	AGIS	4.5	502.0	YES	LEAVE AS IS (7)
834	ROAD	N037°22'31.297"	W121°56'28.888"	50.5	15.0	AGIS	4.3	214.0	YES	LEAVE AS IS (7)
847	WALL	N037°22'28.735"	W121°56'30.831"	49.5	14.2	AGIS	5.6	48.0	YES	LEAVE AS IS (7)
854	TREE	N037°22'52.200"	W121°56'43.111"	110.6	0.0	AGIS	5.7	418.0	YES	LEAVE AS IS (7)
862	ROAD	N037°22'32.758"	W121°56'31.776"	58.2	15.0	AGIS	5.4	85.0	YES	LEAVE AS IS (7)
866	LIGHT POLE	N037°22'33.493"	W121°56'33.349"	61.6	25.2	AGIS	5.3	1015.0	YES	LEAVE AS IS (7)
873	LIGHT POLE	N037°22'36.658"	W121°56'37.954"	74.1	39.5	AGIS	5.7	760.0	YES	LEAVE AS IS (7)
874	TREE	N037°22'42.274"	W121°56'53.216"	106.0	0.0	AGIS	6.6	203.0	YES	LEAVE AS IS (7)
875	WALL	N037°22'30.104"	W121°56'28.026"	48.8	14.0	AGIS	6.1	82.0	YES	LEAVE AS IS (7)
876	WALL	N037°22'28.983"	W121°56'29.635"	49.6	14.3	AGIS	6.8	194.0	YES	LEAVE AS IS (7)
070				45.0						
880	ROAD	N037°22'33.076"	W121°56'30.987"	59.3	15.0	AGIS	7.0	64.0	YES	LEAVE AS IS (7)
881	LIGHT POLE	N037°22'37.843"	W121°56'34.995"	73.4	39.2	AGIS	6.7	955.0	YES	LEAVE AS IS (7)
882	TREE	N037°22'51.991"	W121°56'43.938"	112.0	0.0	AGIS	6.5	215.0	YES	LEAVE AS IS (7)
886	BUSH	N037°22'31.772"	W121°56'31.836"	57.6	0.0	AGIS	6.6	265.0	YES	LEAVE AS IS (7)
892	TREE	N037°22'51.113"	W121°56'40.637"	105.8	0.0	AGIS	6.3	396.0	YES	LEAVE AS IS (7)
901										
	TREE	N037°22'39.213"	W121°56'52.375"	100.2	0.0	AGIS	7.8	401.0	YES	LEAVE AS IS (7)
904	TREE	N037°22'39.213" N037°22'52.009"	W121°56'52.375" W121°56'43.036"	100.2 111.8	0.0	AGIS AGIS	7.8 7.4	401.0 300.0	YES YES	LEAVE AS IS (7) LEAVE AS IS (7)
	TREE	N037°22'52.009"	W121°56'43.036"	111.8	0.0	AGIS	7.4	300.0	YES	LEAVE AS IS (7)
921	TREE	N037°22'52.009" N037°22'32.179"	W121°56'43.036" W121°56'31.813"	111.8 59.7	0.0	AGIS AGIS	7.4	300.0 86.0	YES	LEAVE AS IS (7)
	TREE	N037°22'52.009"	W121°56'43.036"	111.8	0.0	AGIS	7.4	300.0	YES	LEAVE AS IS (7)
921	TREE	N037°22'52.009" N037°22'32.179"	W121°56'43.036" W121°56'31.813"	111.8 59.7	0.0	AGIS AGIS	7.4	300.0 86.0	YES	LEAVE AS IS (7)
921 937 950	TREE TREE TREE ROAD	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'33.398"	W121°56'43.036" W121°56'31.813" W121°56'44.405" W121°56'31.396"	111.8 59.7 113.9 62.4	0.0 0.0 0.0 15.0	AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9	300.0 86.0 1123.0 602.0	YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7) LEAVE AS IS (7) LEAVE AS IS (7)
921 937 950 961	TREE TREE TREE ROAD TREE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'33.398" N037°22'52.666"	W121°56'43.036" W121°56'31.813" W121°56'44.405" W121°56'31.396" W121°56'42.155"	111.8 59.7 113.9 62.4 112.6	0.0 0.0 0.0 15.0 0.0	AGIS AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9 8.1	300.0 86.0 1123.0 602.0 223.0	YES YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7) LEAVE AS IS (7) LEAVE AS IS (7) LEAVE AS IS (7)
921 937 950	TREE TREE TREE ROAD	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'33.398"	W121°56'43.036" W121°56'31.813" W121°56'44.405" W121°56'31.396"	111.8 59.7 113.9 62.4	0.0 0.0 0.0 15.0	AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9	300.0 86.0 1123.0 602.0	YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7)
921 937 950 961	TREE TREE TREE ROAD TREE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'33.398" N037°22'52.666"	W121°56'43.036" W121°56'31.813" W121°56'44.405" W121°56'31.396" W121°56'42.155"	111.8 59.7 113.9 62.4 112.6	0.0 0.0 0.0 15.0 0.0	AGIS AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9 8.1	300.0 86.0 1123.0 602.0 223.0	YES YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7) LEAVE AS IS (7) LEAVE AS IS (7) LEAVE AS IS (7)
921 937 950 961 962	TREE TREE TREE ROAD TREE TREE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'33.398" N037°22'52.666" N037°22'52.381"	W121°56'43.036" W121°56'31.813" W121°56'44.405" W121°56'31.396" W121°56'42.155" W121°56'42.802"	111.8 59.7 113.9 62.4 112.6 113.4	0.0 0.0 15.0 0.0 0.0	AGIS AGIS AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9 8.1 8.6	300.0 86.0 1123.0 602.0 223.0 2622.0	YES YES YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7)
921 937 950 961 962 976	TREE TREE TREE ROAD TREE TREE TREE UTIL POLE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'33.398" N037°22'52.666" N037°22'52.381" N037°22'40.397" N037°22'38.742"	W121°56'43.036" W121°56'31.813" W121°56'44.405" W121°56'31.396" W121°56'42.155" W121°56'42.802" W121°56'44.775" W121°56'36.796"	111.8 59.7 113.9 62.4 112.6 113.4 94.1	0.0 0.0 15.0 0.0 0.0 0.0	AGIS AGIS AGIS AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0	YES YES YES YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7)
921 937 950 961 962 976 981 983	TREE TREE ROAD TREE TREE TREE UTIL POLE TREE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'33.398" N037°22'52.666" N037°22'52.381" N037°22'40.397" N037°22'38.742" N037°22'32.529"	W121°56'43.036" W121°56'31.813" W121°56'44.405" W121°56'31.396" W121°56'42.155" W121°56'42.802" W121°56'44.775" W121°56'36.796" W121°56'29.257"	111.8 59.7 113.9 62.4 112.6 113.4 94.1 80.0 58.9	0.0 0.0 15.0 0.0 0.0 0.0 49.8 0.0	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0	YES YES YES YES YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7)
921 937 950 961 962 976 981	TREE TREE TREE ROAD TREE TREE TREE UTIL POLE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'33.398" N037°22'52.666" N037°22'52.381" N037°22'40.397" N037°22'38.742"	W121°56'43.036" W121°56'31.813" W121°56'44.405" W121°56'31.396" W121°56'42.155" W121°56'42.802" W121°56'44.775" W121°56'36.796"	111.8 59.7 113.9 62.4 112.6 113.4 94.1 80.0	0.0 0.0 15.0 0.0 0.0 0.0 49.8	AGIS AGIS AGIS AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0	YES YES YES YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7)
921 937 950 961 962 976 981 983	TREE TREE ROAD TREE TREE TREE UTIL POLE TREE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'33.398" N037°22'52.666" N037°22'52.381" N037°22'40.397" N037°22'38.742" N037°22'32.529"	W121°56'43.036" W121°56'31.813" W121°56'44.405" W121°56'31.396" W121°56'42.155" W121°56'42.802" W121°56'44.775" W121°56'36.796" W121°56'29.257"	111.8 59.7 113.9 62.4 112.6 113.4 94.1 80.0 58.9	0.0 0.0 15.0 0.0 0.0 0.0 49.8 0.0	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0	YES YES YES YES YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7)
921 937 950 961 962 976 981 983 985	TREE TREE ROAD TREE TREE TREE UTIL POLE TREE PWR TRANS LINE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'51.739" N037°22'52.666" N037°22'52.381" N037°22'40.397" N037°22'38.742" N037°22'32.529" N037°22'38.095"	W121°56'43.036" W121°56'31.813" W121°56'44.405" W121°56'31.396" W121°56'42.155" W121°56'42.802" W121°56'44.775" W121°56'36.796" W121°56'32.800"	111.8 59.7 113.9 62.4 112.6 113.4 94.1 80.0 58.9 73.6	0.0 0.0 15.0 0.0 0.0 49.8 0.0 41.7	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 551.0	YES YES YES YES YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7)
921 937 950 961 962 976 981 983 983 985 993 1012	TREE TREE TREE ROAD TREE TREE TREE UTIL POLE TREE PWR TRANS LINE LIGHT POLE LIGHT POLE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'51.739" N037°22'52.666" N037°22'52.381" N037°22'52.381" N037°22'32.329" N037°22'32.529" N037°22'38.095" N037°22'31.031" N037°22'30.008"	W121°56'43.036" W121°56'31.813" W121°56'31.396" W121°56'44.405" W121°56'42.155" W121°56'42.802" W121°56'44.775" W121°56'36.796" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.725" W121°56'34.259"	111.8 59.7 113.9 62.4 112.6 113.4 94.1 80.0 58.9 73.6 60.7 61.1	0.0 0.0 15.0 0.0 0.0 49.8 0.0 41.7 23.9 24.9	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 9.3 9.9 10.3	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 551.0 293.0 788.0	YES YES YES YES YES YES YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7)
921 937 950 961 962 976 981 983 985 993 1012 1018	TREE TREE TREE ROAD TREE TREE TREE UTIL POLE UTIL POLE UTIL POLE LIGHT POLE LIGHT POLE LIGHT POLE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'51.739" N037°22'52.381" N037°22'52.381" N037°22'32.329" N037°22'38.742" N037°22'38.095" N037°22'31.031" N037°22'31.031" N037°22'33.408"	W121°56'43.036" W121°56'31.813" W121°56'31.396" W121°56'44.405" W121°56'42.155" W121°56'42.802" W121°56'44.775" W121°56'29.257" W121°56'32.800" W121°56'32.725" W121°56'30.725" W121°56'30.725" W121°56'30.725"	111.8 59.7 113.9 62.4 112.6 113.4 94.1 80.0 58.9 73.6 60.7 61.1 63.0	0.0 0.0 15.0 0.0 0.0 49.8 0.0 41.7 23.9 24.9 0.0	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 9.3 9.9 10.3 10.4	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 551.0 293.0 788.0 81.0	YES YES YES YES YES YES YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7)
921 937 950 961 962 976 981 983 983 985 993 1012	TREE TREE TREE ROAD TREE TREE TREE UTIL POLE TREE PWR TRANS LINE LIGHT POLE LIGHT POLE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'51.739" N037°22'52.666" N037°22'52.381" N037°22'52.381" N037°22'32.329" N037°22'32.529" N037°22'38.095" N037°22'31.031" N037°22'30.008"	W121°56'43.036" W121°56'31.813" W121°56'31.396" W121°56'44.405" W121°56'42.155" W121°56'42.802" W121°56'44.775" W121°56'36.796" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.725" W121°56'34.259"	111.8 59.7 113.9 62.4 112.6 113.4 94.1 80.0 58.9 73.6 60.7 61.1	0.0 0.0 15.0 0.0 0.0 49.8 0.0 41.7 23.9 24.9 0.0 24.9	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 9.3 9.9 10.3	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 551.0 293.0 788.0	YES YES YES YES YES YES YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7)
921 937 950 961 962 976 981 983 985 993 1012 1018	TREE TREE TREE ROAD TREE TREE TREE UTIL POLE UTIL POLE UTIL POLE LIGHT POLE LIGHT POLE LIGHT POLE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'51.739" N037°22'52.381" N037°22'52.381" N037°22'32.329" N037°22'38.742" N037°22'38.095" N037°22'31.031" N037°22'31.031" N037°22'33.408"	W121°56'43.036" W121°56'31.813" W121°56'31.396" W121°56'44.405" W121°56'42.155" W121°56'42.802" W121°56'44.775" W121°56'29.257" W121°56'32.800" W121°56'32.725" W121°56'30.725" W121°56'30.725" W121°56'30.725"	111.8 59.7 113.9 62.4 112.6 113.4 94.1 80.0 58.9 73.6 60.7 61.1 63.0	0.0 0.0 15.0 0.0 0.0 49.8 0.0 41.7 23.9 24.9 0.0	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 9.3 9.9 10.3 10.4	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 551.0 293.0 788.0 81.0	YES YES YES YES YES YES YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7)
921 937 950 961 962 976 981 983 985 993 1012 1018 1030	TREE TREE TREE ROAD TREE TREE TREE UTIL POLE UTIL POLE UTIL POLE LIGHT POLE LIGHT POLE LIGHT POLE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'51.739" N037°22'52.666" N037°22'52.381" N037°22'52.381" N037°22'38.742" N037°22'38.742" N037°22'38.095" N037°22'31.031" N037°22'30.008" N037°22'33.408"	W121°56'43.036" W121°56'31.813" W121°56'31.396" W121°56'44.405" W121°56'42.155" W121°56'42.802" W121°56'44.775" W121°56'36.796" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.725" W121°56'34.259" W121°56'30.680" W121°56'31.908"	111.8 59.7 113.9 62.4 112.6 113.4 94.1 80.0 58.9 73.6 60.7 61.1 63.0 58.7	0.0 0.0 15.0 0.0 0.0 49.8 0.0 41.7 23.9 24.9 0.0 24.9	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 9.3 9.9 10.3 10.4 10.4	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 551.0 293.0 788.0 81.0 75.0	YES YES YES YES YES YES YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7)
921 937 950 961 962 976 981 983 985 993 1012 1018 1030 1037 1039	TREE TREE TREE ROAD TREE TREE TREE UTIL POLE UTIL POLE UTIL POLE UTIL POLE LIGHT POLE LIGHT POLE LIGHT POLE LIGHT POLE LIGHT POLE ROAD	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'51.739" N037°22'52.381" N037°22'52.381" N037°22'52.381" N037°22'38.742" N037°22'38.742" N037°22'38.742" N037°22'38.742" N037°22'38.742" N037°22'38.742" N037°22'30.008" N037°22'30.008" N037°22'30.270" N037°22'30.270" N037°22'34.036"	W121°56'43.036" W121°56'31.813" W121°56'31.396" W121°56'44.405" W121°56'42.155" W121°56'42.802" W121°56'44.775" W121°56'44.775" W121°56'44.775" W121°56'36.796" W121°56'32.800" W121°56'32.800" W121°56'32.725" W121°56'34.259" W121°56'31.908" W121°56'31.908" W121°56'30.871"	111.8 59.7 113.9 62.4 112.6 113.4 94.1 80.0 58.9 73.6 60.7 61.1 63.0 58.7 60.4 65.3	0.0 0.0 15.0 0.0 0.0 49.8 0.0 41.7 23.9 24.9 24.9 0.0 24.9 25.5 15.0	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 10.3 10.4 11.9 11.3	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 551.0 293.0 788.0 81.0 75.0 326.0 207.0	YES YES YES YES YES YES YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7)
