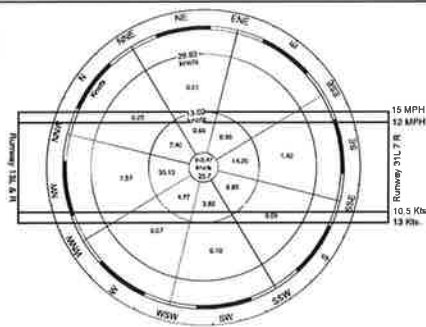


RUNWAY END DATA					
APPROACH END OF RUNWAY:		13L	31R	13R	31L
RUNWAY END COORDINATES (a)	Latitude	Existing 37° 20' 11.46" N	37° 19' 47.01" N	37° 20' 09.88" N	37° 19' 45.23" N
	Future	37° 20' 12.20" N	37° 19' 47.75" N	37° 20' 10.29" N	37° 19' 45.86" N
	Longitude	Existing 121° 49' 21.36" W	121° 49' 24.33" W	121° 49' 24.92" W	121° 49' 01.17" W
Future	121° 49' 22.06" W	121° 49' 25.90" W	121° 49' 24.92" W	121° 49' 01.76" W	
RUNWAY END ELEVATIONS (MSL)	Existing	124'	130'	123'	134'
	Future	No Change	No Change	No Change	No Change
RUNWAY MARKINGS	Existing	Visual	Visual	Visual	Visual
	Future	No Change	No Change	No Change	No Change
RUNWAY TOUCH DOWN ZONE ELEVATION (MSL)	Existing	133'	131'	131'	128'
	Future	No Change	No Change	No Change	No Change
NAVIGATION AIDS	Existing	None	GPS	None	None
	Future	No Change	No Change	No Change	No Change
VISUAL AIDS	Existing	VASI 4', REIL	VASI 4', REIL	None	VASI 4'
	Future	No Change	No Change	No Change	No Change
APPROACH TYPE (FAR Part 77 Category)	Existing	Visual [A(V)]	Visual [A(V)]	Visual [A(NP)]	Visual [A(V)]
	Future	No Change	No Change	No Change	No Change
APPROACH VISIBILITY (Minimums)	Existing	Visual	Visual	1 1/4 Mi, Straight-in	Visual
	Future	No Change	No Change	No Change	No Change
APPROACH SLOPE (Required/Clear)	Existing	20:1/42:1	20:1/37:1	20:1/39:1	20:1/33:1
	Future	No Change	No Change	No Change	No Change
RUNWAY SAFETY AREA (Width)	Existing	120'	120'	120'	120'
	Future	No Change	No Change	No Change	No Change
RUNWAY SAFETY AREA (Length Beyond Runway End)	Existing	240'	240'	240'	240'
	Future	No Change	No Change	No Change	No Change
OBSTACLE FREE ZONE (Width)	Existing	250'	250'	250'	250'
	Future	No Change	No Change	No Change	No Change
OBSTACLE FREE ZONE (Length Beyond Runway End)	Existing	200'	200'	200'	200'
	Future	No Change	No Change	No Change	No Change
OBJECT FREE AREA (Width)	Existing	250'	250'	250'	250'
	Future	No Change	No Change	No Change	No Change
OBJECT FREE AREA (Length Beyond Runway End)	Existing	684'	147'	668'	161'
	Future	No Change	No Change	No Change	No Change
HOLD LINE (DISTANCE FROM RUNWAY CL)	Existing	125'	125'	125'	125'
	Future	No Change	No Change	No Change	No Change

RUNWAY DATA				
AIRPORT REFERENCE CODE	RUNWAY 13L-31R		RUNWAY 13R-31L	
	EXISTING	FUTURE	EXISTING	FUTURE
AIRCRAFT WINGSPAN	Baron 58	No Change	Baron 58	No Change
CRITICAL AIRCRAFT UNDERCARRIAGE WIDTH	>7'	No Change	>7'	No Change
APPROACH SPEED (Kts.)	96	No Change	96	No Change
MAX. TAKEOFF WT. (lbs.)	5,500	No Change	5,500	No Change
PHYSICAL LENGTH AND WIDTH	3,101 x 75'	No Change	3,099 x 75'	No Change
RUNWAY HIGH POINT (MSL)	133'	No Change	131'	No Change
RUNWAY LOW POINT (MSL)	121'	No Change	120'	No Change
VERTICAL LINE OF SIGHT PROVIDED	Yes	No Change	Yes	No Change
EFFECTIVE GRADIENT (%)	0.48%	No Change	0.48%	No Change
MAXIMUM GRADIENT (%)	0.75%	No Change	1.25%	No Change
RUNWAY/TAXIWAY SURFACE TYPE	Asphalt	No Change	Asphalt	No Change
PAVEMENT STRENGTH (1,000#) - S/D/D/T	17/-	No Change	17/-	No Change
RUNWAY EDGE LIGHTING	MIRL	No Change	None	No Change



