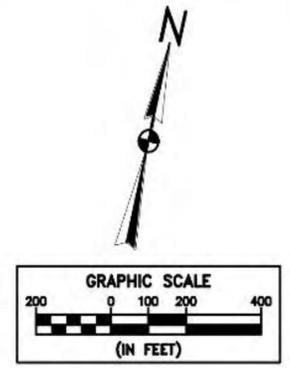




CRQ MASTER PLAN - Existing Conditions



Existing Configuration
 Runway Length - 4897'
 Taxiway N – 300' From Runway
 Taxiway A – 297' From Runway
 RSA – 150' wide by 600' Long



Aviation-Related Forecasts

- Forecasts Determine:
 - Facility Needs (Airfield and Landside)
 - Justification for Airport Improvements and Funding (FAA, State, Local)
 - Timeframe/Triggers to plan/implement Improvements (Short-Term, Intermediate-Term, Long-Term)

CRQ Activity Forecasts

Planning Level	Annual Enplaned Passengers	Annual Aircraft Operations	Based Aircraft
PAL 1	114,300	175,000	330
PAL 2	311,200	185,000	354
PAL 3	575,000	194,300	380
PAL 4	707,800	198,900	407



CRQ MASTER PLAN - Design Aircraft

Primary Characteristics

- Approach Speed
- Wing Span

Examples of C/D-III Aircraft at CRQ:

- Gulfstream G IV (C-II)
- Gulfstream 200 (C-II)
- Gulfstream V (C-III)
- LearJet (D-II)



Approach Speed Category

Aircraft Approach Category	Approach Speed (knots)
A	Less than 91
B	91 to 120
* C	121 to 140
D	141 to 166

Design Group Wingspan

Airplane Design Group	Wing Span (feet)
I	Up to 49
II	49 to 78
* III	79 to 117



Alternatives

- B-II (no change)
- C/D-III Full Compliance
- * • C/D-III Modified Compliance
 - Alternative with majority support