921 937 950 961 962 976 981 983 985 993 1012 1018 1030 1037 1039 1041	TREE TREE ROAD TREE ROAD TREE TREE UTIL POLE PWR TRANS LINE LIGHT POLE LIGHT POLE LIGHT POLE LIGHT POLE LIGHT POLE LIGHT POLE TREE LIGHT POLE TREE LIGHT POLE TREE LIGHT POLE TREE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'51.739" N037°22'52.381" N037°22'52.381" N037°22'52.381" N037°22'32.529" N037°22'38.095" N037°22'31.031" N037°22'31.031" N037°22'33.408" N037°22'30.008" N037°22'30.270" N037°22'34.036" N037°22'40.36"	W121°56'43.036" W121°56'31.813" W121°56'31.396" W121°56'44.405" W121°56'31.396" W121°56'42.155" W121°56'42.802" W121°56'42.802" W121°56'42.802" W121°56'36.796" W121°56'36.796" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'33.880" W121°56'31.908" W121°56'30.871" W121°56'30.871"	111.8 59.7 113.9 62.4 112.6 113.4 94.1 80.0 58.9 73.6 60.7 61.1 63.0 58.7 60.4 65.3 114.1	0.0 0.0 15.0 0.0 0.0 49.8 0.0 41.7 23.9 24.9 24.9 24.9 24.9 25.5 15.0	AGIS AGIS AGIS AGIS AGIS AGIS AGIS AGIS	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 10.3 10.4 11.9 11.3 11.9	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 551.0 293.0 788.0 81.0 75.0 326.0 207.0 327.0	YES YES YES YES YES YES YES YES YES YES	LEAVE AS IS (7) LEAVE AS IS (7)
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921 937 950 961 962 976 981 983 985 993 1012 1018 1030 1037 1030 1041 1062 1063 1077 1078 1079 1086 1130 1135 1136 1137 1148	TREE TREE ROAD ROAD TREE TREE TREE TREE TREE TREE UTIL POLE PWR TRANS LINE LIGHT POLE TREE LIGHT POLE LIGHT POLE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'52.666" N037°22'52.381" N037°22'52.381" N037°22'32.529" N037°22'38.742" N037°22'38.095" N037°22'31.031" N037°22'30.008" N037°22'30.202" N037°22'51.879" N037°22'51.879" N037°22'51.696" N037°22'32.588" N037°22'51.696" N037°22'51.696" N037°22'30.202" N037°22'30.202" N037°22'34.152" N037°22'34.478" N037°22'34.478" N037°22'34.478"	W121°56'43.036" W121°56'31.813" W121°56'31.396" W121°56'44.405" W121°56'42.155" W121°56'42.802" W121°56'42.802" W121°56'42.802" W121°56'42.802" W121°56'32.725" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'33.388" W121°56'31.908" W121°56'30.871" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'44.146" W121°56'31.581" W121°56'32.107" W121°56'32.41" W121°56'34.524" W121°56'31.947" W121°56'31.947" W121°56'31.947" W121°56'31.947" W121°56'31.947" W121°56'31.947" W121°56'31.947" W121°56'31.947"	111.8 59.7 113.9 62.4 112.6 113.4 94.1 80.0 58.9 73.6 60.7 61.1 63.0 58.7 60.4 65.3 114.1 114.9 118.5 65.5 72.1 118.7 67.0 121.5 70.1 73.8 72.5 121.7	0.0 0.0 0.0 15.0 0.0 0.0 0.0 0.0 0.0 41.7 23.9 24.9 0.0 24.9 0.0 24.9 0.0 39.4 0.0 39.4 0.0 24.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0 24.9 0.0 0.0 0.0 0.0 0.0 24.9 0.0 0.0 24.9 0.0 24.9 0.0 24.6 0.0 26.3 20.7 0.0	AGIS AGIS <t< td=""><td>7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 10.3 10.4 11.9 11.3 11.9 13.0 12.9 13.3 13.4 13.8 13.3 17.1 18.5 18.2 18.1 19.6</td><td>300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 551.0 293.0 788.0 81.0 75.0 326.0 207.0 327.0 298.0 491.0 502.0 537.0 1266.0 399.0 1650.0 618.0 448.0 107.0 261.0</td><td>YES YES Y</td><td> LEAVE AS IS (7) </td></t<>	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 10.3 10.4 11.9 11.3 11.9 13.0 12.9 13.3 13.4 13.8 13.3 17.1 18.5 18.2 18.1 19.6	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 551.0 293.0 788.0 81.0 75.0 326.0 207.0 327.0 298.0 491.0 502.0 537.0 1266.0 399.0 1650.0 618.0 448.0 107.0 261.0	YES Y	 LEAVE AS IS (7)
921 937 950 961 962 976 981 983 985 993 1012 1030 1037 1030 1037 1062 1063 1077 1078 1079 1086 1130 1135 1136	TREE TREE ROAD TREE TREE TREE TREE UTIL POLE TREE UTIL POLE ILIGHT POLE LIGHT POLE TREE LIGHT POLE TREE LIGHT POLE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'52.381" N037°22'52.381" N037°22'52.381" N037°22'32.329" N037°22'38.742" N037°22'38.742" N037°22'38.095" N037°22'38.095" N037°22'30.008" N037°22'30.008" N037°22'30.008" N037°22'30.008" N037°22'30.008" N037°22'30.008" N037°22'30.008" N037°22'30.008" N037°22'30.008" N037°22'34.036" N037°22'34.036" N037°22'34.036" N037°22'34.036" N037°22'32.588" N037°22'32.588" N037°22'32.5649" N037°22'32.778" N037°22'32.778" N037°22'32.440" N037°22'32.440" N037°22'34.452" N037°22'34.478"	W121°56'43.036" W121°56'31.813" W121°56'31.396" W121°56'44.405" W121°56'42.155" W121°56'42.802" W121°56'44.775" W121°56'44.775" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'33.880" W121°56'33.880" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'43.333" W121°56'43.333" W121°56'31.581" W121°56'32.407" W121°56'34.524" W121°56'32.407" W121°56'34.524" W121°56'34.524" W121°56'34.524" W121°56'31.947" W121°56'31.947"	111.8 59.7 113.9 62.4 112.6 113.4 94.1 80.0 58.9 73.6 60.7 61.1 63.0 58.7 60.4 65.3 114.1 114.2 118.5 65.5 72.1 118.7 67.0 121.5 70.1 73.8 72.5	0.0 0.0 0.0 15.0 0.0 0.0 0.0 49.8 0.0 41.7 23.9 24.9 0.0 24.9 0.0 0.0 0.0 3.94 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 24.6 0.0 0.0 0.0 20.7	AGIS AGIS <t< td=""><td>7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 10.3 10.4 11.9 11.3 11.9 13.0 12.9 13.3 13.4 13.3 13.4 13.8 13.3 17.1 18.5 18.2 18.1</td><td>300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 551.0 293.0 788.0 81.0 75.0 326.0 207.0 327.0 298.0 491.0 502.0 537.0 1266.0 399.0 1650.0 618.0 107.0</td><td>YES YES Y</td><td> LEAVE AS IS (7) </td></t<>	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 10.3 10.4 11.9 11.3 11.9 13.0 12.9 13.3 13.4 13.3 13.4 13.8 13.3 17.1 18.5 18.2 18.1	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 551.0 293.0 788.0 81.0 75.0 326.0 207.0 327.0 298.0 491.0 502.0 537.0 1266.0 399.0 1650.0 618.0 107.0	YES Y	 LEAVE AS IS (7)
921 937 950 961 962 976 981 983 985 993 1012 1030 1037 1030 1037 1062 1063 1077 1078 1079 1086 1130 1135 1136 1137 1148	TREE TREE ROAD ROAD TREE TREE TREE TREE TREE TREE UTIL POLE PWR TRANS LINE LIGHT POLE TREE LIGHT POLE LIGHT POLE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'52.666" N037°22'52.381" N037°22'52.381" N037°22'32.529" N037°22'38.742" N037°22'38.095" N037°22'31.031" N037°22'30.008" N037°22'30.202" N037°22'51.879" N037°22'51.879" N037°22'51.696" N037°22'32.588" N037°22'51.696" N037°22'51.696" N037°22'30.202" N037°22'30.202" N037°22'34.152" N037°22'34.478" N037°22'34.478" N037°22'34.478"	W121°56'43.036" W121°56'31.813" W121°56'31.396" W121°56'44.405" W121°56'42.155" W121°56'42.802" W121°56'42.802" W121°56'42.802" W121°56'42.802" W121°56'32.725" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'33.388" W121°56'31.908" W121°56'30.871" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'44.146" W121°56'31.581" W121°56'32.107" W121°56'32.41" W121°56'34.524" W121°56'31.947" W121°56'31.947" W121°56'31.947" W121°56'31.947" W121°56'31.947" W121°56'31.947" W121°56'31.947" W121°56'31.947"	111.8 59.7 113.9 62.4 112.6 113.4 94.1 80.0 58.9 73.6 60.7 61.1 63.0 58.7 60.4 65.3 114.1 114.9 118.5 65.5 72.1 118.7 67.0 121.5 70.1 73.8 72.5 121.7	0.0 0.0 0.0 15.0 0.0 0.0 0.0 0.0 0.0 41.7 23.9 24.9 0.0 24.9 0.0 24.9 0.0 39.4 0.0 39.4 0.0 24.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0 24.9 0.0 0.0 0.0 0.0 0.0 24.9 0.0 0.0 24.9 0.0 24.9 0.0 24.6 0.0 26.3 20.7 0.0	AGIS AGIS <t< td=""><td>7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 10.3 10.4 11.9 11.3 11.9 13.0 12.9 13.3 13.4 13.8 13.3 17.1 18.5 18.2 18.1 19.6</td><td>300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 551.0 293.0 788.0 81.0 75.0 326.0 207.0 327.0 298.0 491.0 502.0 537.0 1266.0 399.0 1650.0 618.0 448.0 107.0 261.0</td><td>YES YES Y</td><td> LEAVE AS IS (7) </td></t<>	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 10.3 10.4 11.9 11.3 11.9 13.0 12.9 13.3 13.4 13.8 13.3 17.1 18.5 18.2 18.1 19.6	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 551.0 293.0 788.0 81.0 75.0 326.0 207.0 327.0 298.0 491.0 502.0 537.0 1266.0 399.0 1650.0 618.0 448.0 107.0 261.0	YES Y	 LEAVE AS IS (7)
921 937 950 961 962 976 983 985 993 1012 1018 1037 1039 1041 1062 1063 1077 1078 1079 1086 1130 1135 1136 1137 1148 1156	TREE TREE ROAD ROAD TREE TREE TREE TREE UTIL POLE PWR TRANS LINE LIGHT POLE TREE LIGHT POLE TREE LIGHT POLE TREE LIGHT POLE TREE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'52.666" N037°22'52.381" N037°22'52.381" N037°22'32.529" N037°22'38.095" N037°22'31.031" N037°22'30.008" N037°22'34.036" N037°22'34.036" N037°22'50.481" N037°22'51.696" N037°22'32.588" N037°22'32.778" N037°22'32.778" N037°22'34.152" N037°22'34.152" N037°22'34.478" N037°22'34.478" N037°22'31.339"	W121°56'43.036" W121°56'31.813" W121°56'31.396" W121°56'44.405" W121°56'42.155" W121°56'42.802" W121°56'42.802" W121°56'42.802" W121°56'42.802" W121°56'32.725" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.581" W121°56'31.581" W121°56'31.581" W121°56'32.407" W121°56'31.947" W121°56'31.947"	111.8 59.7 113.9 62.4 112.6 113.4 94.1 80.0 58.9 73.6 60.7 61.1 63.0 58.7 60.4 65.3 114.1 114.9 118.5 65.5 72.1 118.7 67.0 121.5 70.1 73.8 72.5 121.7 73.1	0.0 0.0 0.0 15.0 0.0 0.0 0.0 0.0 0.0 41.7 23.9 24.9 0.0 24.9 0.0 24.9 0.0 24.9 0.0 24.9 0.0 24.9 0.0 24.9 0.0 24.9 0.0 0.0 0.0 0.0 0.0 24.9 0.0 0.0 0.0 24.9 0.0 39.4 0.0 24.9 0.0 24.9 0.0 24.9 0.0 24.9 0.0 24.9 0.0 24.9 0.0	AGIS AGIS <t< td=""><td>7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 10.3 10.4 10.4 11.9 13.0 12.9 13.3 13.4 13.8 13.3 17.1 18.5 18.2 18.1 19.6 20.7</td><td>300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 551.0 293.0 788.0 81.0 75.0 326.0 207.0 326.0 207.0 326.0 207.0 326.0 1050.0 618.0 448.0 107.0 261.0 109.0</td><td>YES YES Y</td><td> LEAVE AS IS (7) </td></t<>	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 10.3 10.4 10.4 11.9 13.0 12.9 13.3 13.4 13.8 13.3 17.1 18.5 18.2 18.1 19.6 20.7	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 551.0 293.0 788.0 81.0 75.0 326.0 207.0 326.0 207.0 326.0 207.0 326.0 1050.0 618.0 448.0 107.0 261.0 109.0	YES Y	 LEAVE AS IS (7)
921 937 950 961 962 976 983 985 993 1012 1018 1037 1039 1041 1062 1063 1077 1078 1079 1086 1130 1135 1136 1137 1148 1156 1172	TREE TREE ROAD TREE TREE TREE TREE TREE UTIL POLE PWR TRANS LINE LIGHT POLE TREE LIGHT POLE TREE LIGHT POLE TREE LIGHT POLE TREE JIGHT POLE	N037°22'52.009" N037°22'32.179" N037°22'51.739" N037°22'52.381" N037°22'52.381" N037°22'52.381" N037°22'32.329" N037°22'32.329" N037°22'32.529" N037°22'38.095" N037°22'31.031" N037°22'30.008" N037°22'30.008" N037°22'33.408" N037°22'30.0270" N037°22'34.036" N037°22'34.036" N037°22'34.036" N037°22'35.649" N037°22'35.649" N037°22'32.778" N037°22'34.478" N037°22'34.478" N037°22'34.478" N037°22'34.478" N037°22'34.478" N037°22'34.478" N037°22'35.033"	W121°56'43.036" W121°56'31.813" W121°56'31.396" W121°56'44.405" W121°56'42.155" W121°56'42.802" W121°56'44.775" W121°56'32.800" W121°56'32.725" W121°56'32.725" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'32.800" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.908" W121°56'31.81" W121°56'31.81" W121°56'31.81" W121°56'31.81" W121°56'31.581" W121°56'32.407" W121°56'32.41" W121°56'31.452" W121°56'31.454" W121°56'31.454" W121°56'31.454" W121°56'31.454" W121°56'31.454" W121°56'31.454" W121°56'31.454" W121°56'31.441" W121°56'31.454" W121°56'31.454" W121°56'31.454" W121°56'31.454"	111.8 59.7 113.9 62.4 112.6 113.4 94.1 80.0 58.9 73.6 60.7 61.1 63.0 58.7 60.4 65.3 114.1 118.5 65.5 72.1 118.7 67.0 121.5 70.1 73.8 72.5 121.7 73.1	0.0 0.0 15.0 0.0 0.0 0.0 0.0 0.0 0.0 41.7 23.9 24.9 0.0 24.9 0.0 24.9 0.0 24.9 0.0 24.9 0.0 24.9 0.0 24.9 0.0 24.9 0.0 0.0 0.0 0.0 0.0 24.9 0.0 0.0 0.0 24.9 0.0 39.4 0.0 24.9 0.0 24.9 0.0 24.9 0.0 24.9 0.0 24.9 0.0 24.9 0.0	AGIS AGIS <t< td=""><td>7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 10.3 10.4 10.4 11.9 11.3 11.9 13.0 12.9 13.3 13.4 13.8 13.3 17.1 18.5 18.2 18.1 19.6 20.7 23.0</td><td>300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 293.0 788.0 81.0 75.0 326.0 207.0 326.0 207.0 326.0 207.0 326.0 207.0 326.0 602.0 537.0 1266.0 399.0 1650.0 618.0 448.0 107.0 261.0 109.0</td><td>YES YES Y</td><td> LEAVE AS IS (7) </td></t<>	7.4 7.9 8.2 8.9 8.1 8.6 9.5 9.2 9.9 9.3 9.9 10.3 10.4 10.4 11.9 11.3 11.9 13.0 12.9 13.3 13.4 13.8 13.3 17.1 18.5 18.2 18.1 19.6 20.7 23.0	300.0 86.0 1123.0 602.0 223.0 2622.0 1948.0 153.0 61.0 293.0 788.0 81.0 75.0 326.0 207.0 326.0 207.0 326.0 207.0 326.0 207.0 326.0 602.0 537.0 1266.0 399.0 1650.0 618.0 448.0 107.0 261.0 109.0	YES Y	 LEAVE AS IS (7)