WIND COVERAGE		
Runway	12 M.P.H. (10.5 Knots)	15 M.P.H. (13 Knots)
13L-31R	98.75%	99.01%
13R-31L	98.75%	99.01%
Combined	98.75%	99.01%

SOURCE: RECORDS OF SAN JOSE WEATHER STATION, DEPARTMENT OF PUBLIC WORKS, COOPERATIVE STATION OF THE U.S. WEATHER BUREAU, 1927-1947.

ALP NOTES

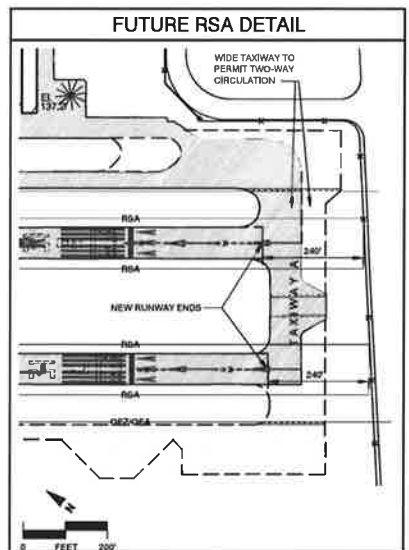
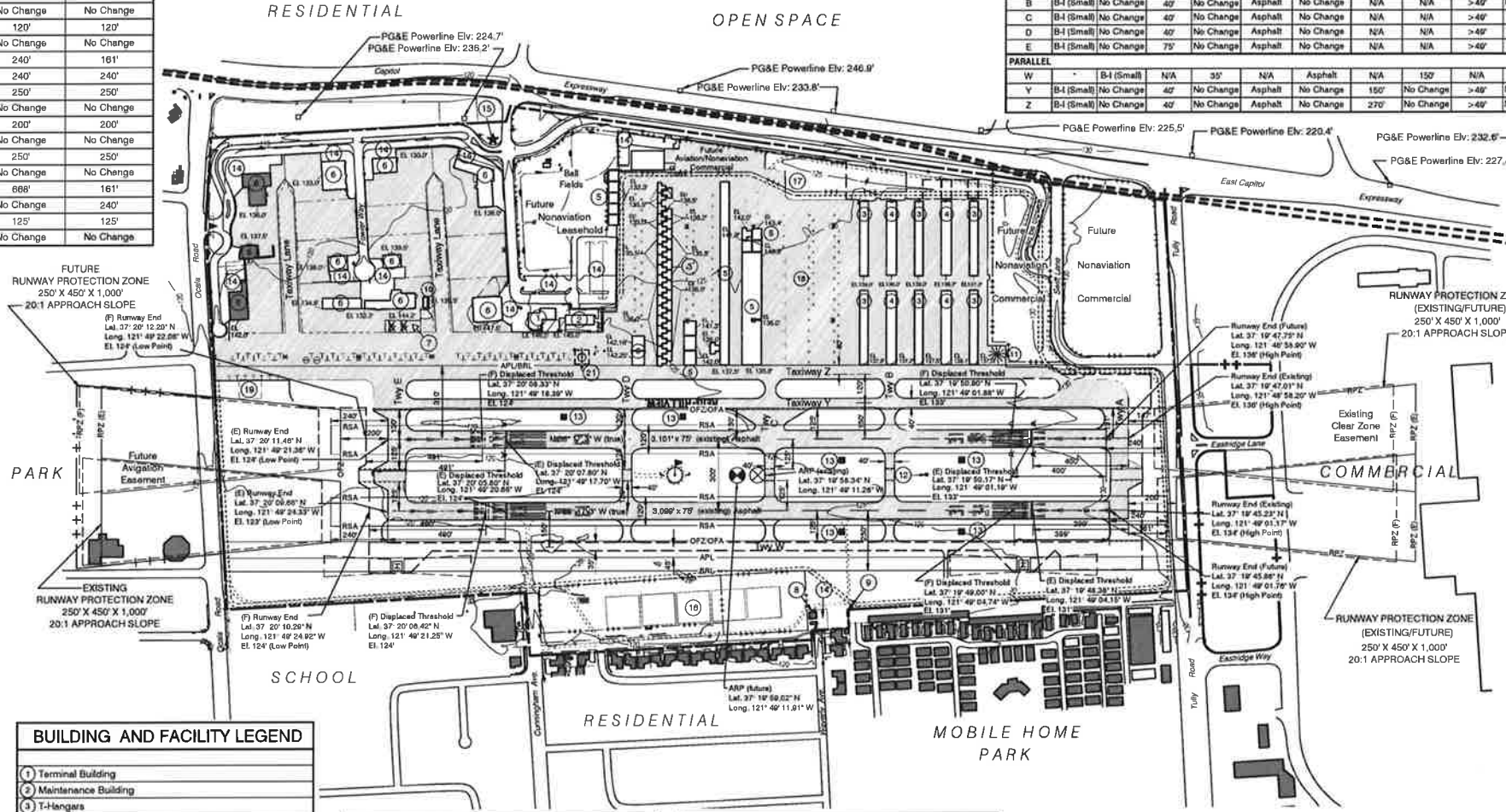
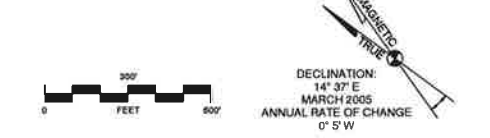
(a) Airport coordinate data source: National Oceanic and Atmospheric Administration (NOAA) Obstruction Chart dated May 4, 1992. Data is NAD 83 and NAVD 88. NOAA's VERTCON program used to convert original NGVD 29 data to NAVD 88.