B-II Aircraft – Falcon 2000



C/D-III Aircraft – Gulfstream G650



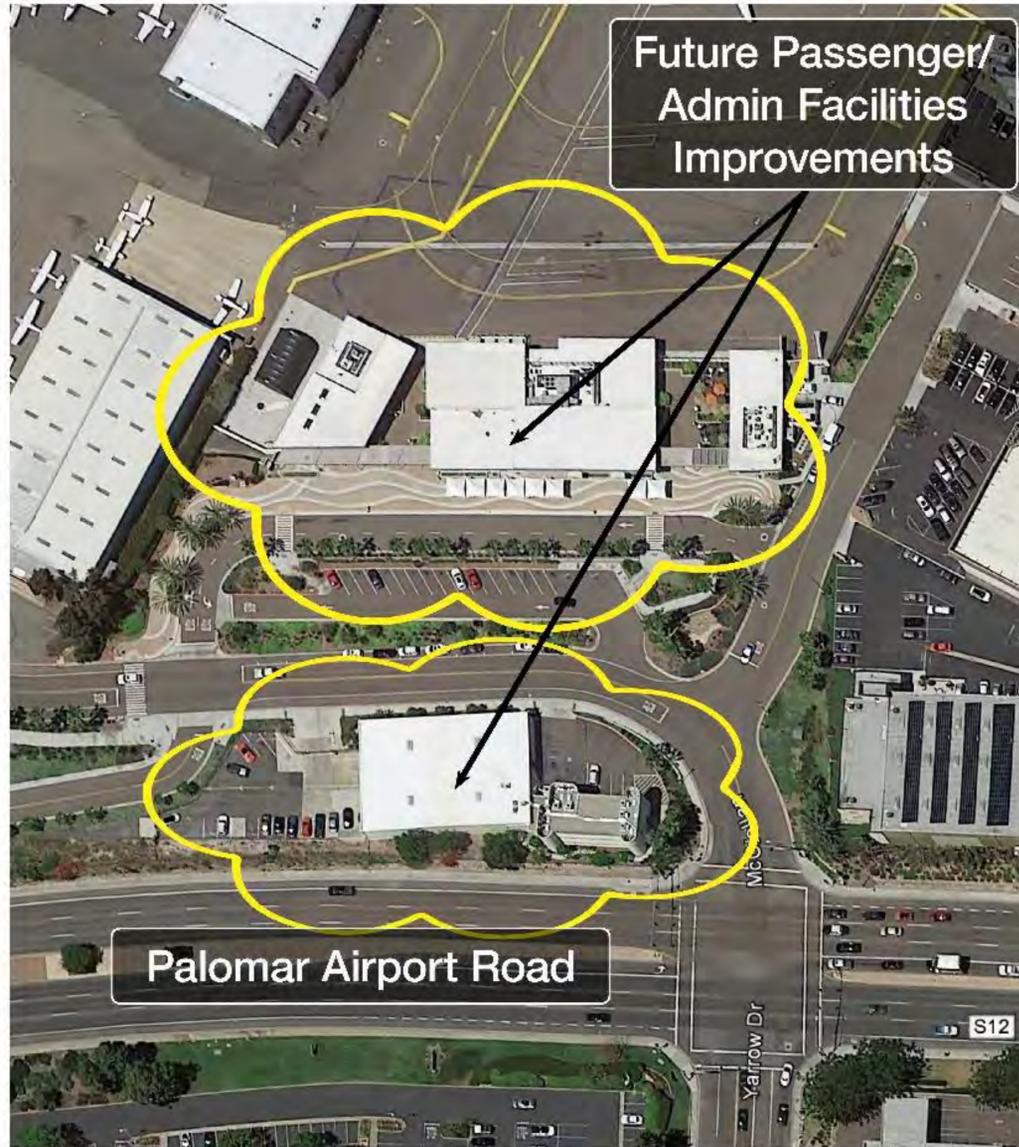


CRQ MASTER PLAN - Preferred Airfield Alternative

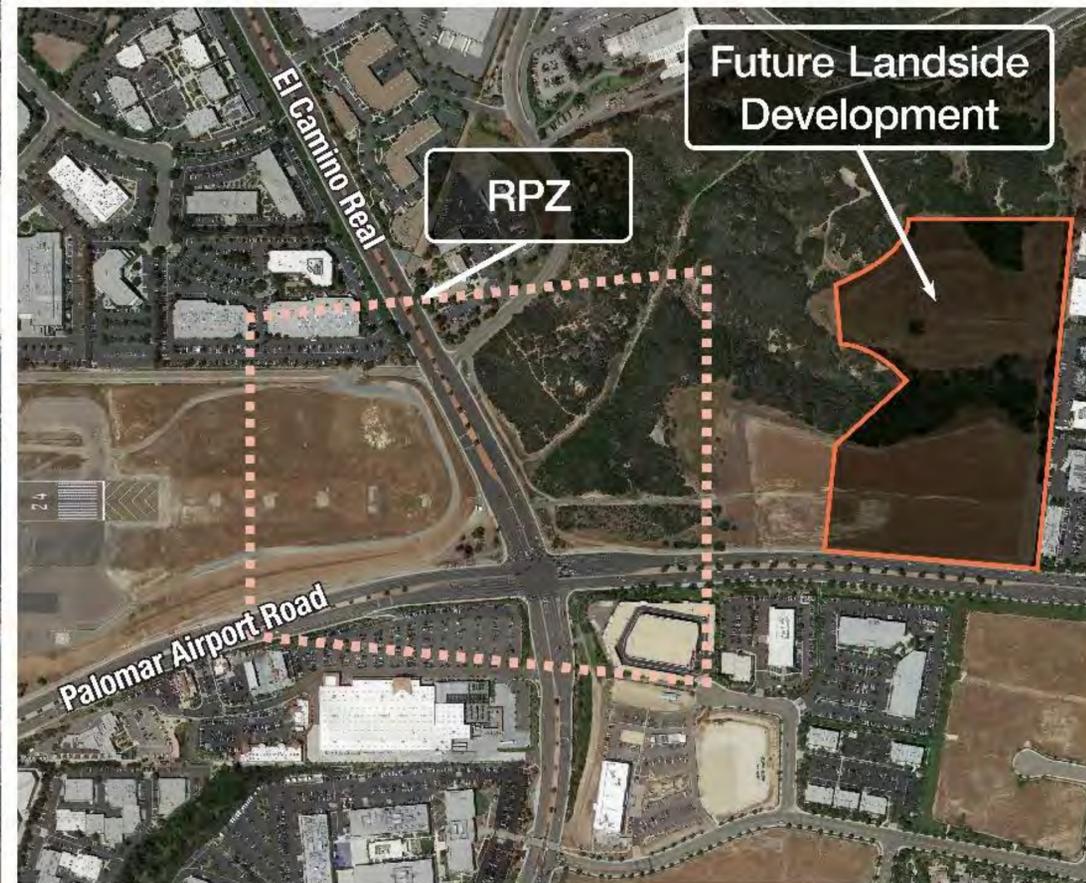
- Meeting FAA design standards for safety areas around runway/taxiways at a C/D-III airport
 - *Runway 06-24 centerline shifts 123' north (requires FAA concurrence)*
 - *Taxiway "A" shifts 19' North*
 - *Removal of North Apron aircraft parking & facilities*
 - *Shift of all airfield lighting and navigational aids*
- Maintain a 150'-wide runway
- No impacts to tenant leaseholds
- Engineered Materials Arresting System (EMAS)
- Phased runway extension
- Improvements to emergency services/passenger/administrative facilities



CRO MASTER PLAN



CONCEPTUAL LANDSIDE IMPROVEMENT AREAS





CRQ MASTER PLAN

MODIFIED C/D-III DESIGN



CONCEPTUAL PHASING PLAN

DEVELOPMENT PHASES/FEATURES:

NEAR-TERM (0-7 YEARS)

- 1 Relocation of the Glideslope Building
- 2 Relocation of the Segmented Circles and Windsock Equipment
- 3 Relocation of ARFF Facility
- 4 Construction of EMAS System on RWY West End
- 5 Relocation of the Vehicle Service Road
- 6 200' Extension of Existing Runway
- 7 200' Extension of Existing Taxiway A
- 8 Relocation of Lighting Vault

INTERMEDIATE-TERM (8-12 YEARS)

- 9 Removal of Fuel Farm on North Apron
- 10 Removal of the North Apron

PHASE 3: LONG-TERM (13-20 YEARS)

- 11 Relocation of RWY 06-24 (Includes REILs, PAPIs, Localizer Antennae and MALSRs)
- 12 Removal/Reconstruction of Existing Connector Taxiways
- 13 Removal/Reconstruction of Existing TWY A (Includes Lighting)
- 14 Construction of EMAS System on East End
- 15 Relocation of EMAS System on West End
- 16 600' RWY Extension on West End