EXISTING/FUTURE RUNWAY 30L DEPARTURE

OBSTRUCTION DATA TABLE

LONG.

NO.

OBJECT

LAT.

CLIMB

	NO. OBJECT	PT CLIMB GRADIENT LOW, (FT/NM) CLOSE-IN?	DISPOSITION, ACTION TO BE TAKEN
111<	1189 TREE		LEAVE AS IS (7)
	1216 TREE	275.0 YES	LEAVE AS IS (7)
numbernumb	1217 TREE	1226.0 YES	LEAVE AS IS (7)
	1230 LIGHT POLE	148.0 YES	LEAVE AS IS (7)
100010	1278 PWR TRANS LINE	536.0 YES	LEAVE AS IS (7)
198850.860.960.970.9 </td <td>1279 PWR TRANS LINE</td> <td>330.0 YES</td> <td>LEAVE AS IS (7)</td>	1279 PWR TRANS LINE	330.0 YES	LEAVE AS IS (7)
ImageNormal SolverNormal SolverNormal SolverNormal SolverNormal SolverNormal SolverNormal SolverNormal SolverNormal SolverNormal SolverNormal SolverNormal SolverNormal 	1303 SIGN	304.0 YES	LEAVE AS IS (7)
100010110121012101210121012101210121013101410101013101410	1593 RAILROAD	165.0 YES	LEAVE AS IS (7)
NormalNormal N	1603 FENCE	29.0 YES	LEAVE AS IS (7)
NAMAMNOTZYALMNUTYMAMNANANANUTYZALMNUTYMAMNUTYMAMNANUTYMAMN	1604 SIGN	32.0 YES	LEAVE AS IS (7)
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INNADI NNY-229.057 NIT-279.057 NIT-279.057 <t< td=""><td></td><td></td><td>LEAVE AS IS (7)</td></t<>			LEAVE AS IS (7)
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IntegerNON72223.43WI2'5943.07So. </td <td></td> <td></td> <td>LEAVE AS IS (7)</td>			LEAVE AS IS (7)
1988FENCEN037'222.36W12'593.866.39.2A.037.11116.00YESI.EA1999TREEN037'223.43W12'594.5136.60A.036.87.40VISI.EA1700PMR TRAMS P/LONN037'223.43W12'574.94614.86.16A.037.807.80YESI.EA1701PMR TRAMS P/LONN037'223.53W12'573.5876.101.24A.039.803.80YESI.EA1711SIGNN037'223.53W12'573.5871.101.24A.039.803.100YESI.EA1711SIGNN037'223.53W12'574.5867.50.0A.039.801.800YESI.EA1712TREEN037'223.59W12'574.5867.71.00A.039.10YESI.EA1723TREEN037'223.286W12'574.5867.7N.03YESI.EA1736GRADN037'223.349W12'574.5867.7N.03YESI.EA1737GRADN037'223.446W12'574.5867.7N.03YESI.EA1738GRADN037'223.446W12'574.5867.7N.03YESI.AA1739GRADN037'223.446W12'5763.5866.15A.031.44.400YESI.AA1749JUTL POLEN037'223.446W12'5763.5866.15A.03I.44.400YESI.AA1750ICALN037'223.446W12'5767			LEAVE AS IS (7)
1969TREEN037227.069V12'9545.0967.0AGBAGBEARAVIELEA1700TREEN037223.030V12'954.04014.0AGBAGB7.01700.0VESLEA1701FENCEN037223.131V12'957.0504.0AGBAGB7.04.00.0VESLEA1711SIGNN037223.131V12'957.152015.112.1AGB9.02.00.0NOBVESLEA1712VRT RANS PVLONN037223.457V12'9574.52015.312.1AGB9.010.00VESLEA1712TREEN037223.690V12'9545.8077.50.0AGB9.010.00VESLEA1713TREEN037223.690V12'9545.8077.50.0AGB12.010.00VESLEA1714TREEN037223.090V12'9545.8077.50.0AGB12.010.00VESLEA1715TREEN037223.090V12'9545.8077.0AGBAGB12.010.00VESLEA1716TRECN037223.090V12'9545.8077.0AGBAGB12.012.00VESLEA1716GRADN037223.010V12'9545.8077.0AGBAGB12.012.00VESLEA1716JUTLPOLEN037223.010V12'9545.8077.0AGBAGB12.012.00VESLEA1717JUTLPOLEN037223.010V	1690 WALL		LEAVE AS IS (7)
THEEN0372230.413W12'9540.00974.20.0AGIS6.8.874.00VISIABTOIPWR TRANS PVLONN037223.329W12'F574.99914.8AGISAGIS7.0170.90VISIABTOIFENCEN037223.439W12'F574.59915.014.4AGIS7.044.00VISIABTYISIGNN037223.4747W12'F574.529715.1312.4AGIS9.69.6281.00NO.5IABTYITREEN037223.699W12'F543.69977.450.0AGIS9.210.00YESIABTYITREEN037223.699W12'F543.69977.50.0AGIS12.047.00YESIABTYITREEN037222.699W12'F563.6995.01.0AGIS12.04.00YESIABTYITREEN037223.699W12'F563.6995.01.0AGIS12.04.00YESIABTYITREEN037223.699W12'F563.6995.01.0AGIS14.0YESIABTYITREEN037223.699W12'F563.6995.01.0AGIS14.0YESIABTYITREEN037223.699W12'F564.6995.0AGIS14.02.600YESIABTYIUTLPOLEN037223.69W12'F564.6995.0AGIS14.13.300YESIABTYIUTLPOLEN037223.69W12'F564.6995.1AGIS14.5 <td>1698 FENCE</td> <td>1166.0 YES</td> <td>LEAVE AS IS (7)</td>	1698 FENCE	1166.0 YES	LEAVE AS IS (7)
NMRNM	1699 TREE	263.0 YES	LEAVE AS IS (7)
Image: here in the series of	1700 TREE	749.0 YES	LEAVE AS IS (7)
NIM NGN NGN ⁷ 223.513 WI21'SG7AB SIA LA AGB T.7 H49.0 YES LA 1719 PWR TRANS PYLON NGN ⁷ 224.7547 WI21'SG7AB 1513 124 AGB 9.00 AB(0) AB(0) </td <td>1701 PWR TRANS PYLO</td> <td>1709.0 YES</td> <td>LEAVE AS IS (7)</td>	1701 PWR TRANS PYLO	1709.0 YES	LEAVE AS IS (7)
PWR TRANS PYLONN037'2247.57*N121'57'7.52*151.8121.4AGN9.6(m)2.10.0N0.01LEA1727TREEN037'222.63**W121'56'4.56**7.450.0AGNS9.9610897.60VESLA1740UTIL POLEN037'222.63**W121'56'4.56**6.933.60AGNS12.20104.00VESLA1750TREEN037'222.83**W121'56'4.52**7.270.0AGNS12.8014.00VESLA1752FENCEN037'222.34**W121'56'4.52**7.17AGNS12.8014.00VESLA1761OTIL POLEN037'22.34**W121'56'4.52**8.304.61AGNS14.00VESLA1763OTIL POLEN037'22.34**W121'56'4.52**8.304.61AGNS14.00VESLA1764OTIL POLEN037'22.34**W121'56'4.52**8.304.61AGNS14.103.30.0VESLA1764OTIL POLEN037'22.34**W121'56'4.52**8.304.61AGNS14.103.30.0VESLA1765OTIL POLEN037'22.34**W121'56'4.52**8.304.61AGNS14.62.31.0VESLA1764UTIL POLEN037'22.34**W121'56'4.58**8.314.61AGNS14.62.31.0VESLA1765UTILPOLEN037'22.35**W121'56'4.58**16.84.614.612.31.0VESLA1776<	1706 FENCE	252.0 YES	LEAVE AS IS (7)
12721782N037'222.6.597N121'5643.68977.4.50.0AGIS9.9710976.0VTES16.41749UTL POLEN037'222.6.697W121'5643.689769.333.6AGIS12.212.04.0VTESLA1750TREEN037'222.8057W121'5643.689751.014.2AGIS12.216.04.0VTESLA1752FFNCEN037'222.8057W121'5653.20351.014.2AGIS12.8161.00VTESLA1753ROADN037'222.3047W121'5647.68083.946.0AGIS14.0240.00VTESLA1765JULPOLEN037'223.0607W121'5647.68083.946.0AGIS14.0240.00VTESLA1764JULPOLEN037'223.687W121'5647.68083.046.1AGIS14.133.00VTESLA1765JULPOLEN037'223.687W121'5647.68083.046.1AGIS14.133.00VTESLA1765JULPOLEN037'223.687W121'5643.68181.0AGIS14.521.10VTESLA1764JULPOLEN037'223.687W121'5643.68181.0AGIS14.521.10VTESLA1775JULPOLEN037'223.687W121'5643.63181.0AGIS14.521.10VTESLA1776JULPOLEN037'223.687W121'5643.63116.4AGIS14.521.00VTESLA1776JULPO	1711 SIGN	449 <u>.</u> 0 YES	LEAVE AS IS (7)
1749UTIL POLEN037'2226.699W121'56'43.66969.333.6AGIS12.2212.00VIE.0VIE.01750TREEN037'222.090W121'56'43.6897.70.0AGIS12.067.0VESIEA1752FENCEN037'222.080W121'56'303861.014.2AGIS12.844.00VESIEA1755ROADN037'223.040W121'56'303961.015.0AGIS14.0246.00VESIEA1757UTIL POLEN037'223.040W121'56'305965.017.5AGIS14.033.00VESIEA1768JUTL POLEN037'223.040W121'56'305965.017.5AGIS14.033.00VESIEA1769JUTL POLEN037'223.040W121'56'43.69263.046.1AGIS14.133.00VESIEA1769JUTL POLEN037'227.309W121'56'43.69263.046.1AGIS14.133.00VESIEA1769JUTL POLEN037'227.309W121'56'43.89374.09.00AGIS14.521.70VESIEA1774JUTL POLEN037'227.3173W121'56'43.89374.49.00AGIS16.423.00VESIEA1775JUTL POLEN037'227.3173W121'56'43.89374.49.00AGIS16.423.00VESIEA1775JUTL POLEN037'223.419W121'56'5.65716.2AGIS16.416.9VES <td>1719 PWR TRANS PYLO</td> <td>(9) 2810.0 NO</td> <td>LEAVE AS IS (8)</td>	1719 PWR TRANS PYLO	(9) 2810.0 NO	LEAVE AS IS (8)
175017	1727 TREE	108976.0 YES	LEAVE AS IS (7)
1762FENCEN0372222.867W121'56'3.03851.014.2AGN12.8442.0YESIA1755ROADN037'222.347W121'56'3.62351.715.0AGN12.8161.30YESIA1757UTILPOLEN037'223.047W121'56'3.53956.617.5AGN13.8064.0YESIA1760SIGNN037'223.0607W121'56'3.53956.617.5AGN13.8064.0YESIA1761UTILPOLEN037'223.3627W121'56'3.53992.0AGNIA.1133.80YESIA1762UTILPOLEN037'223.562W121'56'5.128792.0AGNIA.1521.70YESIA1763ICALLZERN037'223.562W121'56'5.128792.1AGNS14.521.70YESIA1774UTILPOLEN037'223.717W121'56'5.128792.1AGNS16.523.32.0YESIA1775UTILPOLEN037'223.661W121'56'5.128792.1AGNS16.523.32.0YESIA1776UTILPOLEN037'223.676W121'56'5.128792.1AGNS16.516.5016.5YESIA1776UTILPOLEN037'223.6767W121'56'5.128792.1AGNS16.516.5YESIA1778TREEN037'223.6767W121'56'5.126710.2AGNS16.516.545.70YESIA1779TREEN037'223.667W121'56'5.126	1749 UTIL POLE	1204.0 YES	LEAVE AS IS (7)
1765ROADN0372223.347W121'56'3.23951.750.0AGN11.80161.30YESIEA1767UTLPOLEN037'223.0607W121'56'4.568783.946.0AGNS14.00246.00YESIEA1768SIGNN037'223.0607W121'56'4.562783.046.1AGNS14.1033.80YESIEA1761UTLPOLEN037'223.0607W121'56'4.622783.046.1AGNS14.1033.80YESIEA1762ATREEN037'223.3627W121'56'4.622758.72.01AGNS14.552.01.00YESIEA1763IUTLPOLEN037'227.3667W121'56'4.622758.72.01AGNS14.542.17.00YESIEA1774IUTLPOLEN037'227.367W121'56'4.622758.72.01AGNS14.642.13.75.0YESIEA1775UTLPOLEN037'227.3767W121'56'4.52758.72.01AGNS14.542.13.75.0YESIEA1775UTLPOLEN037'223.647W121'56'4.56710.2AGNS16.542.13.80YESIEA1776UTLPOLEN037'223.647W121'56'54.57710.2AGNS16.5545.70YESIEA1788ATREEN037'223.647W121'56'54.57710.2AGNS16.8141.80YESIEA1789ATREEN037'223.647W121'56'54.57710.2AGNS16.8141.80YESIEA <t< td=""><td>1750 TREE</td><td>67.0 YES</td><td>LEAVE AS IS (7)</td></t<>	1750 TREE	67.0 YES	LEAVE AS IS (7)
1757UTIL POLEN037'223.004'W121'56'47.668'83.948.0AGIS14.02460.0YESLEA1760SIGNN037'223.474'W121'56'47.698'56.617.5AGIS13.8644.0YESLEA1761UTIL POLEN037'223.602'W121'56'5.198'90.0AGIS14.133.80YESLEA1762TREEN037'227.356'W121'56'5.198'90.20.0AGIS14.5211.0YESLEA1763LOCALIZERN037'227.356'W121'56'5.198'92.5AGIS14.5217.0YESLEA1774UTIL POLEN037'227.376'W121'56'43.803'74.439.0AGIS16.4239.0YESLEA1775UTIL POLEN037'227.376'W121'56'51.528'92.5AGIS16.5217.0YESLEA1776UTIL POLEN037'223.626'W121'56'51.528'92.5AGIS16.545.70YESLEA1776UTIL POLEN037'223.680'W121'56'51.55'10.9AGIS16.545.70YESLEA1778TREEN037'223.680'W121'56'51.55'10.2AGIS17.1163.90YESLEA1789TREEN037'223.680'W121'56'45.607'10.2AGIS17.4214.60YESLEA1780MTREN037'223.680'W121'56'45.607'10.2AGIS16.914.50YESLEA1781GTREEN037'223.680'W	1752 FENCE	442.0 YES	LEAVE AS IS (7)
1760SIGNN037'223.474W121'56'37.58956.77.5AGIS13.864.0VIEIEA1761UTIL POLEN037'223.0605W121'56'36.98790.046.1AGIS11.133.00VESLEA1762TREEN037'227.3667W121'56'36.98790.20.0AGIS13.552611.0VESLEA1763LOCALIZERN037'227.3767W121'56'32.76268.723.1AGIS14.5217.70VESLEA1774UTIL POLEN037'227.3767W121'56'32.80774.430.0AGIS16.4229.00YESLEA1775UTIL POLEN037'223.1713W121'56'32.80774.430.0AGIS16.4233.00YESLEA1775UTIL POLEN037'223.667W121'56'51.28792.355.7AGIS16.5457.0YESLEA1776TREEN037'223.667W121'56'51.59710.2AGIS16.421.400YESLEA1779TREEN037'223.667W121'56'51.59710.2AGIS17.1163.00YESLEA1783TREEN037'223.667W121'56'51.59710.2AGIS16.4014.50.0YESLEA1784UTIL POLEN037'223.667W121'56'31.69710.2AGIS14.6114.50.0YESLEA1783TREEN037'223.667W121'56'31.69710.2AGIS14.6114.50.0YESLEA1784CHIMEY	1755 ROAD	1613.0 YES	LEAVE AS IS (7)
1761UTIL POLEN037'223.060W121'5646.952'83.0AAA<	1757 UTIL POLE	2460.0 YES	LEAVE AS IS (7)
1762MO37'2233.662W121'56'55.198'92.0.0AGIS13.52611.0YESIAA1769LOCALZERN037'2273.68'W121'56'32.72'5.73.1AGIS14.5217.00YESIAA1771UTIL POLEN037'2273.63'W121'56'43.632'81.64.47AGIS15.421377.50YESIAA1775UTIL POLEN037'2270.76'W121'56'43.632'74.43.90AGIS16.4223.00YESIAA1776UTIL POLEN037'22'31.713'W121'56'51.228'92.355.7AGIS16.5457.00YESIAA1778TREEN037'22'30.60'W121'56'51.528'10.40AGIS16.5457.00YESIAA1779TREEN037'22'30.60'W121'56'51.555'10.290.00AGIS17.402148.00YESIAA1780TREEN037'22'30.60'W121'56'45.655'10.290.00AGIS17.40163.00YESIAA1783JTREEN037'22'30.60'W121'56'45.655'10.20AGIS17.40163.00YESIAA1784JTREEN037'22'30.60'W121'56'45.655'10.20AGIS17.40163.00YESIAA1784JTREEN037'22'3.665'W121'56'45.675'10.20AGIS17.40163.00YESIAA1785JTREEN037'22'3.665'W121'56'45.676'16.20AGIS18.0016.50YESIAA17			LEAVE AS IS (7)
1769 LOCALIZER N3372227.53" W121*5632.762 56.7 23.1 AGIS 14.5 217.0 YES LEA 1771 UTIL POLE N037*2227.53" W121*5643.632" 81.6 44.7 AGIS 15.4 21377.50 YES LEA 1775 UTIL POLE N037*227.076 W121*5643.803" 74.4 39.0 AGIS 16.4 229.0 YES LEA 1776 UTIL POLE N037*2231.713 W121*5651.228" 92.3 55.7 AGIS 16.5 457.0 YES LEA 1776 UTIL POLE N037*223.660' W121*5655.055' 102.9 0.0 AGIS 17.4 2148.0 YES LEA 1779 TREE N037*223.660' W121*5655.055' 102.9 0.0 AGIS 17.4 2148.0 YES LEA 1780 TREE N037*223.660' W121*5654.770' 102.9 AGIS 17.4 2148.0 YES LEA 1783 TREE N037*223.662''			LEAVE AS IS (7)
1771 UTIL POLE N0372229.431 W121*5646.632 81.6 44.7 AGIS 15.4 21375.0 YES LEA 1775 UTIL POLE N037*2270.07 W121*5643.803 7.4.4 39.0 AGIS 16.4 229.0 YES LEA 1776 UTIL POLE N037*2231.713 W121*5651.228* 92.3 55.7 AGIS 15.7 233.00 YES LEA 1776 TREE N037*2236.261 W121*5655.055 10.29 0.0 AGIS 16.5 457.0 YES LEA 1778 TREE N037*2236.667 W121*5655.055 10.29 0.0 AGIS 17.4 2148.0 YES LEA 1778 TREE N037*223.6667 W121*5654.577 102.2 0.0 AGIS 17.4 163.0 YES LEA 1780 TREE N037*223.667 W121*5645.607 82.1 0.0 AGIS 18.20 145.00 YES LEA 1784 CHIMNEY N037*223.68			LEAVE AS IS (7)
1775 UTIL POLE N037'227.076' W121'56'3.800' 74.4 39.0 AGIS 16.4 229.0 YES LEA 1776 UTIL POLE N037'22'3.713' W121'56'5.122'' 92.3 55.7 AGIS 16.5 233.20 YES LEA 1778 TREE N037'22'36.261'' W121'56'5.163'' 108.4 0.0 AGIS 16.5 457.0 YES LEA 1778 TREE N037'22'36.261'' W121'56'5.155'' 102.4 0.0 AGIS 17.4 2148.0 YES LEA 1779 TREE N037'22'30.604'' W121'56'54.770'' 102.2 0.0 AGIS 17.4 163.00 YES LEA 1782 UTIL POLE N037'22'30.604'' W121'56'48.688'' 89.1 52.8 AGIS 17.9 363.00 YES LEA 1782 UTIL POLE N037'22'30.604'' W121'56'48.688'' 89.1 52.8 AGIS 18.0 145.00 YES LEA 1784 <t< td=""><td></td><td></td><td>LEAVE AS IS (7)</td></t<>			LEAVE AS IS (7)
1776 UTIL POLE N037'22'31.713' W121'56'51.22'' 92.3 55.7 AGIS 15.7 2332.0 YES LEA 1778 TREE N037'22'3.620'' W121'56'51.62'' 108.4 0.0 AGIS 16.5 457.0 YES LEA 1779 TREE N037'22'3.680'' W121'56'55.055'' 102.9 0.0 AGIS 17.4 2148.0 YES LEA 1779 TREE N037'22'3.660'' W121'56'54.70'' 102.2 0.0 AGIS 17.4 1639.0 YES LEA 1780 TREE N037'22'3.660'' W121'56'45.607'' 102.2 0.0 AGIS 17.4 1639.0 YES LEA 1782 UTIL POLE N037'22'3.662'' W121'56'45.607'' 82.1 0.0 AGIS 18.0 145.00 YES LEA 1784 CHIMNEY N037'22'3.682'' W121'56'36.407'' 120.6 84.1 AGIS 18.9 269.0 YES LEA 1784 LIGHT			LEAVE AS IS (7)
1778 TREE N037°22'36.261* W121°56'56.163* 108.4 0.0 AGIS 16.5 457.0 YES LEA 1779 TREE N037°22'33.660* W121°56'55.055* 102.9 0.0 AGIS 17.4 2148.0 YES LEA 1780 TREE N037°22'33.660* W121°56'54.770* 102.2 0.0 AGIS 17.1 1639.0 YES LEA 1782 UTIL POLE N037°22'30.604* W121°56'45.607* 82.1 0.0 AGIS 17.9 363.0 YES LEA 1783 TREE N037°22'30.604* W121°56'45.607* 82.1 0.0 AGIS 18.0 1458.0 YES LEA 1784 CHIMNEY N037°22'36.827* W121°56'47.430* 90.1 0.0 AGIS 18.2 831.0 YES LEA 1785 LIGHT POLE N037°22'3.687 W121°56'36.047* 61.0 2.0 AGIS 18.2 85.0 YES LEA 1789 LIGHT POLE			LEAVE AS IS (7)
1779 $\overline{1}$ TREE $\overline{1}$ N0372233.665" $\overline{1}$ V121'56'55.055 $\overline{1}$ 102.9 $\overline{1}$ O.0 \overline{A} GIS $\overline{1}$ TA $\overline{2}$ 2148.0 \overline{Y} YES $\overline{1}$ LEA1780 $\overline{1}$ TREE $\overline{1}$ N037'22'33.665" $\overline{1}$ V121'56'45.770" $\overline{1}$ 102.2 $\overline{0}$.0 \overline{A} GIS $\overline{1}$ T.1 $\overline{1}$ 1639.0 \overline{Y} YES $\overline{1}$ LEA1780 $\overline{1}$ UTIL POLE $\overline{1}$ N037'22'30.604" $\overline{1}$ V121'56'45.607" $\overline{1}$ 82.1 $\overline{1}$ 0.0 \overline{A} GIS $\overline{1}$ T.9 $\overline{3}$ 363.0 \overline{Y} YES $\overline{1}$ LEA1783 $\overline{1}$ TREE $\overline{1}$ N037'22'3.627" $\overline{1}$ V121'56'45.607" $\overline{8}$ 2.1 $\overline{1}$ 0.0 \overline{A} GIS $\overline{1}$ 8.16.0 $\overline{1}$ 4.63.0 $\overline{1}$ 4.63.0 $\overline{1}$ 4.63.0 $\overline{1}$ YES $\overline{1}$ LEA1784 $\overline{1}$ CHIMNEY $\overline{1}$ N037'22'3.1497" $\overline{1}$ V121'56'47.430" $\overline{1}$ 9.01 $\overline{1}$ 0.0 $\overline{1}$ AGIS $\overline{1}$ 8.16.0 $\overline{1}$ 4.63.0 <td< td=""><td></td><td></td><td>LEAVE AS IS (7) LEAVE AS IS (7)</td></td<>			LEAVE AS IS (7) LEAVE AS IS (7)
1780 1711 1639.0 YES 1840 1782 UTIL POLE N037'22'30.604' W121'56'48.688' 89.1 52.8 AGIS 17.9 363.0 YES LEA 1783 TREE N037'22'30.604' W121'56'45.607' 82.1 0.0 AGIS 18.0 1458.0 YES LEA 1784 CHIMNEY N037'22'36.827' W121'56'47.430' 90.1 0.0 AGIS 18.9 269.0 YES LEA 1785 TREE N037'22'3.537' W121'56'36.317' 61.0 24.3 AGIS 20.0 85.0 YES LEA 1788 LIGHT POLE N037'22'3.538' W121'56'49.212' 92.5 26.4 AGIS 20.0 157.0 YES LEA 1793			LEAVE AS IS (7)
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Image: Constraint of the state of			LEAVE AS IS (7)
1788 LIGHT POLE N037°22'23.376° W121°56'36.317° 61.0 24.3 AGIS 20.0 85.0 YES LEA 1789 LIGHT POLE N037°22'23.378° W121°56'36.317° 64.2 26.2 AGIS 20.0 85.0 YES LEA 1789 LIGHT POLE N037°22'23.538° W121°56'36.402° 64.2 26.2 AGIS 20.2 157.0 YES LEA 1792 PWR TRANS PYLON N037°22'30.588° W121°56'49.212° 92.5 56.4 AGIS 20.7 328.00 YES LEA 1793 LIGHT POLE N037°22'24.096° W121°56'40.661° 62.5 25.5 AGIS 20.5 1718.0 YES LEA 1793 LIGHT POLE N037°22'25.206° W121°56'40.661° 73.1 0.0 AGIS 22.9 1183.0 YES LEA 1793 NAVAID N037°22'25.206° W121°56'40.661° 73.1 0.0 AGIS 22.9 1183.0 YES LEA			LEAVE AS IS (7)
Image: Normal and the state of the	1788 LIGHT POLE	85.0 YES	LEAVE AS IS (7)
Image: Normal and Contract (Normal and and Contrant)) 1793	1789 LIGHT POLE	157.0 YES	LEAVE AS IS (7)
1797 TREE N037°22'25.206" W121°56'40.661" 73.1 0.0 AGIS 22.9 1183.0 YES LEA 1798 NAVAID N037°22'28.928" W121°56'40.961" 81.8 46.8 AGIS 24.1 259.0 YES LEA	1792 PWR TRANS PYLO	328.0 YES	LEAVE AS IS (7)
1798 NAVAID N037°22'28.928" W121°56'40.961" 81.8 46.8 AGIS 24.1 259.0 YES LEA	1793 LIGHT POLE	1718.0 YES	LEAVE AS IS (7)
	1797 TREE	1183.0 YES	LEAVE AS IS (7)
1802 PWR TRANS PYLON N037°22'37.898" W121°57'05.002" 131.3 95.7 AGIS 24.6 1540.0 YES LEA	1798 NAVAID	259.0 YES	LEAVE AS IS (7)
	1802 PWR TRANS PYLO	1540.0 YES	LEAVE AS IS (7)
1803 PWR TRANS PYLON N037°22'38.356" W121°57'05.562" 135.3 102.5 AGIS 26.9 992.0 YES LEA	1803 PWR TRANS PYLO	992.0 YES	LEAVE AS IS (7)
1804 TREE N037°22'24.951" W121°56'37.805" 73.4 0.0 AGIS 27.5 953.0 YES LEA	1804 TREE	953.0 YES	LEAVE AS IS (7)
1805 LIGHT POLE N037°22'23.318" W121°56'37.201" 70.3 31.6 AGIS 28.3 91.0 YES LEA	1805 LIGHT POLE	91.0 YES	LEAVE AS IS (7)
1806 LIGHT POLE N037°22'24.402" W121°56'37.234" 73.3 34.1 AGIS 29.2 899.0 YES LEA	1806 LIGHT POLE	899.0 YES	LEAVE AS IS (7)
1971 ROAD N037°22'24.711" W121°56'38.325" 52.3 15.0 AGIS 6.1 345.0 YES LEA	1971 ROAD	345.0 YES	LEAVE AS IS (7)
1974 SIGN N037°22'24.022" W121°56'37.638" 47.1 7.1 AGIS 3.2 295.0 YES LEA	1974 SIGN	295.0 YES	LEAVE AS IS (7)