(b) This airport is in Township 7 South, Range 1 East. This quadrangle has not been sectioned.

(c) Nonstandard Conditions:
- Runway Safety Area and Object Free Area for Runway 31L & Runway 31R are less than 240', Runway to be shifted to provide standard RSA.

TAXIWAY DATA																
TAXIWAY	DESIGN GROUP	WIDTH	SURFACE TYPE	RWY CL TO TWY CL	TAXIWAY SAFETY AREA WIDTH	TAXIWAY OBJECT FREE AREA WIDTH	TWY CL TO FIXED OR MOVEABLE OBJECT	TAXIWAY WING TIP CLEARANCE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE		
A	B-1 (Small)	No Change	75/100'	130/150'	Asphalt	No Change	N/A	N/A	>40'	No Change	80'	No Change	>45'	No Change	20'	No Change
B	B-1 (Small)	No Change	40'	No Change	Asphalt	No Change	N/A	N/A	>40'	No Change	80'	No Change	>45'	No Change	20'	No Change
C	B-1 (Small)	No Change	40'	No Change	Asphalt	No Change	N/A	N/A	>40'	No Change	80'	No Change	>45'	No Change	20'	No Change
D	B-1 (Small)	No Change	40'	No Change	Asphalt	No Change	N/A	N/A	>40'	No Change	80'	No Change	>45'	No Change	20'	No Change
E	B-1 (Small)	No Change	75'	No Change	Asphalt	No Change	N/A	N/A	>40'	No Change	80'	No Change	>45'	No Change	20'	No Change
PARALLEL																
W	B-1 (Small)	N/A	30'	N/A	Asphalt	N/A	150'	N/A	>40'	No Change	80'	No Change	>45'	No Change	20'	No Change
Y	B-1 (Small)	No Change	40'	No Change	Asphalt	No Change	150'	No Change	>40'	No Change	80'	No Change	>45'	No Change	20'	No Change
Z	B-1 (Small)	No Change	40'	No Change	Asphalt	No Change	270'	No Change	>40'	No Change	80'	No Change	>45'	No Change	20'	No Change

AIRPORT DATA		
AIRPORT REFERENCE CODE	EXISTING	FUTURE
AIRPORT REFERENCE POINT (a)	B-1 (Small)	No Change
AIRPORT REFERENCE POINT (a)	Latitude 37° 19' 58.34" N	37° 19' 59.02" N
Longitude	121° 49' 11.26" W	121° 49' 11.91" W
AIRPORT ELEVATION (Above Mean Sea Level)	130'	No Change
MEAN MAX. TEMP. (Hottest Month)	84.0° F (July)	No Change
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	Beacon, VOR/DME	No Change
GPS APPROACH ESTABLISHED	Yes	No Change
AIRPORT ACREAGE	Fee Simple 179	186
Avigation Easement	19	27
Tiedowns	460	No Change
AIRCRAFT PARKING SPACES	Hanger Units 185	222
Helicopter	5	No Change

