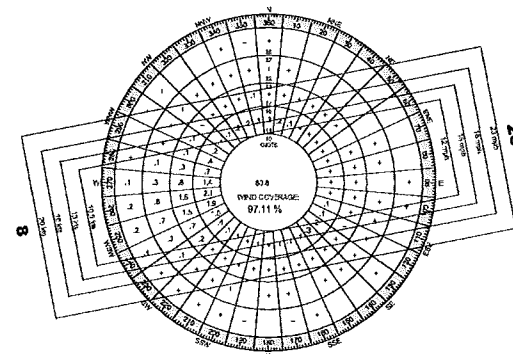


AIRPORT LAYOUT PLAN

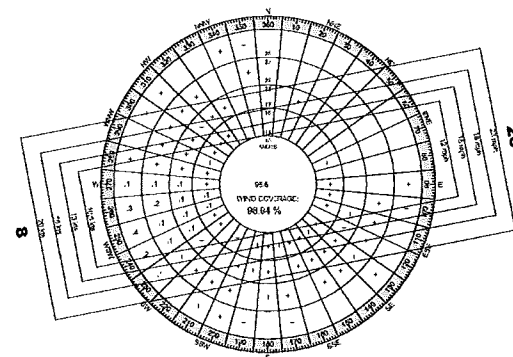
Prepared For:
**CALEXICO INTERNATIONAL
 AIRPORT**

Prepared by:
AECOM

February 2015



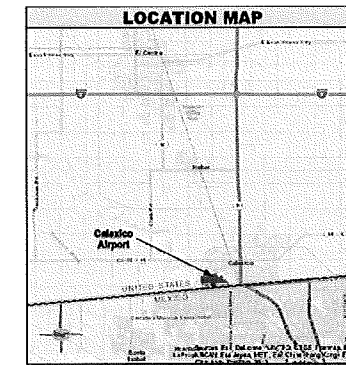
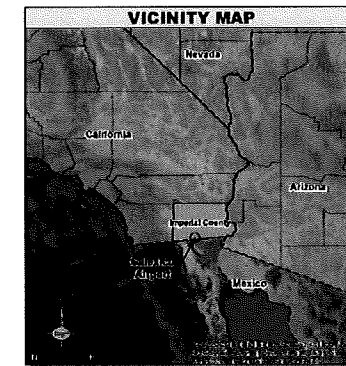
ALL WEATHER WIND ROSE



IFR WIND ROSE

RUNWAY	WIND COVERAGE							
	ALL WEATHER				IFR			
	10.5 Kts.	13 Kts.	16 Kts.	20 Kts.	10.5 Kts.	13 Kts.	16 Kts.	20 Kts.
8	42.04%	42.70%	43.29%	43.45%	95.78%	95.87%	95.97%	96.06%
26	71.84%	72.28%	72.79%	72.98%	97.83%	98.02%	98.20%	98.35%
8-26	97.11%	98.41%	99.15%	99.84%	98.94%	99.22%	99.60%	99.73%

Source: National Climatic Data Center Asheville, NC. Based on 70,520 observations 2/04-2013 taken at El Centro NAV, CA.



DRAWING INDEX

SHEET NO.	DRAWING TITLE
1.	Cover Sheet
2.	Airport Layout Plan

ABBREVIATIONS:

AC	Advisory Circular	C	Centerline	F.L.	Future	Long.	Longitude	NA	Not Applicable	ROFA	Runway Object Free Area	TDZ	Touchdown Zone
ALP	Airport Layout Plan	DEP.	Departure	GPS	Global Positioning System	MIRL	Medium Intensity Runway Edge Light	No.	Number	ROFZ	Runway Obstacle Free Zone	TEMP.	Temperature
APP.	Approach	Elev.	Elevation	IFR	Instrument Flight Regulation	MPH	Miles Per Hour	PAPI	Precision Approach Path Indicator	RPZ	Runway Protection Zone	TSS	Threshold Siting Surface
ARP	Airport Reference Point	Est.	Estimated	Kts.	Knobs	MSL	Mean Sea Level	POFZ	Precision Object Free Area	RSA	Runway Safety Area	TWY	Taxiway
AWOS	Automated Weather Observing System	Ext.	Existing	Lat.	Latitude	NAD	North American Datum	PL	Point	RWY	Runway	Typ.	Typical
BRL	Building Restriction Line	FAA	Federal Aviation Administration	LBS.	Pounds	NAVD	North American Vertical Datum	REIL	Runway End Identifier Light	TBD	To Be Determined		