NORMAN Y. MINETA SAN JOSE **INTERNATIONAL AIRPORT** SAN JOSE, CALIFORNIA

RE RUNWAY 30L DEPARTURE CTION DATA TABLE

NOTES:

(1) ALL PRIVATE ACCESS ROADS WERE ADJUSTED UPWARD 10 FEET, PUBLIC ROAD ELEVATIONS WERE ADJUSTED UPWARD 15 FEET, AND RAILROAD ELEVATIONS WERE ADJUSTED UPWARD 23 FEET. ROAD OBSTRUCTIONS WITH A SOURCE HNTB WERE ADDED AT CRITICAL POINTS OF THE DEPARTURE SURFACES (I.E. EDGES AND EXTENDED RUNWAY CENTERLINE) AND WERE INTERPOLATED FROM THE PLANIMETRIC MAPPING AND ADJUSTED UPWARD ACCORDINGLY.

(2) HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83 [2010.00]).

(3) VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) - ALL ELEVATIONS ARE HEIGHT ABOVE MEAN SEA LEVEL (MSL). (4) THE AGIS SURVEY SOURCE INCLUDES THE OBJECTS COLLECTED IN ACCORDANCE WITH THE VERTICALLY GUIDED APPROACH SURFACES DESCRIBED IN AC 150/5300-18B. THE 18B OBSTRUCTION SURVEY SPECIFICATIONS SUPPORT DEVELOPMENT OF INSTRUMENT APPROACH AND DEPARTURES PROCEDURES AND ARE A REQUIREMENT FOR ALP UPDATES. THE

IMAGERY USED TO ANALYZE THESE SOURCES IS FROM JUNE 23, 2016. (5) A POSITIVE NUMBER INDICATES THE AMOUNT OF PENETRATION (YELLOW SHADING), "N/A" INDICATES THE OBJECT IS NOT IN THE SURFACE, AND A NEGATIVE NUMBER INDICATES THE CLEARANCE AMOUNT.

(6) ABOVE GROUND LEVEL (AGL) ELEVATIONS WERE DERIVED BY SUBTRACTING THE MSL TOP ELEVATION FROM THE NEAREST GROUND CONTOUR. TREES ARE LISTED AT 0.0' AGL DUE TO PHOTOGRAMMETRIC SURVEY LIMITATIONS.

(7) ANY OBSTACLE THAT PENETRATES THE 40:1 SURFACE WITHIN 1-NM OF THE DEPARTURE END OF THE RUNWAY IS MITIGATED BY A PUBLISHED NOTE IN THE TERMINAL PROCEDURES PUBLICATION (TPP) AS A LOW, CLOSE-IN OBSTACLE. THIS MITIGATING ACTION IS POLICY CODIFIED IN TERPS (ORDER 8260.3). (8) THESE OBJECTS DO NOT QUALIFY AS LOW, CLOSE-IN OBSTACLES BECAUSE THEIR CLIMB GRADIENT TERMINATION ALTITUDE IS GREATER THAN 200' ABOVE THE DEPARTURE END OF

RUNWAY. HOWEVER, THE EXISTING TAKE-OFF MINIMUMS FOR A RUNWAY 12L AND 12R DEPARTURE ARE 400 FEET CEILING AND 2¹/₂ MILE VISIBILITY (400 - 2¹/₂) TO ACCOUNT FOR THESE OBJECTS. THEREFORE, THESE OBJECTS HAVE A DISPOSITION OF LEAVE AS IS AND THE 2016 AGIS SURVEY DATA SHOULD BE USED TO UPDATE THE "TAKE-OFF MINIMUMS AND OBSTACLE NOTES".

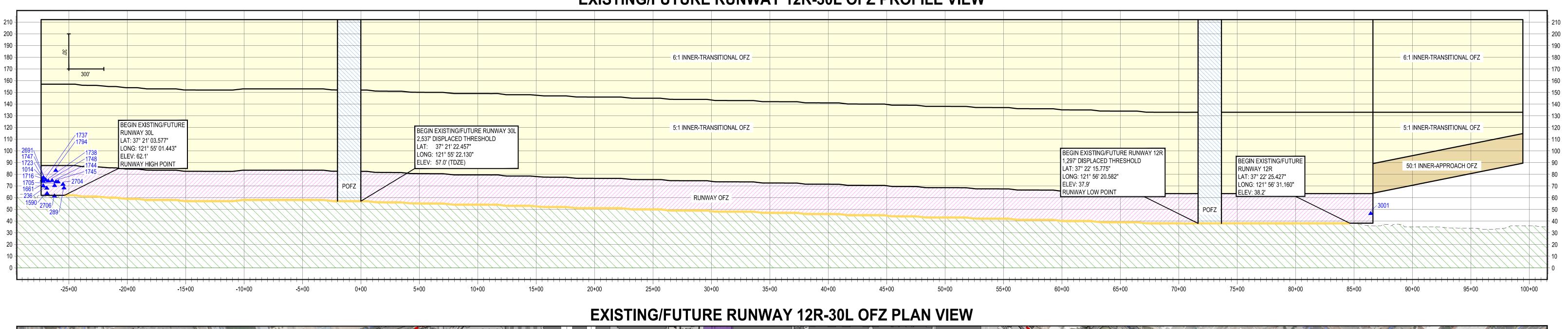
(9) THESE OBSTACLES ARE OUTSIDE OF THE THE PLAN AND PROFILE VIEWS ON SHEET 18.