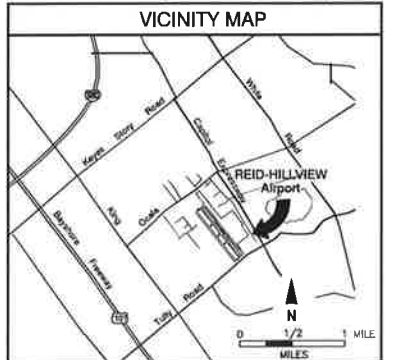


DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT	[Symbol]	[Symbol]
OTHER PAVEMENT IN USE	[Symbol]	[Symbol]
DIRT/GRAVEL ROAD	[Symbol]	[Symbol]
AIRPORT PROPERTY LINE	[Symbol]	[Symbol]
OTHER PROPERTY LINES	[Symbol]	N/A
AVIGATION EASEMENT	[Symbol]	[Symbol]
INTERNAL BOUNDARY (lease, R.O.W., etc.)	[Symbol]	[Symbol]
CRITICAL AIRFIELD AREAS *	[Symbol]	[Symbol]
BUILDING	[Symbol]	[Symbol]
FENCE	[Symbol]	[Symbol]
VEHICLE GATE	[Symbol]	N/A
WIND CONE	[Symbol]	N/A
AIRFIELD LIGHTS: SINGLE/GROUP/FLASHING	[Symbol]	N/A / N/A / [Symbol]
BEACON	[Symbol]	N/A
UTILITY POLE / POWER LINE	[Symbol]	N/A
TOPOGRAPHIC CONTOURS	[Symbol]	N/A
AIRPORT REFERENCE POINT	[Symbol]	[Symbol]
SECTION CORNER (b)	[Symbol]	N/A
LIGHT RAIL TRACK	[Symbol]	[Symbol]

* Applicable to the following:
 APL - Aircraft Parking Limits
 BRL - Building Restriction Line
 OFA - Object Free Area
 OFZ - Obstacle Free Zone
 RPZ - Runway Protection Zone
 RSA - Runway Safety Area

BUILDING AND FACILITY LEGEND	
(1) Terminal Building	(11) Compass Rose
(2) Maintenance Building	(12) Callometer
(3) T-Hangers	(13) VASI
(4) Aircraft Shelters	(14) Automobile Parking
(5) Aircraft Box Hangers	(15) Retaining Beacon Tower
(6) Fixed Base Operator	(16) Solar Panel Array
(7) FBO	(17) Future Fuel Farm
(8) Air Traffic Control Tower (el. 170', top of handrail)	(18) Future Storage Hangars
(9) Fuel Island	(19) Future Compass Rose
(10) Electrical Vault	(20) Future Aircraft Parking
(11) Fuel Island	(21) Future Helicopter Parking

Note: Elevations of structures shown in the drawing.



SUBMITTED BY:
 County of Santa Clara
 By *Eric Peterson* May 8, 2023
 Date

FAA Approval Space

Laurie J Suttmeier
 Digitally signed by LAURIE J SUTTMEIER
 Date: 2023.07.10 17:27:19 -07'00'

NO.	REVISION	SPONSOR	DATE
3.	Pen & Ink update - Valley Transportation Authority Light Rail Track	Mead & Hunt, Inc.	April 2023
4.	Pen & Ink update - Building removal, PG&E power poles, connected RSA dimensions on Runways 13L/R, property line revision	Mead & Hunt, Inc.	January 2023
2.	Pen & Ink update to reflect current property use and development	Mead & Hunt, Inc.	May 2019
1.	Eliminate Declared Distances		July 2008

REID-HILLVIEW AIRPORT
 SAN JOSE, CALIFORNIA
AIRPORT LAYOUT PLAN

MEAD HUNT
 ENGINEERS ARCHITECTS SCIENTISTS PLANNERS
 707 Avila Rd., Santa Rosa, California 95603 - (707) 526-5010

DESIGN: DD/MT DRAWN: TE/GJ DATE: June 2007 SHEET 1 OF 3



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

San Francisco Airports District Office
2999 Oak Rd, Suite 200
Walnut Creek, CA 94597

July 7, 2023

Mr. Eric Peterson
Airport Manager, Reid-Hillview Airport
County of Santa Clara
2500 Cunningham Avenue
San Jose, California 95148

Dear Mr. Peterson,

Subject: Federal Aviation Administration (FAA) "Pen and Ink" Approval of Airport Layout Plan;
Reid-Hillview Airport (RHV)

The San Francisco Airports District Office (SFO-ADO) has completed the final review of the Reid-Hillview Airport (RHV) proposed Airport Layout Plan (ALP) Pen and Ink change documentation, dated May 8, 2023.