RUNWAY DATA		
DESCRIPTION	RUNWAY 8 - 26	
	EXISTING	FUTURE
EFFECTIVE GRADIENT (IN %)	0.1	SAME (Est.)
MAXIMUM GRADIENT (IN %)	1.2	SAME
WIND COVERAGE % (13 KNOTS)	98.41	SAME
APPROACH VISIBILITY MINIMUMS	VISUAL / VISUAL	>1 MILE / >1 MILE
DESIGN MAKE AND MODEL	BEECH 1900	SAME
WINGS PAN (FEET)	68	SAME
UNDERCARRIAGE WIDTH	17	SAME
APPROACH SPEED (KNOTS)	118	SAME
MAX. TAKEOFF WEIGHT (LBS)	17,120	SAME
RUNWAY MARKING	VISUAL	NON-PRECISION
APPROACH CATEGORY (FAR PART 77)	RUNWAY 8 RUNWAY 26	VISUAL NON-PRECISION
RUNWAY 8 TO PARALLEL TAXIWAY 6	257'	SAME
TAXIWAY 6 TO FIXED OR MOVABLE OBJECT	45.0'	65.5'
TAXIWAY OBJECT FREE AREA WIDTH	110.5'	131'
TAXIWAY SAFETY AREA WIDTH	79'	SAME
TAXIWAY WING TIP CLEARANCE	6.5'	26'
RUNWAY TOUCHDOWN ZONE (TDZ)	NONE / NONE	SAME / SAME
ELEVATIONS HIGH POINT (NAVD 88)	6.9'	6.1'
LOW POINT (See Note 1)	-1.4'	6.1' / SAME
END POINT (RUNWAY 8/26)	6.9' / 0.5'	6.1' / SAME
LINE OF SIGHT REQUIREMENT MET	YES	YES
RUNWAY LENGTH	4,683'	4,983'
RUNWAY WIDTH	75'	100'
RUNWAY/TAXIWAY PAVEMENT MATERIAL	ASPHALT/CONCRETE	SAME
APPROACH SLOPE	20:1	34:1 (Est.)
PAVEMENT STRENGTH (S _p) (000 LBS)	30	SAME
RUNWAY LIGHTING	MIRL	SAME
NAVIGATIONAL AIDS	NONE	SAME
VISUAL AIDS	PAPI, REIL	SAME
RUNWAY SAFETY AREA	LENGTH' 300' / 37' WIDTH 150'	300' / 300'
RUNWAY OBJECT FREE AREA	LENGTH' 300' / 37' WIDTH 500'	300' / 300'
OBSTACLE FREE ZONE	LENGTH' 200' / 32' WIDTH 400'	200' / 200'
RUNWAY 8 TO HOLD LINE	200'	SAME

RUNWAY END DATA				
RUNWAY	EXISTING	EXISTING ELEV.	FUTURE	FUTURE ELEV.
8	LATITUDE 32°40'03.24"N LONGITUDE 115°31'30.65"W	5.9'	32°40'03.27"N 115°31'34.16"W	9.3' Est.
26	LATITUDE 32°40'02.28"N LONGITUDE 115°30'35.88"W	0.5'	SAME SAME	SAME

Data obtained from FAA calexicoes online, accessed February 2015, from endpoint data calculated in Corpcson v.6.0.1, Son Nola 1.

