



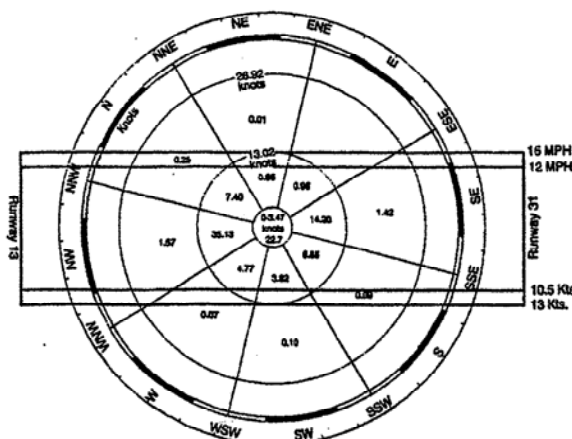
Figure 1
Reid Hillview Airport
Location Map

RUNWAY END DATA					
APPROACH END OF RUNWAY	13L	31R	13R	31L	
APPROACH TYPE	Existing	Visual (AV)	Visual (AV)	Visual (AV)	Visual (AV)
[FAA Part 77 Category]	Future	No Change	No Change	No Change	No Change
APPROACH VISIBILITY	Existing	1 Mile	1 Mile	1 Mile	1 Mile
MINIMUMS	Future	No Change	No Change	No Change	No Change
APPROACH SLOPE	Existing	20:1/42:1	20:1/37:1	20:1/38:1	20:1/33:1
Required/Clear	Future	No Change	No Change	No Change	No Change
RUNWAY SAFETY AREA	Existing	654'	125'	666'	140'
Length Beyond Rev End	Future	No Change	No Change	No Change	No Change
APPROACH & LANDING AIDS	Visual	Existing	Visual 4", REL	Visual 4", REL	Visual 4"
	Electronic	Future	No Change	No Change	No Change
RUNWAY END COORDINATES	Latitude	Existing	37° 20' 11.47" N	37° 19' 47.01" N	37° 20' 08.69" N
	Longitude	Existing	121° 49' 21.38" W	121° 49' 58.25" W	121° 49' 01.17" W
	Future	No Change	No Change	No Change	No Change

RUNWAY DATA			
	EXISTING	FUTURE	
AIRPORT REFERENCE CODE	B4	No Change	B4
CRITICAL AIRCRAFT	Baron 58	No Change	Baron 58
WIND COVERAGE (12 M.P.H.)	98.75%	No Change	98.75%
PHYSICAL LENGTH AND WIDTH	3,099 x 75'	No Change	3,101 x 75'
RUNWAY/TAXIWAY SURFACE TYPE	Asphalt	No Change	Asphalt
EFFECTIVE GRADIENT	0.48%	No Change	0.48%
PAVEMENT STRENGTH (1000#) S/DOT	17H-	No Change	17H-
RUNWAY SAFETY AREA WIDTH	120'	No Change	120'
RUNWAY LIGHTING	None	No Change	None
RUNWAY MARKING	Basic	No Change	Basic
TAXIWAY LIGHTING	Med. Intensity	No Change	N/A
MAX. ELEVATION (above MSL)	131'	No Change	133'

AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT SERVICE LEVEL (NPAS)	Reliever	No Change
AIRPORT REFERENCE CODE	B4	No Change
CRITICAL AIRCRAFT	Baron 58	No Change
AIRPORT REFERENCE POINT	Latitude 37° 19' 58.343" N Longitude 121° 49' 11.282" W	No Change
AIRPORT ELEVATION (Above Mean Sea Level)	133'	No Change
MEAN MAX. TEMP. (Hottest Month)	84.0° F (July)	No Change
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	Beacon	No Change
GPS APPROACH ESTABLISHED	No	No Change
AIRPORT ACREAGE	Fee Simple 179 Easement 19	No Change
AIRCRAFT PARKING SPACES	Tiedowns 460 Individual Hangar Units 185 Helicopter Spaces 5	No Change

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



SOURCE: RECORDS OF SAN JOSE WEATHER STATION, DEPARTMENT OF PUBLIC WORKS, COOPERATIVE STATION OF THE U.S. WEATHER BUREAU, 1937-1947.