Accordingly, the SFO-ADO concurs with the ALP Pen and Ink edits to the current FAA approved ALP Drawing Set on file, dated September 11, 2008. Updated documentation provides a more accurate ALP depiction. The subject ALP Pen and Ink approval is issued only for the following depiction items:

1. Clarification of RHV dedicated airport boundary demarcation along Tully Road and Capital Expressway.
2. Off-airport adjacent proposed structures, related to Santa Clara Valley Transportation Authority (VTA) rail, are depicted for informational purposes.

Please be advised, Northwest parcels APN 491-05-001; APN 491-05-020 (labeled Future Nonaviation Commercial), and Southeast parcels APN 491-13-067; APN 491-13-070 (labeled future facility No. 16) are recognized by FAA as existing aeronautical-use property, until FAA Compliance written consent allows otherwise. Outstanding RHV land-use approvals include use of the airport property for baseball field and/or leased vehicle/trailer storage, as well as development of the airport property for solar panel installation.

Any airport construction or alteration undertaken requires FAA notification and review as per FAR Part 77. The proposed airfield changes were reviewed via the following aeronautical studies:

Structure	Airspace Case
VTA Light Rail System, Segment 3, San Jose	2022-AWP-4466-NRA

The approved ALP Pen and Ink updates the airport facilities depictions on the following:

- Sheet 1, Airport Layout Drawing (On-airport only).

Airspace Case determination letter is attached. Please be advised, the Airport Sponsor is responsible for addressing any adverse effects related to Air Traffic Control Tower (ATCT) Line of Sight (LOS) issues that may arise.

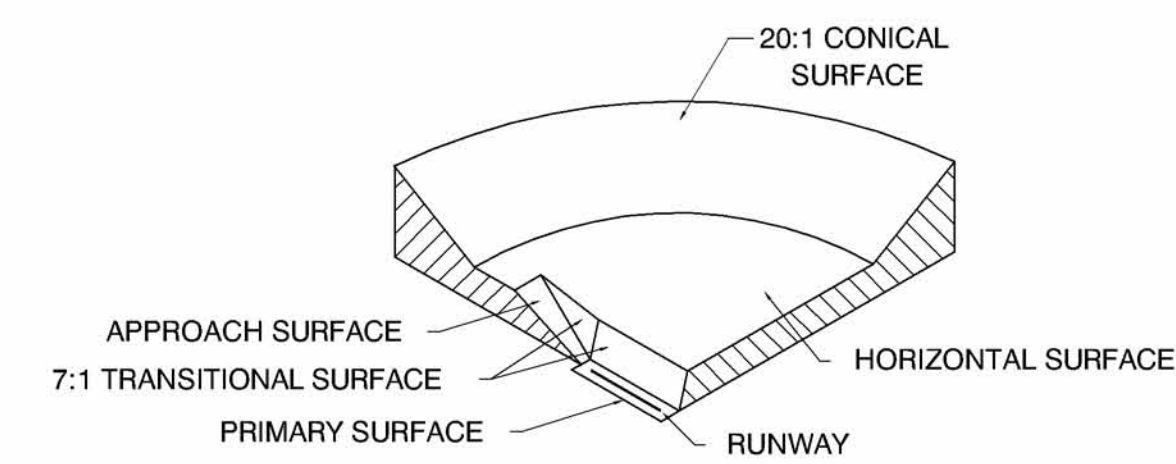
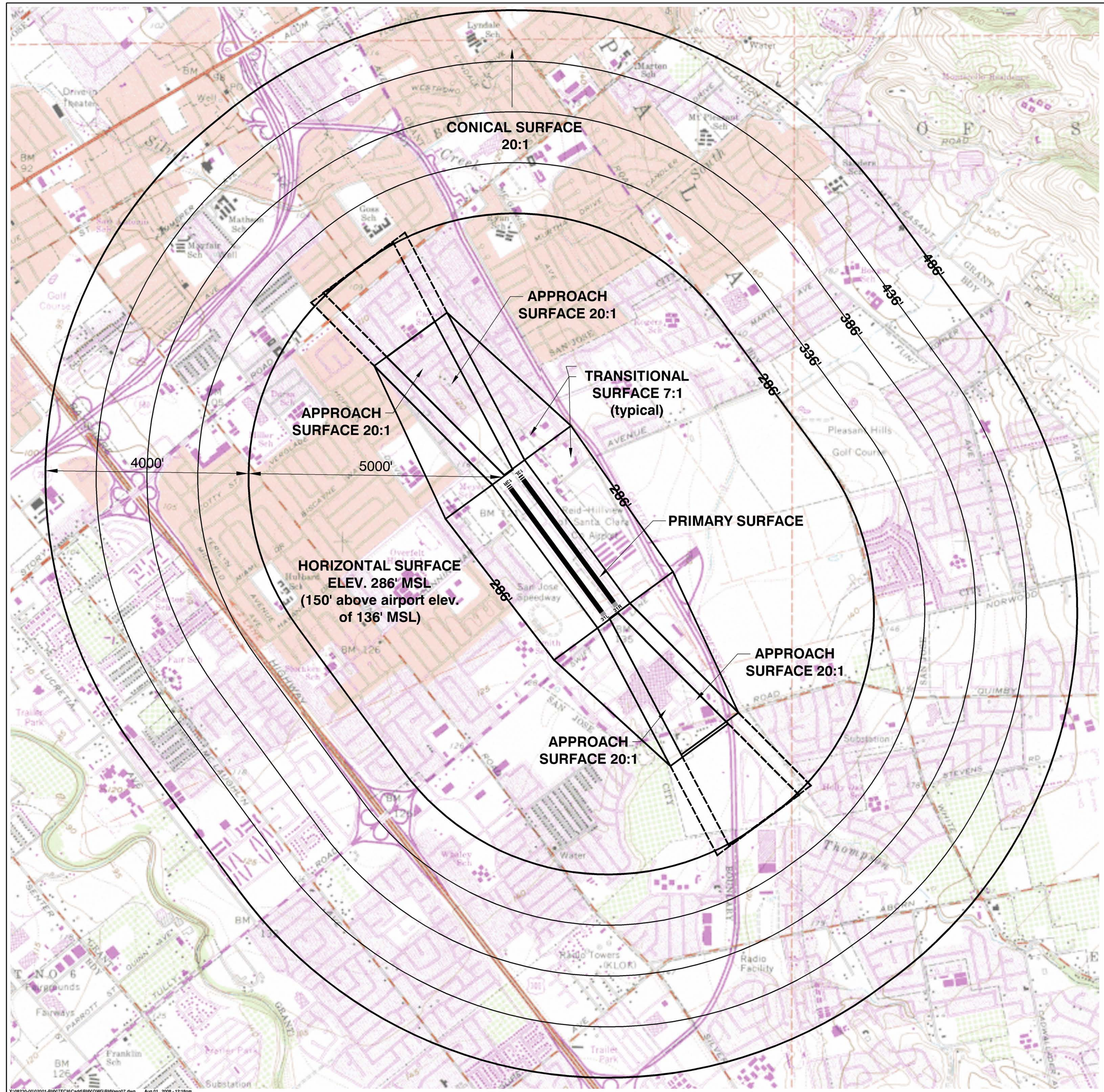
Please attach this letter and FAA approved Pen and Ink drawing to your RHV Airport Layout Plan Drawing set. Please be sure to reflect all as-built changes on your next Updated ALP Drawing Set.