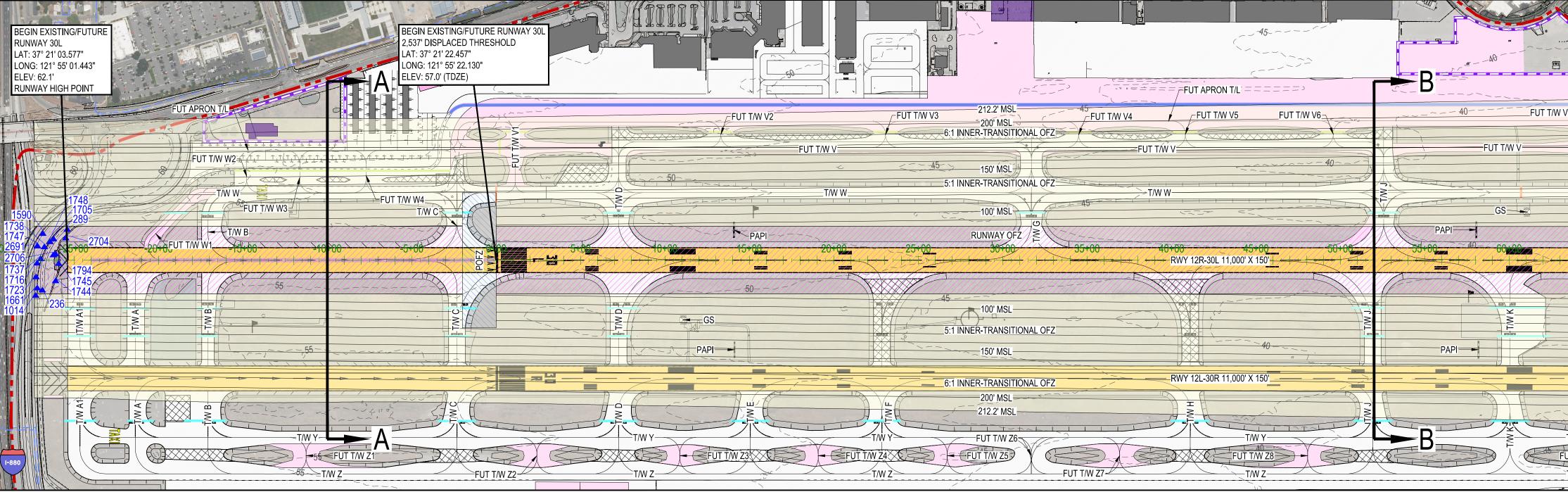
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	NO.	BY	APP	DATE	REVISIONS
THE CONTENTS OF THESE DOCUMENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF	1	CITY		AUG. 2015	ADD RUNWAY 12R-30L LOCALIZER AND G
THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT NECESSARILY CONSTITUTE A COMMITMENT ON	2	CITY		JUL. 2018	INTERIM TERMINAL F
THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY	3	CITY		SEP. 2018	AIRCRAFT RESCUE AND FIRE FIGH
DEVELOPMENT DEPICTED HEREIN, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.	4	НИТВ		MAY 2020	INCORPORATES PROPOSED PROJECTS I INCURSION MITIGATION (

O GLIDESLOPE CRITICAL AREAS L FACILITY

GHTING (ARFF) FACILITY TS IDENTIFIED IN THE RUNWAY ON (RIM) STUDY







DRAWING LEGEND		EXIST	ING/FUTUF	RE RUNWAY 1	2R-3	OL OFZ	OBST	RUCTI	ON DA	TA TABLE
RUNWAY PAVEMENT MEDIUM INTENSITY APPROACH LIGHTING SYSTEM TAXIWAY / APRON PAVEMENT WITH RUNWAY ALIGNMENT INDICATOR LIGHTS (MALSR)	NC	O. OBJECT	LAT.	LONG. MS (FT	L AGL .) (FT	SOURCE	ROFZ	12R INNER- APP OFZ	30L INNER- APP OFZ	INNER- TRANS ACTION TO BE OFZ TAKEN
OTHER PAVEMENT IN USE AIRPORT DEVELOPMENT AREAS	236	6 ROAD	N037°21'03.489"	W121°54'58.724" 70.	1 10.0	0 HNTB	8.0	N/A	N/A	N/A LEAVE AS IS (6)
FUTURE TAXIWAY / APRON PAVEMENT AIRPORT DEVELOPMENT AREAS	289	9 ROAD	N037°21'02.248"	W121°55'03.276" 70.	3 10.0	0 HNTB	8.2	N/A	N/A	N/A LEAVE AS IS (6)
FUTURE BUILDING / PAVEMENT DEMOLITION / CLOSURE X X X I LOCALIZER (LOC)							0.2	IN/A	IN/A	
AIRPORT PROPERTY LINE PRECISION APPROACH PATH INDICATOR (PAPI)	101	4 LIGHT POLE	N037°21'03.407"	W121°54'58.101" 77.	0 17.0	0 AGIS	14.8	N/A	N/A	N/A LEAVE AS IS (6)
AIRPORT PROPERTY LINE Image: Constraint of the constra	159	0 WALL	N037°21'01.336"	W121°55'01.870" 65.	5 2.6	AGIS	3.3	N/A	N/A	N/A LEAVE AS IS (6)
FUTURE HOLDBARS RUNWAY END IDENTIFIER LIGHTS (REIL)	166	01 WALL	N037°21'03.195"	W121°54'58.599" 72.	0 11.6	6 AGIS	9.9	N/A	N/A	N/A LEAVE AS IS (6)
FUTURE ILS CRITICAL AREA HOLDBARS OBSTRUCTION POINT 130										
FUTURE NON-MOVEMENT AREA BOUNDARY EXISTING GROUND AT CENTERLINE (PROFILE VIEW)	170	5 WALL	N037°21'02.014"	W121°55'02.089" 72.	3 11.8	8 AGIS	10.1	N/A	N/A	N/A LEAVE AS IS (6)
BUILDING - EXISTING - ON AIRPORT Image: Strategy and the second	171	6 ROAD	N037°21'02.225"	W121°54'59.959" 76.	0 15.0	0 AGIS	13.8	N/A	N/A	N/A LEAVE AS IS (6)
BUILDING - EXISTING - OFF AIRPORT BLAST PAD	172	3 LIGHT POLE	N037°21'02.708"	W121°54'59.150" 77.	2 16.9	9 AGIS	15.0	N/A	N/A	N/A LEAVE AS IS (6)
BUILDING - FUTURE - ON AIRPORT FUTURE VEHICLE SERVICE ROAD										
	173	7 LIGHT POLE	N037°21'02.212"	W121°55'00.373" 77.	2 16.5	5 AGIS	15.0	N/A	N/A	N/A LEAVE AS IS (6)
NOTES:	173	8 ROAD	N037°21'01.915"	W121°55'01.212" 76.	3 15.0	0 AGIS	14.2	N/A	N/A	N/A LEAVE AS IS (6)
(1) ALL PRIVATE ACCESS ROADS WERE ADJUSTED UPWARD 10 FEET, PUBLIC ROAD ELEVATIONS WERE ADJUSTED UPWARD 15 FEET, AND RAILROAD ELEVATION WERE ADJUSTED UPWARD 23 FEET. ROAD OBSTRUCTIONS WITH A SOURCE HNTB WERE ADDED AT CRITICAL POINTS (I.E. EDGES AND EXTENDED RUNWAY	174	4 WALL	N037°21'03.722"	W121°54'59.873" 75.	6 15.2	2 AGIS	13.4	N/A	N/A	N/A LEAVE AS IS (6)
CENTERLINE) AND WERE INTERPOLATED FROM THE PLANIMETRIC MAPPING AND ADJUSTED UPWARD ACCORDINGLY.	174	E \\/\/\\	N037°21'03.184"	W(404°55'00.074" 75	F 12 (9 AGIS	12.4	N/A	NI/A	N/A LEAVE AS IS (6)
(2) HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83 [2010.00]).	174	5 WALL	N037*2103.184	W121°55'00.974" 75.	5 13.9	9 AGIS	13.4	N/A	N/A	
(3) VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) - ALL ELEVATIONS ARE HEIGHT ABOVE MEAN SEA LEVEL (MSL).	174	7 LIGHT POLE	N037°21'01.559"	W121°55'00.919" 79.	1 17.0	0 AGIS	16.9	N/A	N/A	N/A LEAVE AS IS (6)
(4) THE AGIS SURVEY SOURCE INCLUDES THE OBJECTS COLLECTED IN ACCORDANCE WITH THE VERTICALLY GUIDED APPROACH SURFACES DESCRIBED IN AC	174	8 LIGHT POLE	N037°21'01.966"	W121°55'01.755" 76.	6 15.4	4 AGIS	14.5	N/A	N/A	N/A LEAVE AS IS (6)
150/5300-18B. THE 18B OBSTRUCTION SURVEY SPECIFICATIONS SUPPORT DEVELOPMENT OF INSTRUMENT APPROACH AND DEPARTURES PROCEDURES AND) 179	4 LOCALIZER	N037°21'02.666"	W121°55'01.343" 85.	2 24.9	9 AGIS	23.1	N/A	N/A	N/A LEAVE AS IS (6)
ARE A REQUIREMENT FOR ALP UPDATES. THE IMAGERY USED TO ANALYZE THESE SOURCES IS FROM JUNE 23, 2016.							23.1	IN/A	IN/A	
(5) A POSITIVE NUMBER INDICATES THE AMOUNT OF PENETRATION (YELLOW SHADING), "N/A" INDICATES THE OBJECT IS NOT IN THE SURFACE, AND A NEGATIVE	269	1 LIGHT POLE	N037°21'01.585"	W121°55'00.919" 79.	1 17.0	0 AGIS	16.9	N/A	N/A	N/A LEAVE AS IS (6)
NUMBER INDICATES THE CLEARANCE AMOUNT.	270	4 WALL	N037°21'02.521"	W121°55'02.724" 73.	4 13.7	7 AGIS	11.3	N/A	N/A	N/A LEAVE AS IS (6)
(6) THE ROFZ IS INTENDED TO PROTECT ARRIVING AIRCRAFT WHICH ARE PROTECTED BY THE DISPLACED THRESHOLDS. FOR EACH RUNWAY END, THE RSA IS	270	6 ELEC BOX	N037°21'02.622"	W121°55'01.193" 63.	5 3.0) AGIS	1.4	N/A	N/A	N/A LEAVE AS IS (6)
MORE LIMITING AND CRITICAL THAN THE ROFZ FOR ARRIVING OPERATIONS WITH THE APPLICATION OF DECLARED DISTANCES. THE INNER-APPROACH,										
PRECISION, AND INNER-TRANSITIONAL OFZ ONLY APPLY TO RUNWAY 12R-30L AND ARE CLEAR OF PENETRATIONS.	300	01 WALL	N037°22'25.470"	W121°56'34.500" 48.	4' 13.7	7 HNTB	10.2	N/A	N/A	N/A LEAVE AS IS (6)