ALL WEATHER WIND ROSE

WIND COVERAGE		
Runway	12 M.P.H. (10.5 Knots)	15 M.P.H. (13 Knots)
13L-31R	98.75%	99.61%
13R-31L	98.75%	99.61%
Combined	98.75%	99.61%

DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT	---	---
OTHER PAVEMENT IN USE	---	---
DIRT OR GRAVEL ROAD	---	---
AIRPORT PROPERTY LINE	---	---
OTHER PROPERTY LINES	---	---
EASEMENT	---	---
INTERNAL BOUNDARY (Base, R.O.W., etc.)	---	---
CRITICAL AIRFIELD AREAS *	---	---
BUILDING	---	---
FENCE	---	---
VEHICLE GATE	---	---
WIND CONE	---	---
AIRFIELD LIGHTS: SINGLE/GROUP/FLASHING	---	---
APRON LIGHTING	---	---
BEACON	---	---
UTILITY POLE / POWER LINE	---	---
TOPOGRAPHIC CONTOURS	---	---
WATERWAY / CULVERT	---	---
RIVER BANK	---	---
AIRPORT REFERENCE POINT	---	---
SECTION CORNER	---	---

* APL - Aircraft Parking Limits
SRL - Building Restriction Line
RSA - Runway Safety Area
RPZ - Runway Protection Zone
OFA - Object Free Area
CFZ - Obstacle Free Zone