If you have any questions, please contact me at 612 205-6850.

LAURIE J SUTTMEIER Digitally signed by LAURIE J SUTTMEIER
Date: 2023.07.10 17:19:13 -07'00'

Laurie J. Suttmeier
Manager, San Francisco Airports District Office

Attachment



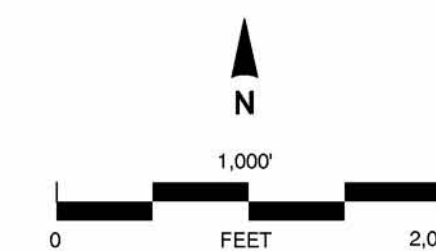
TYPICAL FAR PART 77 SURFACES

NOTES:

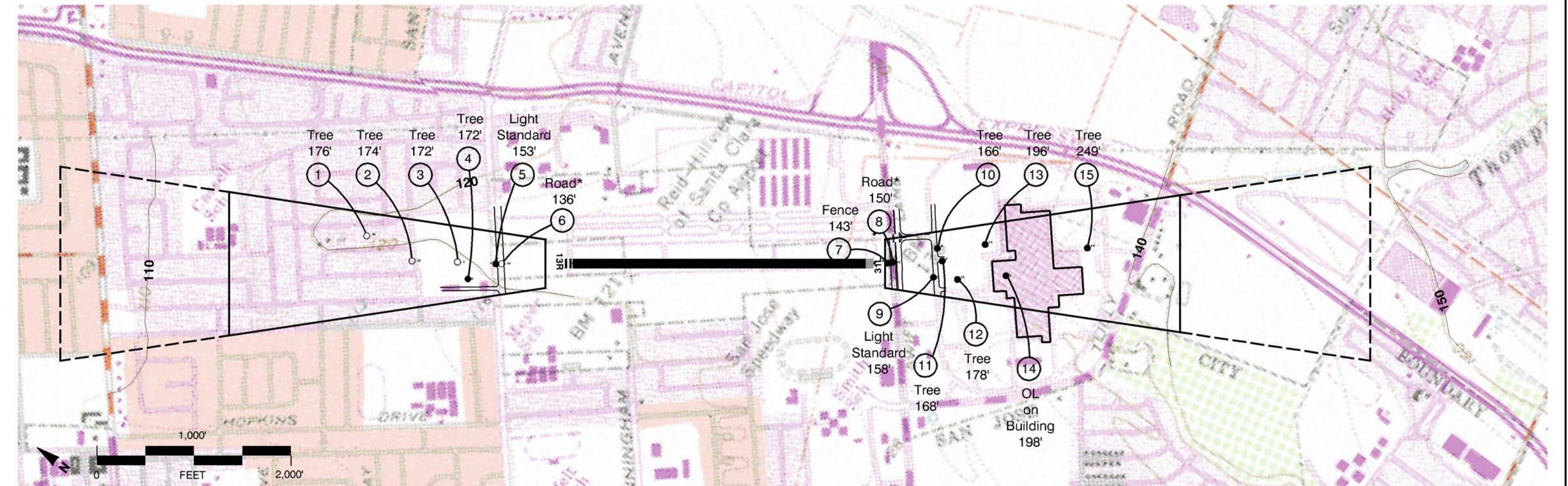
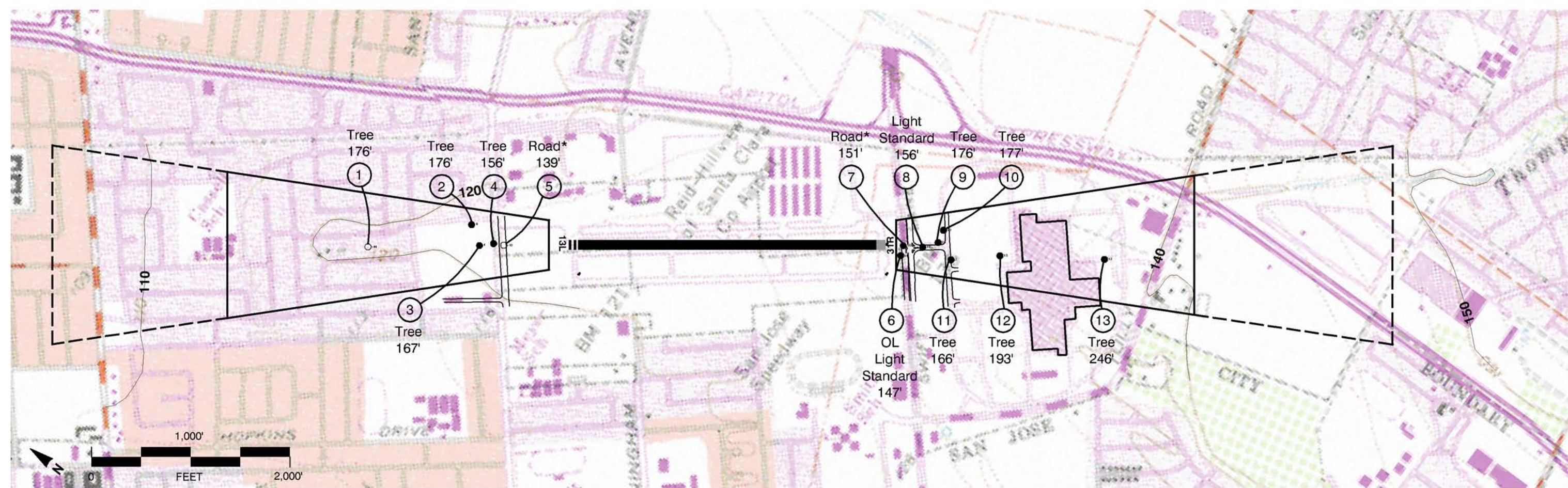
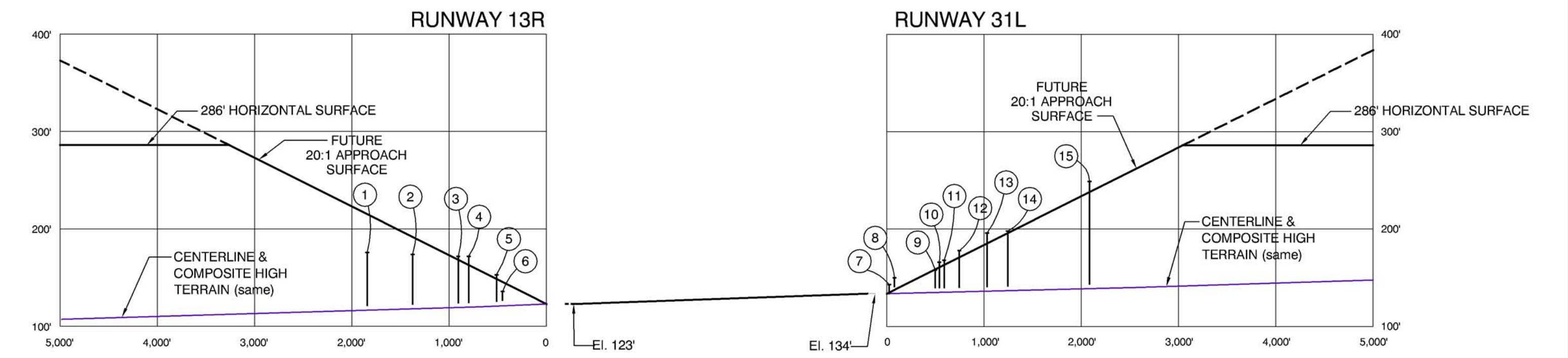
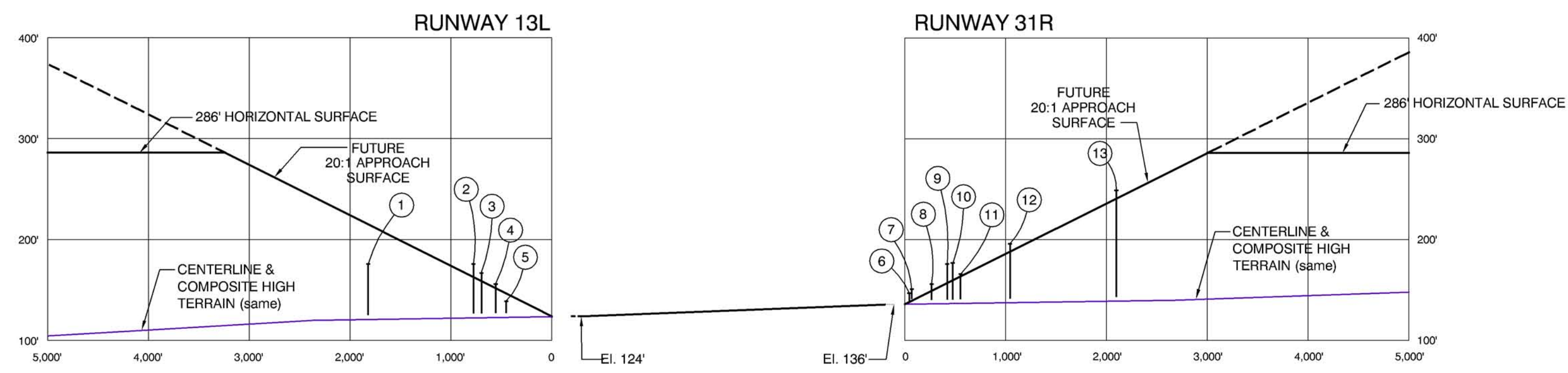
All elevations in feet above mean sea level (MSL) and NAVD83.
No terrain penetration of indicated surfaces.