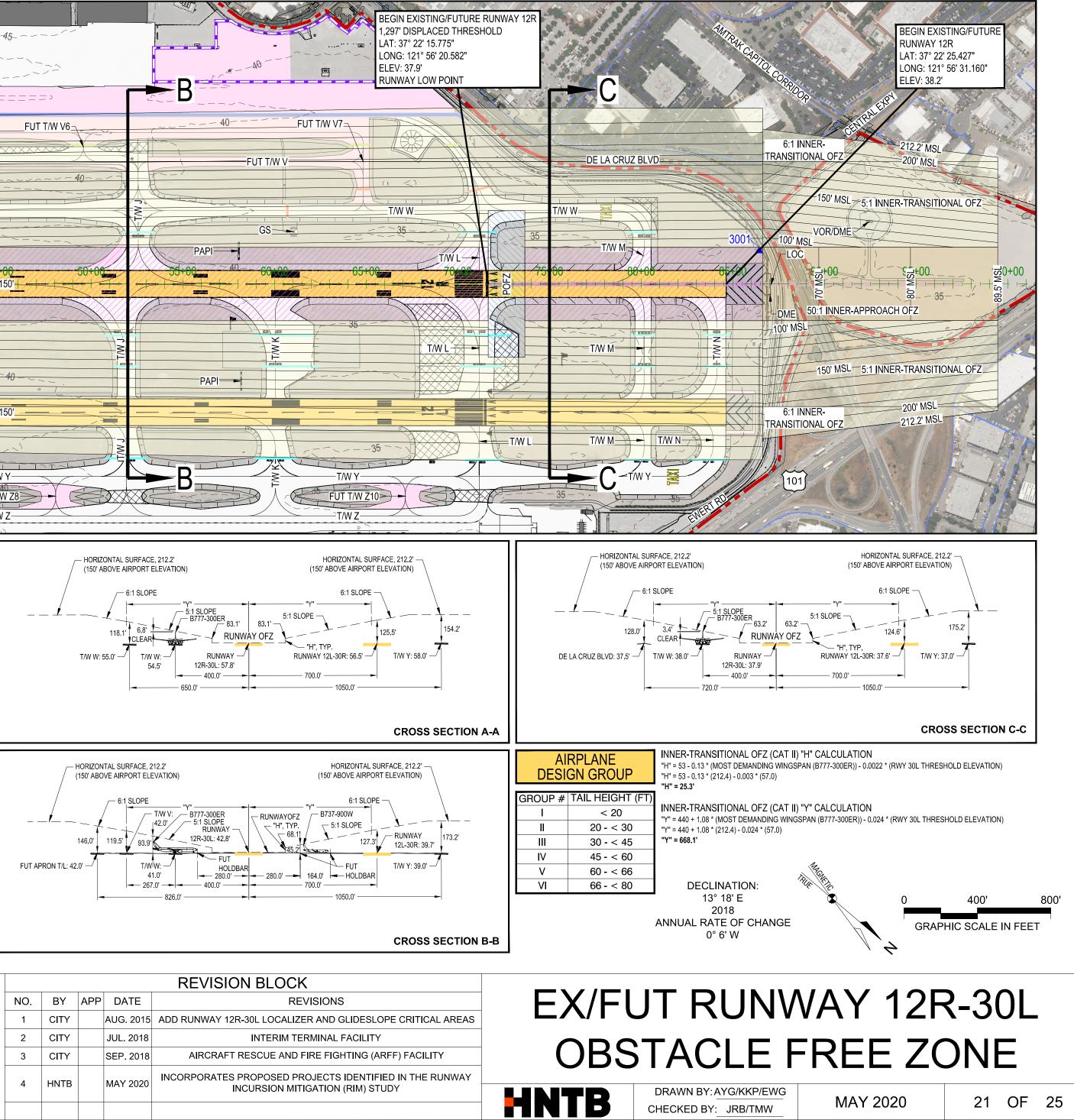




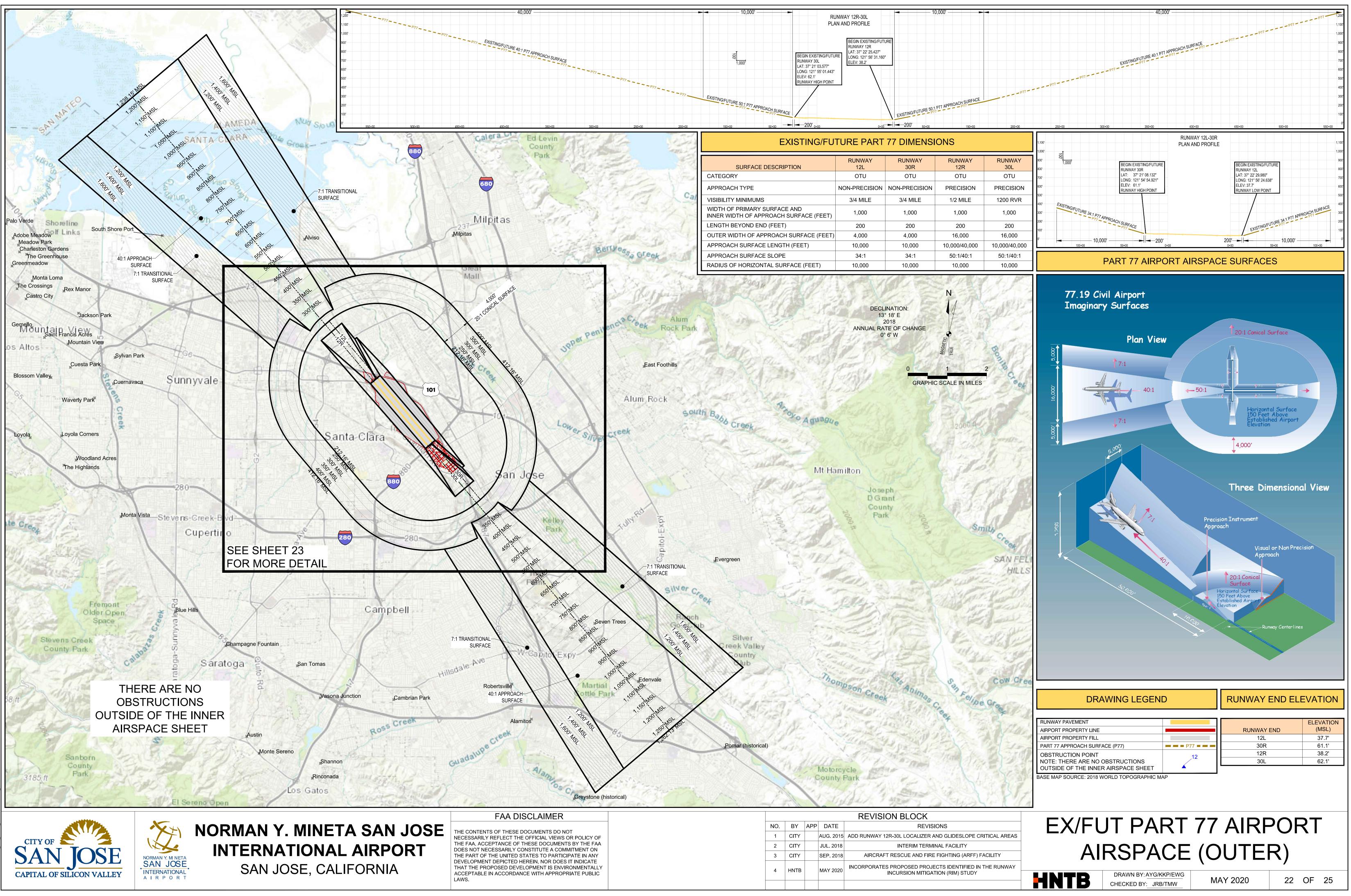
EXISTING/FUTURE RUNWAY 12R-30L OFZ PROFILE VIEW

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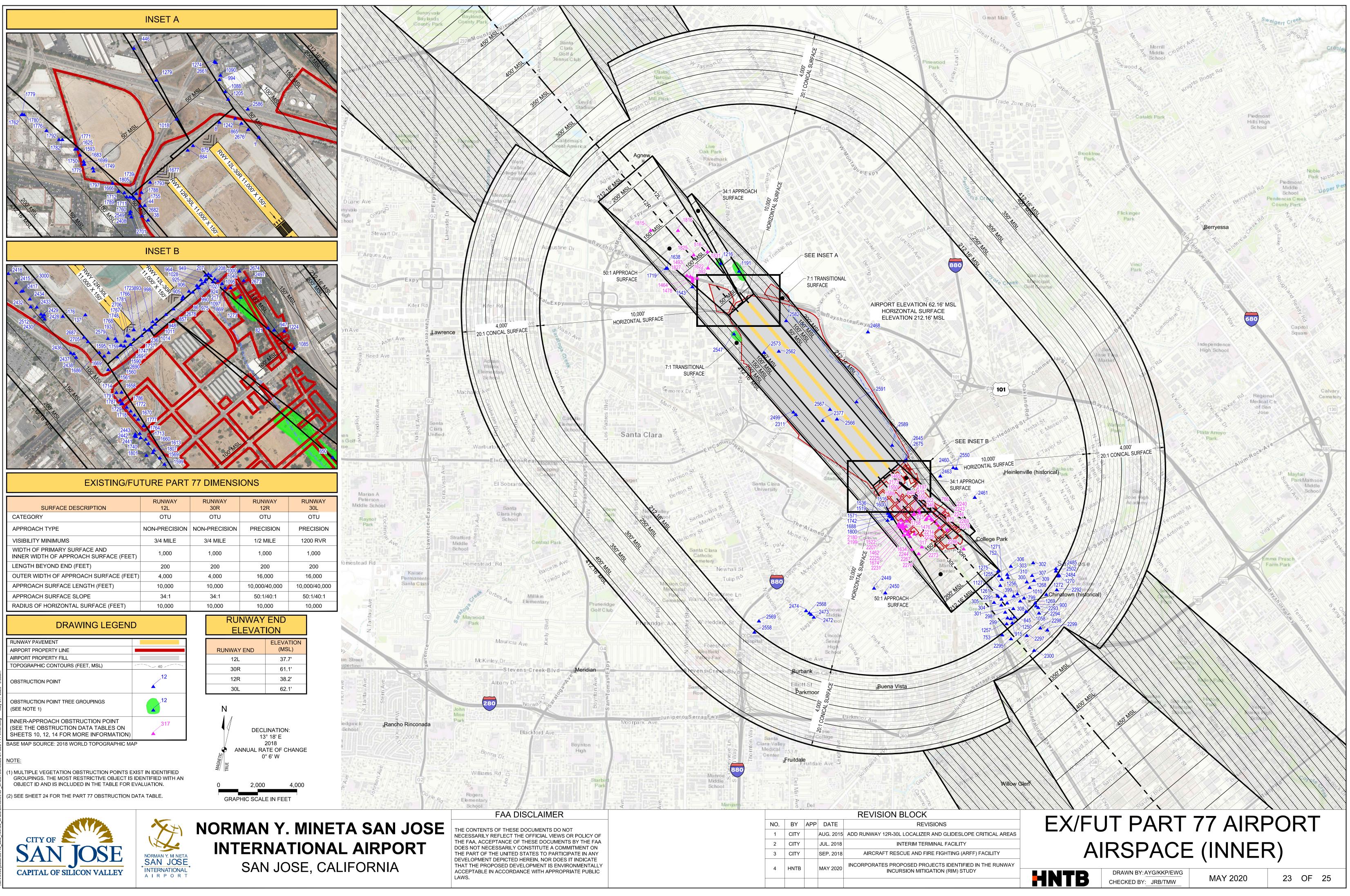
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				REVISION BLOCK
NO.	BY	APP	DATE	REVISIONS
1	CITY		AUG. 2015	ADD RUNWAY 12R-30L LOCALIZER AND G
2	CITY		JUL. 2018	INTERIM TERMINAL F
3	CITY		SEP. 2018	AIRCRAFT RESCUE AND FIRE FIGH
4	HNTB		MAY 2020	INCORPORATES PROPOSED PROJECTS INCURSION MITIGATION



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				MSL	AGL.		077	P77	P77	577	DISPOSITION		
0.	OBJECT	LAT.	LONG.	(FT.)	AGL. (FT.)	SOURCE	P77 PRIMARY	TRANS- ITIONAL	HORI- ZONTAL	P77 CONICAL	ACTION TO BE TAKEN	NO.	•
1	ROAD	N037°22'31.298"	W121°56'17.652"	44.5	15.0	HNTB	N/A	3.5	N/A	N/A	LEAVE AS IS (10)	1718	8
8	ROAD	N037°22'33.091"	W121°56'23.927"	51.2	15.0	HNTB	13.5	N/A	N/A	N/A	LEAVE AS IS (10)	1723	_
38	ROAD	N037°22'20.621"	W121°56'34.960"	45.6	15.0	HNTB	N/A	1.9	N/A	N/A	LEAVE AS IS (10)	1729	_
44	ROAD	N037°22'22.462"	W121°56'35.509"	45.1	15.0	HNTB	6.9	N/A	N/A	N/A	LEAVE AS IS (10)	1737	-
36 27	ROAD	N037°21'07.346"	W121°54'53.009"	68.5	15.0	HNTB HNTB	7.4	N/A	N/A	N/A	LEAVE AS IS (10)	1739	-
37 76	ROAD	N037°21'05.167" N037°21'04.934"	W121°55'08.242" W121°55'11.805"	67.1 75.2	15.0 0.0	HNTB	7.6 N/A	N/A 12.6	N/A N/A	N/A N/A	LEAVE AS IS (10)	1740	-
93	ROAD	N037°21'02.216"	W121°55'03.478"	70.3	0.0	НИТВ	8.2	N/A	N/A	N/A	LEAVE AS IS (10)	1747	_
07	ROAD	N037°21'10.552"	W121°54'48.929"	68.9	0.0	HNTB	N/A	2.4	N/A	N/A	LEAVE AS IS (10)	1749	_
08	ROAD	N037°21'10.337"	W121°54'48.529"	80.4	0.0	HNTB	N/A	12.5	N/A	N/A	LEAVE AS IS (10)	1750	0
17	ROAD	N037°21'09.089"	W121°54'50.707"	68.7	0.0	HNTB	7.5	N/A	N/A	N/A	LEAVE AS IS (10)	1755	5
36	ROAD	N037°21'03.449"	W121°54'58.876"	70.1	0.0	HNTB	8.0	N/A	N/A	N/A	LEAVE AS IS (10)	1759	9
46	TREE	N037°22'42.249"	W121°56'37.624"	71.7	0.0	AGIS	N/A	1.3	N/A	N/A	LEAVE AS IS (10)	1760	0
50	TREE	N037°20'47.677"	W121°54'28.855"	134.8	0.0	AGIS	N/A	14.6	N/A	N/A	LEAVE AS IS (10)	1762	2
21	TREE	N037°21'03.884"	W121°54'39.370"	93.7	0.0	AGIS	N/A	0.1	N/A	N/A	LEAVE AS IS (10)	1764	4
57	WALL	N037°21'05.375"	W121°54'55.521"	71.9	12.2	AGIS	10.8	N/A	N/A	N/A	LEAVE AS IS (10)	1766	6
65	FENCE	N037°22'33.008"	W121°56'20.444"	43.2	9.5	AGIS	5.6	N/A	N/A	N/A	LEAVE AS IS (10)	1767	7
69	BUSH	N037°21'08.825"	W121°54'46.255"	77.5	0.0	AGIS	N/A	2.6	N/A	N/A	LEAVE AS IS (10)	1768	-
75	WALL	N037°22'30.104"	W121°56'28.026"	48.8	14.0	AGIS	11.1	N/A	N/A	N/A	LEAVE AS IS (10)	177	-
84	FENCE	N037°22'29.514"	W121°56'28.866"	49.8	14.6	AGIS	12.1	N/A	N/A	N/A	LEAVE AS IS (10)	1772	_
93	SIGN	N037°21'03.737"	W121°54'57.804"	73.0	12.6	AGIS	11.9	N/A	N/A	N/A	LEAVE AS IS (10)	1775	_
05 06	WALL	N037°21'07.653" N037°21'08.342"	W121°54'52.871" W121°54'51.940"	73.2 73.0	15.6 15.2	AGIS	12.0 11.9	N/A N/A	N/A N/A	N/A N/A	LEAVE AS IS (10)	1776	_
24	ROAD	N037°21'09.563"									LEAVE AS IS (10)	1779	_
24 25	ROAD	N037°21'09.563" N037°21'08.797"	W121°54'49.466" W121°54'50.423"	74.3 73.9	15.0 15.0	AGIS	13.1 12.8	N/A N/A	N/A N/A	N/A N/A	LEAVE AS IS (10)	1779	_
20 47	TREE	N037°21'03.612"	W121°54'38.429"	100.4	0.0	AGIS	N/A	0.6	N/A	N/A	LEAVE AS IS (10)	178	_
48	WALL	N037°21'04.765"	W121°54'57.002"	73.6	14.6	AGIS	12.4	N/A	N/A	N/A	LEAVE AS IS (10)	1782	_
49	WALL	N037°21'10.383"	W121°54'49.395"	73.4	14.6	AGIS	12.3	N/A	N/A	N/A	LEAVE AS IS (10)	1786	-
64	FENCE	N037°21'09.798"	W121°54'50.088"	73.9	15.2	AGIS	12.7	N/A	N/A	N/A	LEAVE AS IS (10)	1787	7
75	LIGHT POLE	N037°21'08.241"	W121°54'51.338"	75.8	16.7	AGIS	14.7	N/A	N/A	N/A	LEAVE AS IS (10)	1788	8
90	LIGHT POLE	N037°21'08.789"	W121°54'50.613"	76.1	17.3	AGIS	14.9	N/A	N/A	N/A	LEAVE AS IS (10)	1789	9
94	LIGHT POLE	N037°22'38.478"	W121°56'24.025"	63.1	31.2	AGIS	N/A	5.7	N/A	N/A	LEAVE AS IS (10)	1791	1
98	FENCE	N037°21'04.440"	W121°54'57.599"	74.3	15.0	AGIS	13.2	N/A	N/A	N/A	LEAVE AS IS (10)	1792	2
000	ROAD	N037°21'09.954"	W121°54'47.904"	77.6	15.0	AGIS	N/A	7.6	N/A	N/A	LEAVE AS IS (10)	1793	3
011	LIGHT POLE	N037°21'04.115"	W121°54'57.172"	77.3	16.8	AGIS	16.2	N/A	N/A	N/A	LEAVE AS IS (10)	1797	7
)14	LIGHT POLE	N037°21'03.367"	W121°54'58.253"	77.0	17.0	AGIS	14.8	N/A	N/A	N/A	LEAVE AS IS (10)	1801	1
018	TREE	N037°22'33.408"	W121°56'30.680"	63.0	0.0	AGIS	N/A	15.0	N/A	N/A	LEAVE AS IS (10)	1805	5
)27	LIGHT POLE	N037°21'09.857"	W121°54'49.287"	76.3	17.3	AGIS	15.1	N/A	N/A	N/A	LEAVE AS IS (10)	1807	7
028	LIGHT POLE	N037°21'09.344"	W121°54'49.920"	76.4	17.2	AGIS	15.3	N/A	N/A	N/A	LEAVE AS IS (10)	2408	8
049	LIGHT POLE	N037°21'09.577"	W121°54'48.177"	79.6	17.1	AGIS	N/A	15.5	N/A	N/A	LEAVE AS IS (10)	2415	5
085	TREE	N037°21'01.363"	W121°54'35.220"	114.4	0.0	AGIS	N/A	5.5	N/A	N/A	LEAVE AS IS (10)	2416	-
088	LIGHT POLE	N037°22'36.945"	W121°56'23.092"	62.4	31.2	AGIS	N/A	12.8	N/A	N/A	LEAVE AS IS (10)	2417	-
090	TREE	N037°22'39.012"	W121°56'23.862"	68.0	0.0	AGIS	N/A	3.8	N/A	N/A	LEAVE AS IS (10)	2428	-
)95)97	ROAD	N037°21'09.697"	W121°54'47.412"	82.2	15.0	AGIS	N/A	1.0	N/A	N/A	LEAVE AS IS (10)	2429	_
097 205	ROAD	N037°21'09.357" N037°22'36.016"	W121°54'46.735" W121°56'22.589"	83.5 74.7	15.0 41.3	AGIS	N/A	8.2	N/A	N/A	LEAVE AS IS (10)	2430	_
205	TREE	N037°22'36.016" N037°21'03.501"	W121°56'22.589" W121°54'36.812"	74.7 124.1	41.3 0.0	AGIS	N/A N/A	30.4 10.6	N/A N/A	N/A N/A	LEAVE AS IS (10)	2432	-
224 242		N037°22'33.618"	W121°54'36.812" W121°56'21.423"	74.0	40.1	AGIS	N/A 36.4	N/A	N/A	N/A	LEAVE AS IS (10)	2433	_
242	TREE	N037°21'07.664"	W121°54'43.746"	133.2	0.0	AGIS	N/A	45.7	N/A	N/A	LEAVE AS IS (10)	2432	_
274	TREE	N037°22'40.739"	W121°56'24.832"	115.0	0.0	AGIS	N/A	41.4	N/A	N/A	LEAVE AS IS (10)	2430	-
279	PWR TRANS LINE	N037°22'38.273"	W121°56'34.008"	67.1	33.2	AGIS	N/A	2.5	N/A	N/A	LEAVE AS IS (10)	2438	_
560	TREE	N037°20'59.934"	W121°55'03.134"	64.8	0.0	AGIS	2.7	N/A	N/A	N/A	LEAVE AS IS (10)	244	_
561	SIGN	N037°20'58.320"	W121°55'04.519"	66.4	14.9	AGIS	N/A	0.8	N/A	N/A	LEAVE AS IS (10)	2442	2
569	LIGHT POLE	N037°20'47.283"	W121°54'56.148"	98.3	31.0	AGIS	N/A	2.2	N/A	N/A	LEAVE AS IS (10)	2443	3
590	WALL	N037°21'01.295"	W121°55'02.021"	65.5	2.6	AGIS	3.3	N/A	N/A	N/A	LEAVE AS IS (10)	2497	7
593	RAILROAD	N037°22'28.687"	W121°56'45.860"	64.0	23.0	AGIS	N/A	3.6	N/A	N/A	LEAVE AS IS (10)	2512	2
595	ROAD	N037°21'00.450"	W121°55'04.488"	64.3	15.0	AGIS	2.2	N/A	N/A	N/A	LEAVE AS IS (10)	2549	9
599	LIGHT POLE	N037°20'46.497"	W121°54'55.392"	102.5	34.3	AGIS	N/A	5.6	N/A	N/A	LEAVE AS IS (10)	2579	9
613	LIGHT POLE	N037°20'48.236"	W121°54'57.097"	98.2	31.4	AGIS	N/A	2.7	N/A	N/A	LEAVE AS IS (10)	2586	6
625	TREE	N037°22'29.414"	W121°56'46.342"	67.5	0.0	AGIS	N/A	1.0	N/A	N/A	LEAVE AS IS (10)	2667	1
658	TREE	N037°20'55.487"	W121°55'02.351"	80.4	0.0	AGIS	N/A	7.1	N/A	N/A	LEAVE AS IS (10)	2673	3
660	LIGHT POLE	N037°20'49.069"	W121°54'58.004"	98.2	31.7	AGIS	N/A	2.6	N/A	N/A	LEAVE AS IS (10)	2674	_
666	ROAD	N037°22'24.190"	W121°56'39.696"	51.8	15.0	AGIS	N/A	1.2	N/A	N/A	LEAVE AS IS (10)	2676	-
69	TREE	N037°21'00.008"	W121°55'05.183"	68.7	0.0	AGIS	6.5	N/A	N/A	N/A	LEAVE AS IS (10)	2678	-
670	LIGHT POLE	N037°20'52.123"	W121°54'59.656"	91.4	16.9	AGIS	N/A	10.1	N/A	N/A	LEAVE AS IS (10)	2682	_
677	FENCE	N037°22'25.397"	W121°56'34.737"	49.1	14.4	AGIS	11.0	N/A	N/A	N/A	LEAVE AS IS (10)	2687	_
683	TREE	N037°22'27.901"	W121°56'45.268"	68.0	0.0	AGIS	N/A	5.1	N/A	N/A	LEAVE AS IS (10)	2690	-
686	TREE	N037°21'00.452"	W121°55'05.957"	67.9	0.0	AGIS	5.8	N/A	N/A	N/A	LEAVE AS IS (10)	269	_
599 	TREE	N037°22'27.569"	W121°56'45.135"	67.6	0.0	AGIS	N/A	2.7	N/A	N/A	LEAVE AS IS (10)	270	_
711	SIGN	N037°22'23.513"	W121°56'37.881"	51.0	12.4	AGIS	N/A	9.5	N/A	N/A	LEAVE AS IS (10)	2705	-
712	ROAD	N037°22'24.031"	W121°56'38.768"	54.0	15.0	AGIS	N/A	9.8	N/A	N/A	LEAVE AS IS (10)	2706	_
713	LIGHT POLE	N037°20'49.606"	W121°54'58.426"	101.3	34.4	AGIS	N/A	7.0	N/A	N/A	LEAVE AS IS (10)	3000	0