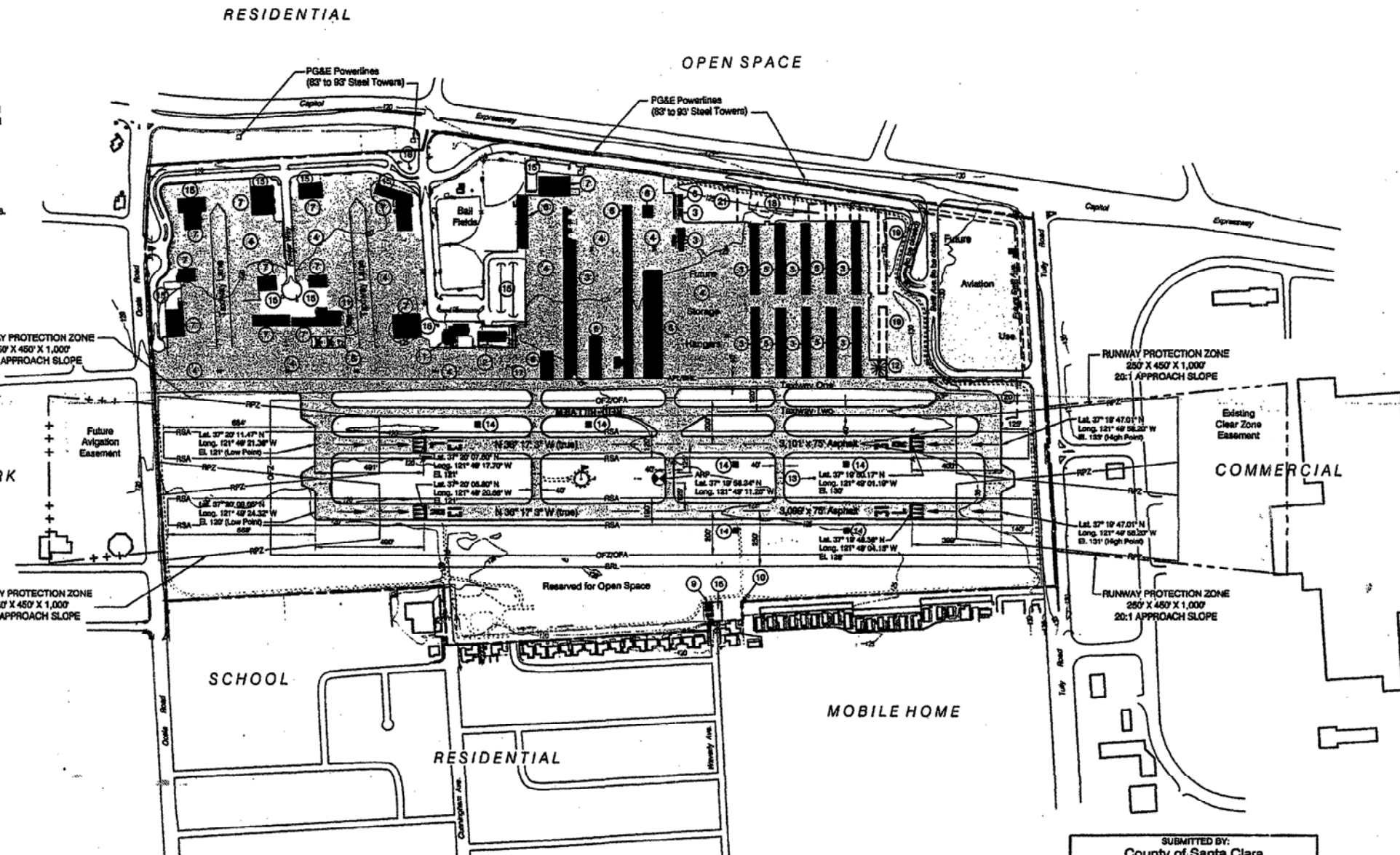


Figure 2

Reid Hillview Airport Airport Layout Plan



SUBMITTED BY:
County of Santa Clara

By: *[Signature]*
JEROME T. BENNETT
DIRECTOR, COUNTY AIRPORTS

Date: APRIL 25, 2000

APPROVED
FEDERAL AVIATION ADMINISTRATION
AIRPORTS DISTRICT OFFICE
SAN FRANCISCO, CALIFORNIA

By: *[Signature]* Date: 7/10/2000
Manager
Subject to letter dated 7/10/2000

This preparation of these documents was prepared in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. This consent does not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the U.S. and States to participate in any development proposed herein nor does it indicate that the proposed development is unconditionally acceptable in accordance with applicable public laws.

NO.	REVISION	SPONSOR	DATE

**REID-HILLVIEW AIRPORT
SANTA CLARA, CALIFORNIA
AIRPORT LAYOUT PLAN**

**SHUTT MOEN ASSOCIATES
AIRPORT CONSULTANTS & ENGINEERS
707 Aviation Blvd., Santa Rosa, California 95403**

DESIGN: DD DRAWN: TE DATE: October 1999 SHEET 1 OF 1

1	Intersection of White Road and Aborn Road
2	Intersection of Aborn Road and Highway 101
3	Intersection of Highway 101 and Highway 680
4	Intersection of Highway 680 and Lower Silver Creek
5	Intersection of Lower Silver Creek and Story Road
6	Intersection of Story Road and White Road