PRECISION APPROACH DESIGN STANDARDS		
ITEM	EXISTING	LOWER THAN 3/4 MILE*
RSA (LENGTH/WIDTH)	300'/150'	600'/300'
ROFA (LENGTH/WIDTH)	300'/500'	600'/800'
POFZ (LENGTH/WIDTH)	NOT REQUIRED	200'/800'
RUNWAY TO TAXIWAY SEPERATION	257'	300'
RPZ (LENGTH/WIDTH/WIDTH*)	1,000'/500'/1700'	2,500'/1,000'/1,700'

Width* - Inner width
Width* - Outer width
*See Note 15

AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT ELEVATION	5.9' MSL	9.3' Est.
AIRPORT REFERENCE POINT (ARP) COORDINATES	LATITUDE 32°40'02.80"N LONGITUDE 115°31'03.30"W	32°40'02.78"N 115°31'05.02"W
MEAN MAX. TEMP. OF HOTTEST MONTH	103.9°F JULY	SAME
AIRPORT AND TERMINAL NAVAIDS	VORTAC	VORTAC, GPS
AIRPORT REFERENCE CODE	B-II	SAME
RUNWAY DESIGN CODE	B/II/VS	B/II/5000
AIRPORT WIND COVERAGE % (13 KNOTS)	98.41	SAME
MISCELLANEOUS FACILITIES	PAPI, REIL, BEACON WIND CONE	PAPI, REIL, BEACON WIND CONE, AWOS
DESIGN AIRCRAFT	BEECH 1900	SAME
GPS AT AIRPORT*	NO	YES