	PART 77 AII	RPORT AIRS	PACE (INNE	R) OB	3STRU			TABLE	(INSET	S A/B)		PAR	t 77 Airpo	ORT AIRSPA	ACE (II	NNER)	OBST	RUCTIC	N DAT	A TABI	LE			P/	ART 77 A	IRP0	RT AIR	SPAC	E (INNE	R) OBS				BLE
NO	OBJECT	LAT.	LONG.	ISL AG	GL. SOURC	P77	P77 , TRANS-	P77 HORI-	P77	DISPOSITION ACTION TO BE	NO.	OBJECT	LAT.	LONG.	MSL (FT.)	AGL. (FT.) SC		P77 P7 MARY TRA	P7 S- HOI	7 P7 RI- CONI	11	DISPOSITION ACTION TO BE	NO.	OBJECT	LAT.		LONG.	MSL	AGL. (FT.) S			P77 P77 RANS- HOR	P77	DISPOSITION ACTION TO BE
1718	LIGHT POLE	N037°20'52.635"	(1	T.) (FT 4.0 16	1.)	PRIMART	ITIONAL		CONICAL N/A	LEAVE AS IS (10)	298	BUILDING	N037°19'56.904"						AL ZON	AL		TAKEN	2558	TREE	N037°19'44	911" W	121°56'18.087		(F1.) 0.0			ONAL ZONT, N/A N/A	CONIC 21.7	TAKEN
1723	LIGHT POLE	N037°21'02.668"	W121°54'59.302" 7				N/A	N/A	N/A	LEAVE AS IS (10)	299	BUILDING	N037°19'54.048"	W121°53'38.488"	254.8	168.9	AGIS	N/A N//	42	6 N/A	/A LI	EAVE AS IS (10)	2562	POLE	N037°22'06	732" W	121°56'05.407	/" 58.0	23.0	AGIS 1	9.7	N/A N/A	N/A	LEAVE AS IS (10)
1729		N037°20'53.140"		3.1 13.			10.9	N/A	N/A	LEAVE AS IS (10)	300 301	BUILDING	N037°20'12.330" N037°19'58.787"					N/A N/J				EAVE AS IS (10)	2566 2567	TOWER ANTENNA	N037°21'32		121°55'28.027 121°55'32.524		49.7 33.8	AGIS 4		N/A N/A N/A N/A	N/A	
1737 1739		N037°21'02.172" N037°22'23.946"	W121°55'00.524" 7 W121°56'36.887" 5	7.2 16 3.9 15			N/A N/A	N/A N/A	N/A N/A	LEAVE AS IS (10)	302	BUILDING	N037°20'22.028"	W121°53'22.793"				N/A N//				_EAVE AS IS (10)	2568	TREE	N037°19'55		121°55'43.604		0.0			N/A 7.0	N/A	
1740	LIGHT POLE	N037°20'49.791"	W121°54'59.231" 10	02.8 34	.8 AGIS	N/A	3.3	N/A	N/A	LEAVE AS IS (10)	303	BUILDING	N037°20'15.976"					N/A N//				EAVE AS IS (10)	2569	TREE			121°56'15.357		0.0			N/A 7.5	N/A	,
1747	LIGHT POLE	N037°21'01.519" N037°21'01.926"		9.1 17. 6.6 15.			N/A N/A	N/A N/A	N/A N/A	LEAVE AS IS (10)	304 305	BUILDING	N037°20'00.429" N037°20'01.721"				AGIS AGIS	N/A N/J N/A N/J				LEAVE AS IS (10)	2573 2582	TOWER	N037°22'05		121°56'14.761 121°56'01.061		26.0 86.6	AGIS 2 AGIS I		N/A N/A 22.6 N/A	N/A	
1749		N037°22'26.699"		9.3 33.			8.6	N/A	N/A	LEAVE AS IS (10)	306	BUILDING	N037°20'20.106"	W121°53'36.879"	239.4	157.2	AGIS	N/A N/J	27	2 N//	/A LI	EAVE AS IS (10)	2589	LIGHT POLI	N037°21'20	230" W	121°54'52.921	" 144.8	85.8	AGIS	V/A	25.0 N/A	N/A	
1750		N037°22'27.509"		2.7 0.1 1.7 15.			6.0 N/A	N/A	N/A	LEAVE AS IS (10)	307 308	BUILDING	N037°20'15.579" N037°19'57.443"	W121°53'23.383" W121°53'26.769"				N/A N//				LEAVE AS IS (10)	2591 2645	LIGHT POLI	N037°21'41		121°55'15.834 121°54'44.810		84.2 0.0			14.0 N/A 10.7 N/A	N/A	
1755 1759		N037°22'22.384" N037°21'01.386"	W121°56'36.239" 5 W121°55'02.564" 7				N/A N/A	N/A N/A	N/A	LEAVE AS IS (10)	309	BUILDING	N037°20'13.116"					N/A N/J				LEAVE AS IS (10)	2675	TREE	N037°21'13		121°54'43.856		0.0			10.6 N/A	N/A	
1760	SIGN	N037°22'23.474"		6.6 17.			17.6	N/A	N/A	LEAVE AS IS (10)	310	BUILDING	N037°20'14.396"				AGIS	N/A N//		2 N/A		LEAVE AS IS (10)												
1762		N037°22'33.662" N037°20'50.330"	W121°56'55.198" 9 W121°54'59.390" 10	9.2 0.1 04.0 34.			6.4 8.1	N/A N/A	N/A N/A	LEAVE AS IS (10)	399 752	BUILDING	N037°20'05.097" N037°20'17.659"					N/A N/ <i>i</i> N/A 42.				LEAVE AS IS (10)	NOTE	ç.										
1766	VERTICAL STRUCTUR	E N037°21'03.401"	W121°55'00.559" 7	8.8 19.	0.4 AGIS	16.7	N/A	N/A	N/A	LEAVE AS IS (10)	753	BUILDING	N037°19'45.417"		319.4	229.6	AGIS	N/A N//	N/.	A 106		EAVE AS IS (10)	(1) A F	 POSITIVE N		CATES ⁻	THE AMOU	NT OF P	ENETRAT	ON, "N/A" II	NDICATE	S THE OBJE	CT IS NOT	IN THE PART 77
1767			W121°55'01.595" 7				N/A	N/A	N/A	LEAVE AS IS (10)	799 845	BUILDING	N037°20'04.206"				AGIS	N/A N//	89	9 N/A 2 N/A		LEAVE AS IS (10)	(2) AL		S OPERATIN					· · · · · · ·		RECTION OF		
1768	LIGHT POLE UTIL POLE	N037°21'01.906" N037°22'29.431"	W121°55'03.231" 7 W121°56'46.632" 8	8.1 16 1.6 44			N/A 21.8	N/A N/A	N/A	LEAVE AS IS (10)	900	BUILDING	N037°20'00.293"					N/A N/J	N/.	107		EAVE AS IS (10)		- (-,									UTLINED IN THE ON AN AIRPORT.
1772	LIGHT POLE	N037°20'53.617"	W121°55'01.500" 9	6.5 16.	6.0 AGIS	N/A	13.1	N/A	N/A	LEAVE AS IS (10)	915	BUILDING			320.5			N/A N//				LEAVE AS IS (10)	· · ·	IE AIRFIELI ID 12R-30L	CONFIGUE	ATION F	RESENTE	D ON TH	S SHEET	REFLECTS	THE FUT		IONS OF	RUNWAY 12L-30R
1775		N037°22'27.076" N037°22'31.713"	W121°56'43.803" 7 W121°56'51.228" 9				16.2 14.9	N/A N/A	N/A N/A	LEAVE AS IS (10)	1010 1058	BUILDING	N037°20'01.580" N037°20'02.663"	W121°53'38.832" W121°53'30.644"	300.5 310.9			N/A N/J N/A N/J				LEAVE AS IS (10)	AP	PROACH S	URFACES E	ESCRIBI	ED IN AC 1	50/5300-	8B. THE 1	8B OBSTR	JCTION S	SURVEY SPE	CIFICATIO	LLY GUIDED NS SUPPORT
1777			W121°54'58.798" 10				23.7	N/A	N/A	LEAVE AS IS (10)	1127	BUILDING	N037°20'05.143"				AGIS	N/A N//	85	9 N/A		EAVE AS IS (10)	UP	DATES. TH	E IMAGERY	JSED TO	D ANALYZE	E THESE	SOURCES	IS FROM			:QUIKEME	NT FOR ALP
1779		N037°22'33.680"	W121°56'55.055" 1(11.5	N/A	N/A	LEAVE AS IS (10)	1191 1216	TREE	N037°22'46.730" N037°22'50.554"		104.5 129.9			N/A 23. N/A 28.	N/.			_EAVE AS IS (10)	()		DATUM: NO				,	,	8) - ALL E		ARE HEIG	HT ABOVE MEAN
1780 1781		N037°22'33.665" N037°21'03.370"	W121°56'54.770" 10 W121°55'00.597" 8	02.2 0.1 2.1 22			13.1 N/A	N/A N/A	N/A N/A	LEAVE AS IS (10)	1250	BUILDING	N037°19'53.671"		343.4			N/A N/J				LEAVE AS IS (10)		A LEVEL (N	,				15 FFFT A			ATIONS WE		FED UPWARD 23
1782		N037°22'30.604"		9.1 52.			22.8	N/A	N/A	LEAVE AS IS (10)	1255	BUILDING		W121°53'43.329"				N/A N/J				EAVE AS IS (10)	ÉFE	ET AS PER		QUIREM	ENTS. RO	AD ELEV				D FROM THE		
1786		N037°20'54.076" N037°20'54.032"	W121°55'02.165" 9 W121°55'02.367" 9				13.1 10.8	N/A N/A	N/A N/A	LEAVE AS IS (10)	1256 1257	BUILDING	N037°20'06.218" N037°19'51.071"					N/A N// N/A N//				LEAVE AS IS (10)	()									E REVIEW OI		
1788		N037°22'23.376"	W121°56'36.317" 6			22.8	N/A	N/A	N/A	LEAVE AS IS (10)	1261	BUILDING	N037°20'05.094"	W121°53'44.855"	315.9	237.2	AGIS	N/A N//	103	8 N//	/A LI	EAVE AS IS (10)	· · ·			,						E MSL TOP E AMMETRIC \$		
1789		N037°22'23.533"	W121°56'38.402" 6	4.2 26 8.5 14			18.4	N/A	N/A	LEAVE AS IS (10)	1268 1269	BUILDING	N037°20'09.552" N037°20'01.835"		341.7 362.4			N/A N//				_EAVE AS IS (10)	ŤТ	HRESHOLI	OS ARE DISE	LACED .	TO ENSUR	E THAT	HERE AR	E NO PENE	TRATION	IS" BECAUS IS TO THE TH CLE CLEARA	IRESHOL) SITING
1791		N037°20'54.495" N037°22'30.588"	W121°56'49.212" 9				21.6	N/A N/A	N/A	LEAVE AS IS (10)	1270	BUILDING	N037°20'15.573"					N/A N/J				EAVE AS IS (10)	(11) T	HE DISPOS	ITION OF TH	E PART	77 OBSTR	UCTION	SHOWN H	ERE IS "LE	AVE AS I	S" BECAUSE	IT WILL B	MITIGATED IN
1793		N037°22'24.096"	W121°56'36.067" 6				N/A	N/A	N/A	LEAVE AS IS (10)	1271	CRANE			315.2			N/A N//				EAVE AS IS (10)		018-AWP-3		ERECU	VIVIENDATI	IONS FR		ACE CASE	2018-AVV	P-3175-NRA ⁻	IHRUUGF	
1797		N037°22'25.206" N037°20'47.579"	W121°56'40.661" 7 W121°54'58.277" 12				24.0 9.4	N/A N/A	N/A N/A	LEAVE AS IS (10)	1272 1275	BUILDING	N037°20'06.150" N037°20'15.205"		368.9 365.8			N/A N/J N/A N/J				LEAVE AS IS (10)												
1805		N037°22'23.318"	W121°56'37.201" 7				N/A	N/A	N/A	LEAVE AS IS (10)	1516	LIGHT POLE	N037°20'45.775"	W121°54'54.714"	100.4	32.9	AGIS	N/A 2.	N/.	N//		EAVE AS IS (10)												
1807		N037°20'47.945"	W121°54'57.252" 13 W121°56'37.817" 9	39.7 0.1			40.1	N/A	N/A	LEAVE AS IS (10)	1519 1536	TREE	N037°20'44.367"					N/A 5.	N/.			EAVE AS IS (10)												
2408 2415		N037°22'21.416" N037°21'09.078"	W121°55'19.271" 8				33.5 1.5	N/A N/A	N/A N/A	LEAVE AS IS (10)	1543	UTIL POLE	N037°22'38.570"					N/A 7.				EAVE AS IS (10)												
2416		N037°21'10.219"	W121°55'20.511" 9				3.5	N/A	N/A	LEAVE AS IS (10)	1571 1600	TREE	N037°20'44.748"	W121°54'53.767" W121°54'54.798"	106.1			N/A 7.0	N/.			EAVE AS IS (10)												
2417 2428	LIGHT POLE TREE		W121°55'18.151" 9 W121°55'14.689" 9				4.6 3.7	N/A N/A	N/A N/A	LEAVE AS IS (10)		PWR TRANS PYLON							N/.			LEAVE AS IS (10)												
2429	LIGHT POLE	N037°21'05.089"	W121°55'14.757" 9	1.0 34	.0 AGIS	N/A	4.9	N/A	N/A	LEAVE AS IS (10)	1688			W121°54'52.273"					N/.	N//		EAVE AS IS (10)												
2430 2432			W121°55'15.017" 9 W121°55'16.893" 10						N/A	LEAVE AS IS (10)	1719 1742	PWR TRANS PYLON		W121°57'17.526" W121°54'53.004"				N/A 0.4 N/A 23				LEAVE AS IS (10)												
2432			W121°55'15.931" 9				4.1	N/A	N/A	LEAVE AS IS (10)	1800	TREE		W121°54'55.084"				N/A 1.0	N/.	\ N//	/A LI	EAVE AS IS (10)												
2434	UTIL POLE		W121°55'17.044" 8				1.9	N/A	N/A	LEAVE AS IS (10)	2291	BUILDING		W121°53'42.418"								EAVE AS IS (10)												
2436 2437	LIGHT POLE		W121°55'10.457" 10 W121°55'09.972" 10				3.2 6.5	N/A N/A	N/A N/A	LEAVE AS IS (10)	2292 2293	BUILDING		W121°53'07.608" W121°53'19.199"								LEAVE AS IS (10)												
2438			W121°55'09.614" 1(N/A	LEAVE AS IS (10)	2294	BUILDING		W121°53'18.640"				N/A N//				EAVE AS IS (10)												
2441	TREE		W121°54'59.954" 13 W121°55'00.184" 13				35.0 29.7	N/A N/A	N/A N/A	LEAVE AS IS (10)	2295 2297	BUILDING		W121°53'36.058" W121°53'26.169"					N/.			LEAVE AS IS (10)												
2443	TREE		W121°55'00.078" 1				27.9	N/A	N/A	LEAVE AS IS (10)	2298	BUILDING		W121°53'17.732"						۸ <u>102</u>		EAVE AS IS (10)												
2497			W121°54'43.326" 12				18.4		N/A		2299 2300	BUILDING		W121°53'13.200" W121°53'21.411"				N/A N/J				EAVE AS IS (10)												
2512 2549			W121°55'15.252" 10 W121°56'37.753" 9					N/A N/A	N/A N/A	LEAVE AS IS (10)		CONTROL TOWER		W121 5521.411 W121°55'53.984"				N/A N/A 21.				_EAVE AS IS (10)												
2579	LIGHT POLE	N037°21'02.221"	W121°55'04.627" 7	8.6 17.	.6 AGIS	16.6	N/A	N/A	N/A	LEAVE AS IS (10)	2377	WINDSOCK		W121°55'37.037"				5.8 N//				EAVE AS IS (10)												
2586	LIGHT POLE TREE		W121°56'19.481" 7 W121°56'24.629" 12				20.7 48.8	N/A N/A	N/A	LEAVE AS IS (10)	2449 2450	BUILDING		W121°55'03.011" W121°54'55.799"								LEAVE AS IS (10)												
2673			W121°54'45.367" 9						N/A N/A		2460	BUILDING		W121°54'14.208"				N/A N//			/A LI	EAVE AS IS (10)												
2674			W121°54'44.033" 12				10.2		N/A		2461 2463	BUILDING		W121°54'00.279" W121°54'22.247"				N/A N/J				EAVE AS IS (10)												
2676 2678	ROAD SIGN		W121°56'19.353" 4 W121°54'54.346" 6					N/A N/A	N/A N/A	LEAVE AS IS (10)	2463	BUILDING		W121°55'09.312"				N/A N/J				LEAVE AS IS (10)												
2682	LIGHT POLE		W121°56'35.932" 6							LEAVE AS IS (10)	2472	TREE		W121°55'40.724"								EAVE AS IS (10)												
2687 2690			W121°55'08.398" 6 W121°55'02.556" 7				N/A N/A	N/A N/A	N/A	LEAVE AS IS (10)	2473 2474	TREE		W121°55'42.493" W121°55'45.697"				N/A N// N/A N//				LEAVE AS IS (10)												
2691			W121°55'01.071" 7				N/A N/A	N/A	N/A N/A	LEAVE AS IS (10)	2484	BUILDING	N037°20'16.022"	W121°53'06.368"	371.4	291.9	AGIS	N/A N//	N/.	156	<mark>6.5</mark> LI	EAVE AS IS (10)												
2701			W121°56'37.608" 8				26.6	N/A	N/A	LEAVE AS IS (10)	2485 2499	BUILDING		W121°53'08.369" W121°55'55.624"				N/A N/,				LEAVE AS IS (10)												
2705 2706		N037°21'01.801" N037°21'02.581"	W121°55'07.774" 8 W121°55'01.345" 6				N/A N/A	N/A N/A	N/A N/A	LEAVE AS IS (10)	2499	BUILDING		W121°53'08.394"				N/A 0.;				LEAVE AS IS (10)												
3000		N037°21'08.040"	W121°55'18.410" 9	3.0 35.	5.0 SJC	N/A	1.6	N/A	N/A	LEAVE AS IS (11)	2547				116.4			N/A 29.				EAVE AS IS (10)												
							· · -		1		2550	BUILDING	NU37~21'09.029"	W121°54'12.242"	203.8	199.4	AGIS	N/A N/J	51			EAVE AS IS (10)	0.01											
						F/	4A DI	ISCLA	IMER												KE/	VISION BL	UCK						_	\ / I				