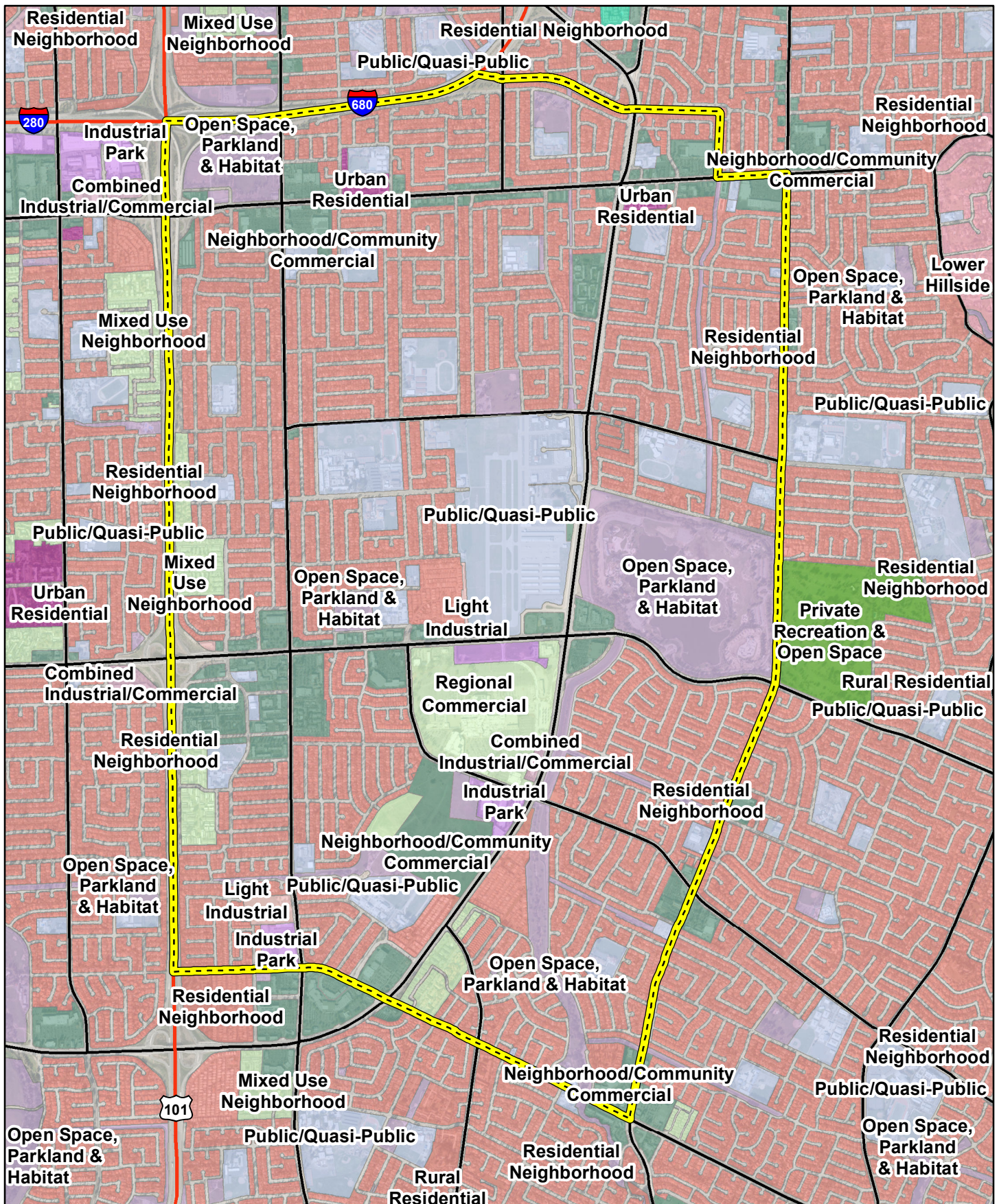


- Reid-Hillview Airport Referral Boundary
- Parcels within the Referral Zone
- Parcels
- City of San Jose

Figure 3
Typical Flight Paths
Reid-Hillview Airport



Reid-Hillview Airport



San Jose General Plan

- Combined Industrial/Commercial
- Industrial Park
- Light Industrial
- Lower Hillside
- Mixed Use Neighborhood
- Neighborhood/Community Commercial
- Open Space, Parkland & Habitat
- Private Recreation & Open Space
- Public/Quasi-Public
- Regional Commercial
- Residential Neighborhood
- Rural Residential
- Transit Residential
- Urban Residential