SOURCES:

Reid-Hillview Airport Obstruction Chart No. OC5591
USGS Topographic Maps



NO.	REVISION	SPONSOR	DATE
1.	Future Shift in Runway Ends		July 2008
REID-HILLVIEW AIRPORT SAN JOSE, CALIFORNIA AIRSPACE PLAN			
MEAD HUNT ENGINEERS ARCHITECTS SCIENTISTS PLANNERS 707 Aviation Blvd., Santa Rosa, California 95403 - (707) 536-5010			
DESIGN:	DD	DRAWN:	TE
DATE:	June 2007	SHEET	2 OF 3



LEGEND

- = Object penetrates indicated surface
- = Object falls outside or below indicated surface
- * = 15 feet vertical clearance added to road elevations

NOTES:

All elevations in feet above mean sea level (MSL) and NAVD88

SOURCES:

Reid-Hillview Airport Obstruction Chart No. OC5591
USGS Topographic Maps

NO.	REVISION	SPONSOR	DATE
1.	Future Shift in Runway Ends		July 2008
REID-HILLVIEW AIRPORT SAN JOSE, CALIFORNIA APPROACH SURFACE DETAIL			
MEAD HUNT		ENGINEERS ARCHITECTS SCIENTISTS PLANNERS 707 Aviation Blvd., Santa Rosa, California 95403 - (707) 536-5010	
DESIGN:	DD	DRAWN:	TE
DATE:	June 2007	SHEET	3 OF 3