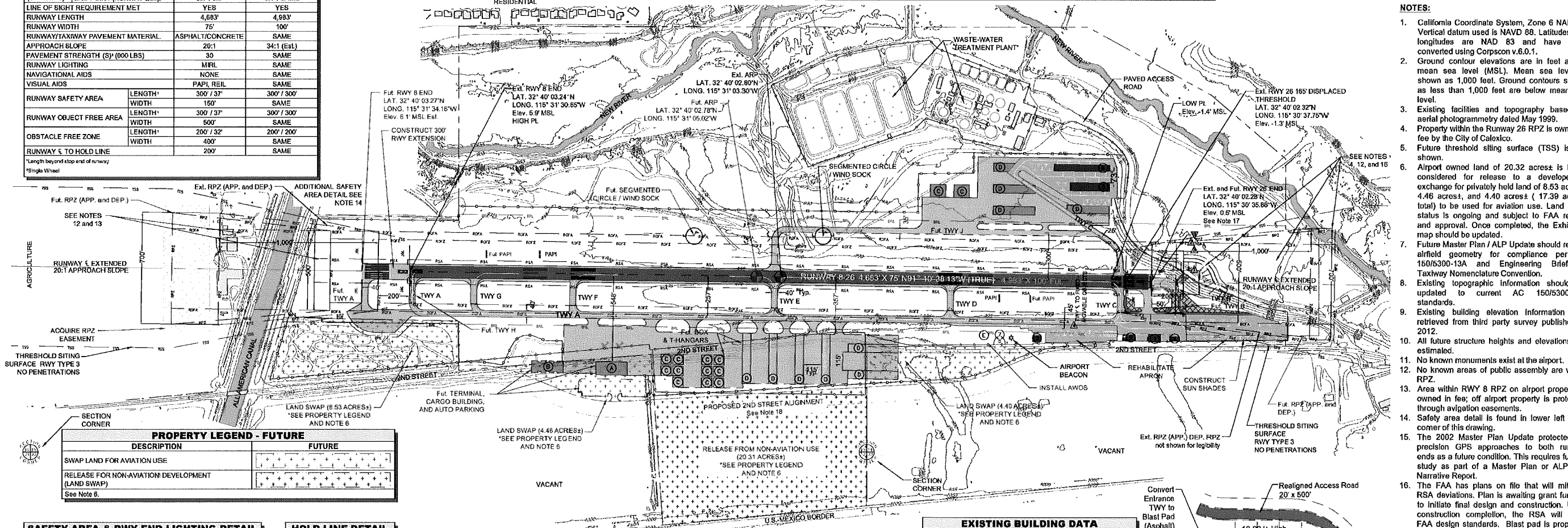
*See Note 15

LEGEND		
	EXISTING	FUTURE
AIRPORT BOUNDARY	---	---
AIRPORT REFERENCE POINT (ARP)	⊙	⊙
VISUAL NAVAID - AIRPORT BEACON	⊙	⊙
VISUAL NAVAID - REIL	⊙	⊙
VISUAL NAVAID - 4 BOX PAPI	⊙	⊙
VISUAL NAVAID - THRESHOLD LIGHT	⊙	⊙
VISUAL NAVAID - WINDSOCK / WINDCONE	⊙	⊙
AIRFIELD PAVEMENT (RWY AND TWY / APRON)	▨	▨
AIRFIELD PAVEMENT TO BE REMOVED	▨	▨
BUILDINGS	▨	▨
FENCE	---	---
GROUND CONTOURS	---	---
ROADS / PAVED AND UNPAVED, AIRPORT PARKING	---	---
BUILDING RESTRICTION LINE (BRL)	---	---
RUNWAY PROTECTION ZONE (RPZ)	---	---
RUNWAY PROTECTION ZONE (RPZ) EASEMENT	---	---
RUNWAY SAFETY AREA (RSA)	---	---
RUNWAY OBJECT FREE AREA (ROFA)	---	---
RUNWAY OBSTACLE FREE ZONE (ROFZ)	---	---
THRESHOLD SITING SURFACE (TSS)	---	---
CANAL, RIVER, STREAM, WATERWAY, ETC.	---	---

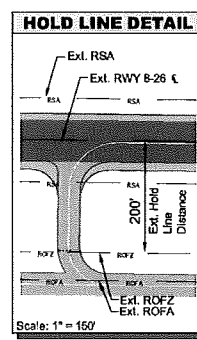
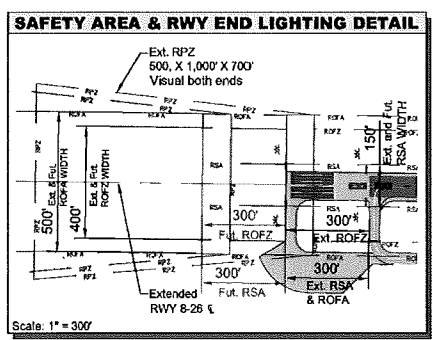
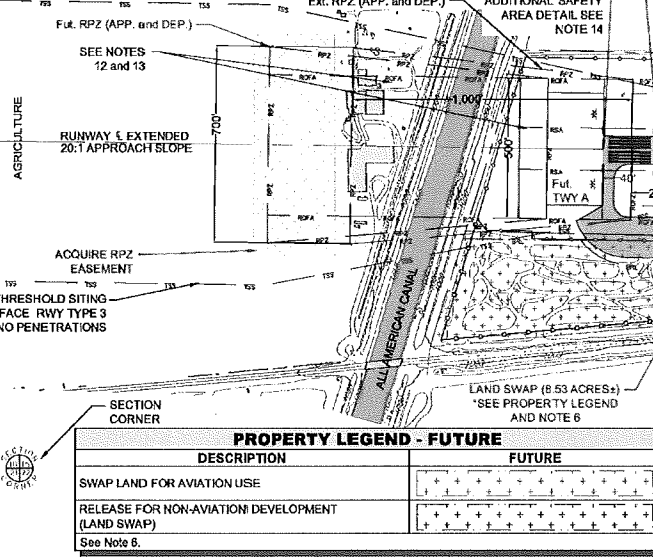
DEVIATIONS FROM FAA DESIGN STANDARDS			
#	DESIGN STANDARD	REQUIRED	EXISTING
A	RSA LENGTH BEYOND END OF RWY 26	300'	37'
A	ROFA LENGTH BEYOND END OF RWY 26	300'	37'
A	ROFZ LENGTH BEYOND END OF RWY 26	300'	37'
A	TAXIWAY 6 TO FIXED / MOVABLE OBJECT	65.5'	45.0'

ACTION: PLANNED DESIGN AWAITING FUNDING
TO BE RELOCATED

See Note 16 detail in lower right corner.