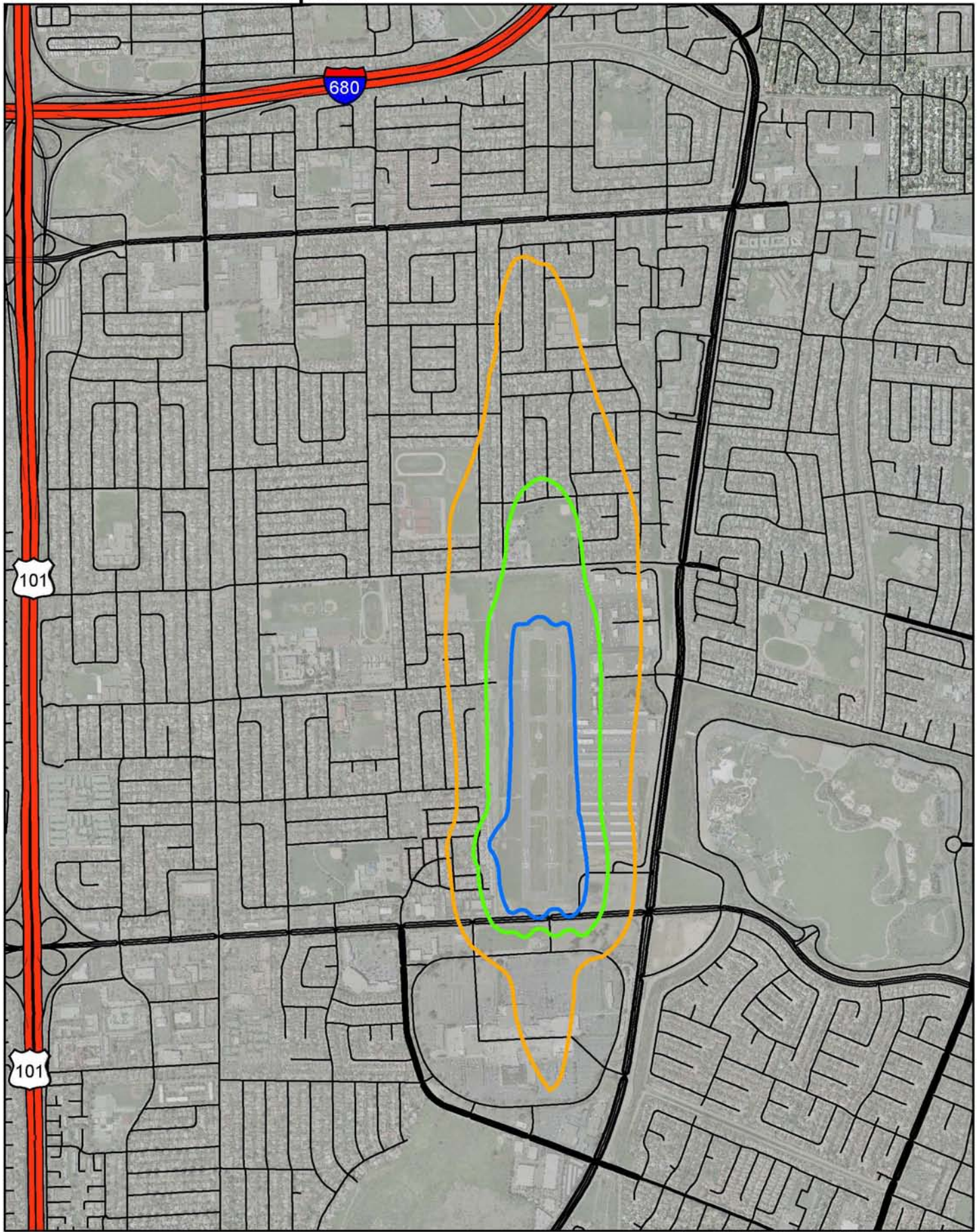
Figure 4
General Plan Land Use

0 1,000 2,000
Feet



This map created by the Santa Clara County Planning Office. The GIS data was compiled from various sources. While deemed reliable, the Planning Office assumes no liability.
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Reid-Hillview Airport