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THE CONTENTS OF THESE DOCUMENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT NECESSARILY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

REVISION BLOCK

NO.	ΒY	APP	DATE	REVISIONS
1	CITY		AUG. 2015	ADD RUNWAY 12R-30L LOCALIZER AND GLI
2	CITY		JUL. 2018	INTERIM TERMINAL FAC
3	CITY		SEP. 2018	AIRCRAFT RESCUE AND FIRE FIGHTI
4	HNTB		MAY 2020	INCORPORATES PROPOSED PROJECTS ID INCURSION MITIGATION (RI

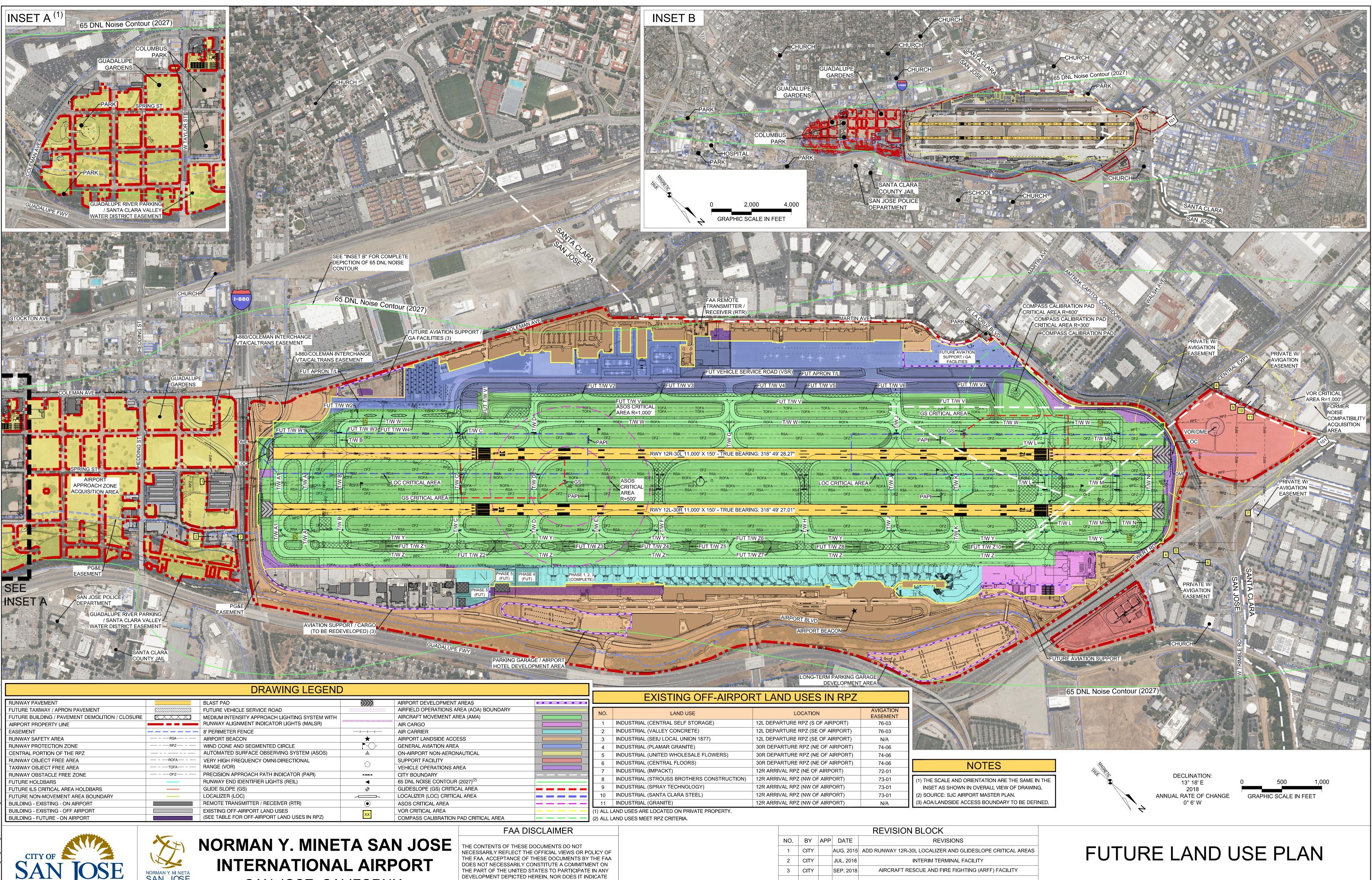
LIDESLOPE CRITICAL AREAS ACILITY TING (ARFF) FACILITY

DENTIFIED IN THE RUNWAY RIM) STUDY

EX/FUT PART 77 AIRPORT AIRSPACE (INNER) TABLES HNTB

DRAWN BY: AYG/KKP/EWG CHECKED BY: JRB/TMW

MAY 2020



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\LP_SHEETSSheet25-SJC-FUT-LANDUSE.	
SSheet25-SJC-F	
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CADD\Exhibits	
65149_SJC_RIM\00_CADD\Exhib	
65149_S	

RUNWAY PAVEMENT		BLAST PAD	*	AIRPORT DEVELOPMENT AR	
FUTURE TAXIWAY / APRON PAVEMENT		FUTURE VEHICLE SERVICE ROAD		AIRFIELD OPERATIONS AREA	
FUTURE BUILDING / PAVEMENT DEMOLITION / CLOSURE	XXXXX	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM WITH		AIRCRAFT MOVEMENT AREA	
AIRPORT PROPERTY LINE		RUNWAY ALIGNMENT INDICATOR LIGHTS (MALSR)		AIR CARGO	
EASEMENT		8' PERIMETER FENCE	xx	AIR CARRIER	
RUNWAY SAFETY AREA	RSA	AIRPORT BEACON	*	AIRPORT LANDSIDE ACCESS	
RUNWAY PROTECTION ZONE		WIND CONE AND SEGMENTED CIRCLE	₽	GENERAL AVIATION AREA	
CENTRAL PORTION OF THE RPZ		AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)	æ	ON-AIRPORT NON-AERONAU	
RUNWAY OBJECT FREE AREA		VERY HIGH FREQUENCY OMNI-DIRECTIONAL	\land	SUPPORT FACILITY	
TAXIWAY OBJECT FREE AREA		RANGE (VOR)		VEHICLE OPERATIONS AREA	
RUNWAY OBSTACLE FREE ZONE	OFZ	PRECISION APPROACH PATH INDICATOR (PAPI)	4. 10.18 1	CITY BOUNDARY	
FUTURE HOLDBARS		RUNWAY END IDENTIFIER LIGHTS (REIL)	•	65 DNL NOISE CONTOUR (20	
FUTURE ILS CRITICAL AREA HOLDBARS		GLIDE SLOPE (GS)	¢	GLIDESLOPE (GS) CRITICAL	
FUTURE NON-MOVEMENT AREA BOUNDARY		LOCALIZER (LOC)		LOCALIZER (LOC) CRITICAL	
BUILDING - EXISTING - ON AIRPORT		REMOTE TRANSMITTER / RECEIVER (RTR)	•	ASOS CRITICAL AREA	
BUILDING - EXISTING - OFF AIRPORT		EXISTING OFF-AIRPORT LAND USES		VOR CRITICAL AREA	
BUILDING - FUTURE - ON AIRPORT		(SEE TABLE FOR OFF-AIRPORT LAND USES IN RPZ)	××	COMPASS CALIBRATION PAI	





SAN JOSE, CALIFORNIA

			EXISTING OFF-AIRPOR	KI LAI	ND USES IN RPZ		
AS							
(AOA) BOUNDARY (AMA)		NO.	LAND USE		LOCATION	AVIGATION EASEMENT	
()		1	INDUSTRIAL (CENTRAL SELF STORAGE)	12L DEPA	ARTURE RPZ (S OF AIRPORT)	76-03	
		2	INDUSTRIAL (VALLEY CONCRETE)	12L DEPA	ARTURE RPZ (SE OF AIRPORT)	76-03	
		3	INDUSTRIAL (SEIU LOCAL UNION 1877)	12L DEPA	ARTURE RPZ (SE OF AIRPORT)	N/A	
		4	INDUSTRIAL (PLAMAR GRANITE)	30R DEP	ARTURE RPZ (NE OF AIRPORT)	74-06	
TICAL		5	INDUSTRIAL (UNITED WHOLESALE FLOWERS)	30R DEP	ARTURE RPZ (NE OF AIRPORT)	74-06	-
		6	INDUSTRIAL (CENTRAL FLOORS)	30R DEP	ARTURE RPZ (NE OF AIRPORT)	74-06	-
		7	INDUSTRIAL (IMPACKT)	12R ARR	IVAL RPZ (NE OF AIRPORT)	72-01	
27) ⁽²⁾		8	INDUSTRIAL (STROUSS BROTHERS CONSTRUCTION)	12R ARR	IVAL RPZ (NW OF AIRPORT)	73-01	(1) THE SCALE A
AREA		9	INDUSTRIAL (SPRAY TECHNOLOGY)	12R ARR	IVAL RPZ (NW OF AIRPORT)	73-01	INSET AS SH
REA			INDUSTRIAL (SANTA CLARA STEEL)		IVAL RPZ (NW OF AIRPORT)	73-01 (2) SOURCE: S	
		11	INDUSTRIAL (GRANITE)	12R ARR	VAL RPZ (NW OF AIRPORT)	N/A	(3) AOA/LANDSI
		(1) ALL I	AND USES ARE LOCATED ON PRIVATE PROPERTY.				
CRITICAL AREA		(2) ALL I	AND USES MEET RPZ CRITERIA.				
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INCORPORATES PROPOSED PROJECTS IDENTIFIED IN THE RUNWAY INCURSION MITIGATION (RIM) STUDY THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY 4 HNTB MAY 2020 ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

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DRAWN BY: AYG/KKP/EWG CHECKED BY: JRB/TMW

MAY 2020