- NOTES:**
- California Coordinate System, Zone 6 NAD 27. Vertical datum used is NAVD 88. Latitudes and longitudes are NAD 83 and have been converted using Corpcson v.6.0.1.
 - Ground contour elevations are in feet above mean sea level (MSL). Mean sea level is shown as 1,000 feet. Ground contours shown as less than 1,000 feet are below mean sea level.
 - Existing facilities and topography based on aerial photogrammetry dated May 1999.
 - Property within the Runway 26 RPZ is owned in fee by the City of Calexico.
 - Future threshold siting surface (TSS) is not shown.
 - Airport owned land of 20.32 acres is being considered for exchange to a developer in exchange for privately held land of 8.53 acres, 4.46 acres, and 4.40 acres (17.39 acres total) to be used for aviation use. Land swap status is ongoing and subject to FAA review and approval. Once completed, the Exhibit A map should be updated.
 - Future Master Plan / ALP Update should review airfield geometry for compliance per AC 150/5300-13A and Engineering Brief 89 Taxiway Nomenclature Convention.
 - Existing topographic information should be updated to current AC 150/5300-16B standards.
 - Existing building elevation information was retrieved from third party survey published in 2012.
 - All future structure heights and elevations are estimated.
 - No known monuments exist at the airport.
 - No known areas of public assembly are within RPZ.
 - Area within RWY 8 RPZ on airport property is owned in fee; off airport property is protected through aviation easements.
 - Safety area detail is found in lower left hand corner of this drawing.
 - The 2002 Master Plan Update protected for precision GPS approaches to both runway ends as a future condition. This requires further study as part of a Master Plan or ALP with Narrative Report.
 - The FAA has plans on file that will mitigate RSA deviations. Plan is awaiting grant funding to initiate final design and construction. Upon construction completion, the RSA will meet FAA design standards. Blast pad is proposed to be 100 feet wide and 150 feet long.
 - Future runway markings will be non-precision; for clarity Runway 26 designator is not shown.
 - The roadway alignment in its current location has been validated as the finalized location by both the developer and the City of Calexico.



FAA APPROVAL	
DESIGNATOR	LENGTH
TAXIWAY A	4,683' x 40'
TAXIWAY B	200' x 40'
TAXIWAY C	200' x VARIES
TAXIWAY D	200' x 40'
TAXIWAY E	200' x 40'
TAXIWAY F	200' x 40'
FUTURE TAXIWAY B	-
FUTURE TAXIWAY H	-
FUTURE TAXIWAY J	-

ROFZ PENETRATIONS	
#	DESCRIPTION
1	Terminal / Administration
2	Restaurant
3	Box Hangar
4	Unknown Building
5	T-Hangar
6	T-Hangar
7	Fuel Island

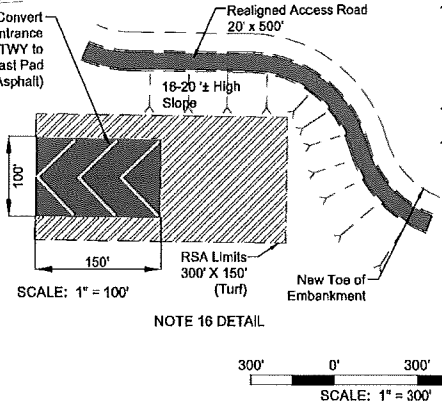
PROPOSED ACTION: TO BE GRADED

EXISTING BUILDING DATA		
#	DESCRIPTION	TOP ELEV.
1	Terminal / Administration	20.1'
2	Restaurant	18.4'
3	Box Hangar	28'
4	Unknown Building	17.6'
5	T-Hangar	8.3'
6	T-Hangar	1.7'
7	Fuel Island	TBD

See Notes 8 and 9.

FUTURE BUILDING DATA		
#	DESCRIPTION	Est. HEIGHT
A	Terminal / Administration	40'
B	Cargo	40'
C	Box Hangar	35'
D	T-Hangar	15'
E	AWOS	10'

* See Note 10.



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Designed By:	No.	Revision	By	App.	Date
ADC	1	Master Plan	P&D	L.E.	July 29, 2002
Drafted By:	2	Airport Layout Plan Update - 2nd Street Realignment	AECOM	N.S.	February 20, 2015
Checked By:					
LFC					
Approved By:					
AWS					

The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Approved By: City of Calexico
Nick Servin, P.E., Public Works Director
Date

Calexico International Airport
Calexico, California
Airport Layout Plan
City of Calexico

AIP Project No.
N/A
Scale: 1" = 300'
February 2015
Sheet No.
2 of 2