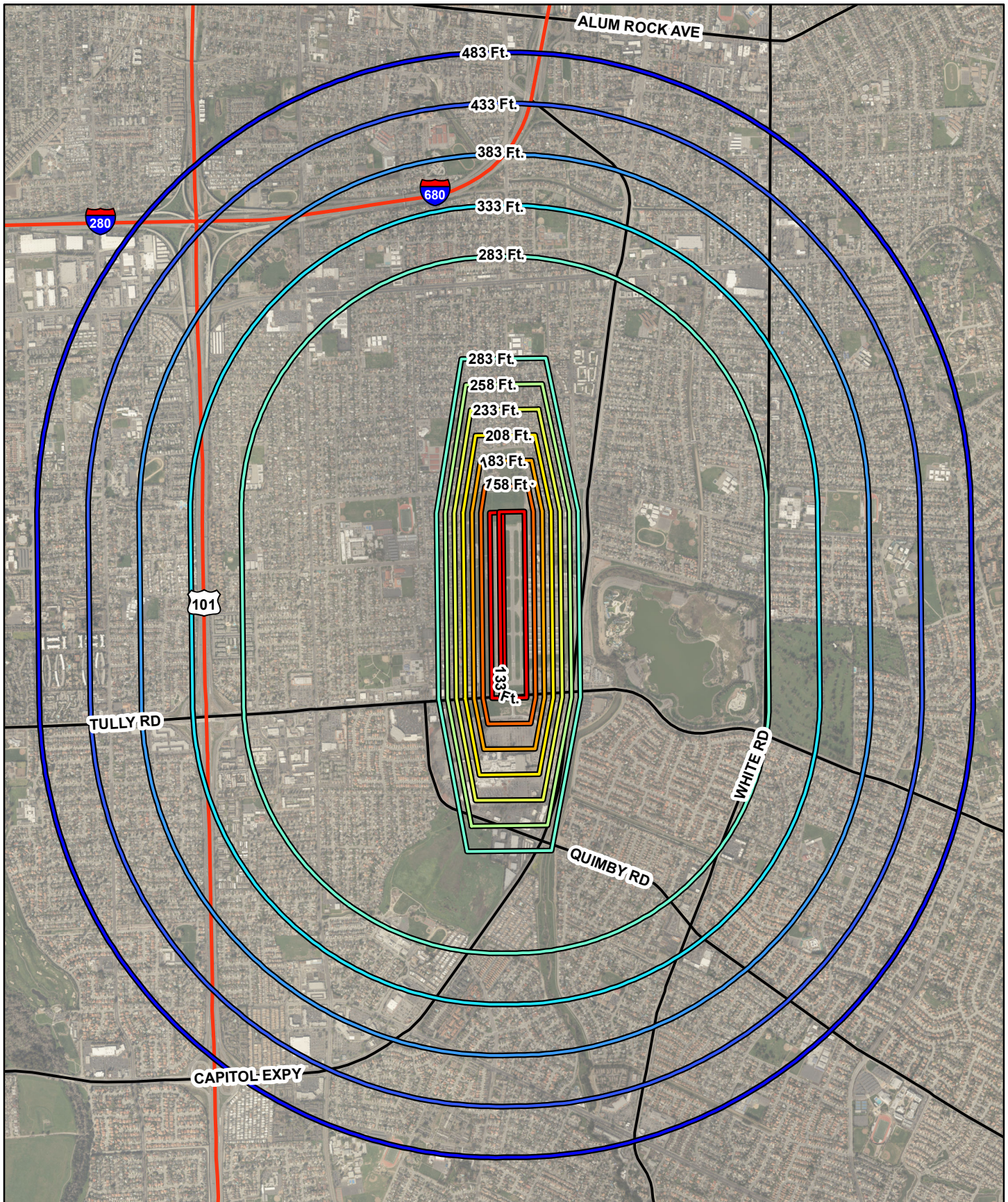
CNEL Noise Contours

- 60 dBa
- 65 dBa
- 70 dBa

Figure 5
2022 Aircraft Noise Contours

0 500 1,000 2,000 3,000 Feet

Reid-Hillview Airport



Elevation Restrictions (Feet above MSL)

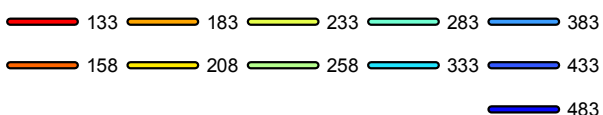
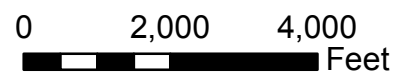
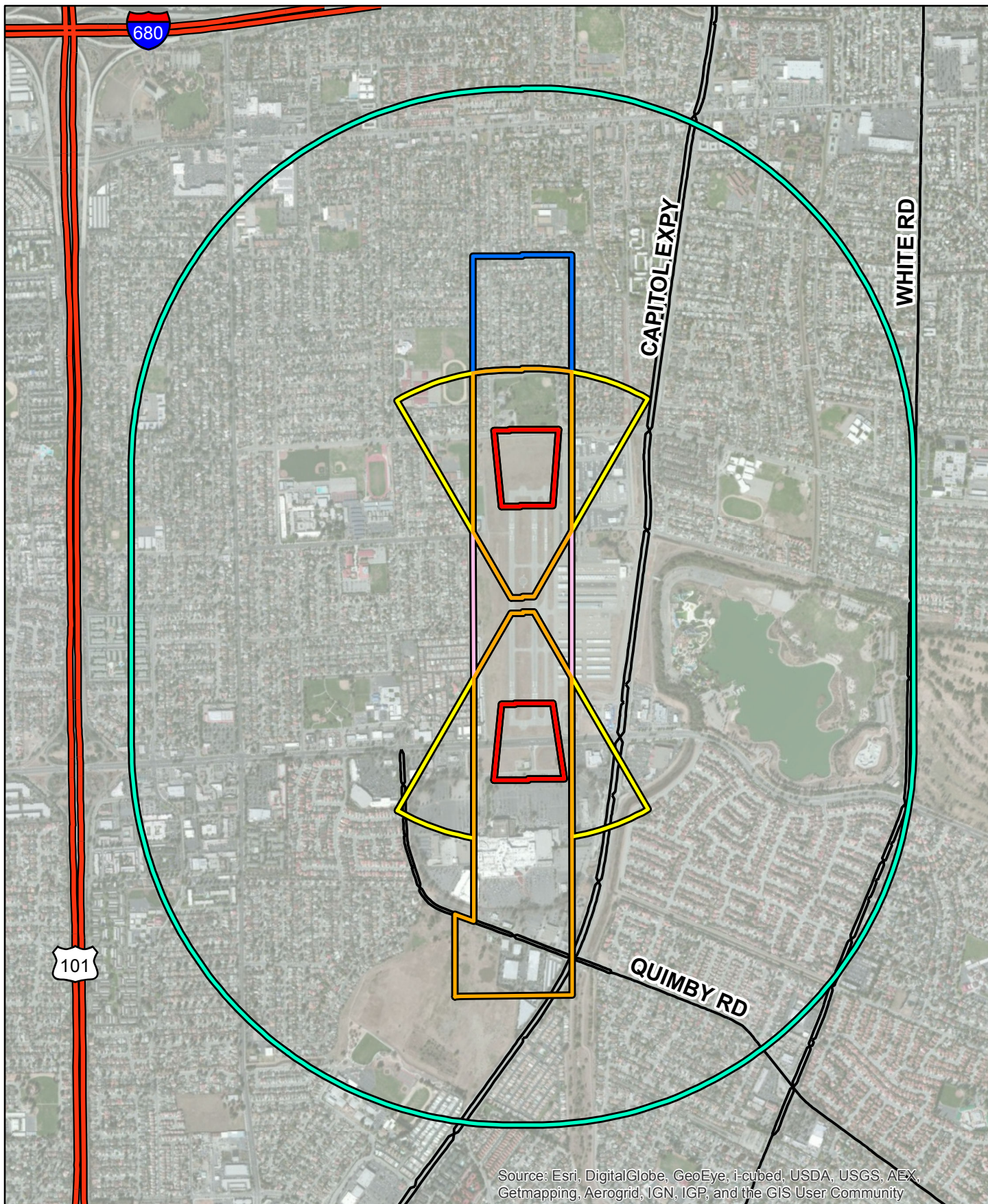


Figure 6
FAR Part 77
Surfaces



Reid-Hillview Airport



Safety Zones

- | | |
|--|--|
|  Inner Safety Zone |  Sideline Safety Zone |
|  Outer Safety Zone |  Traffic Pattern Zone |
|  Runway Protection Zone |  Turning Safety Zone |

Figure 7
Airport Safety Zones

0 1,000 2,000 Feet



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Reid-Hillview Airport

