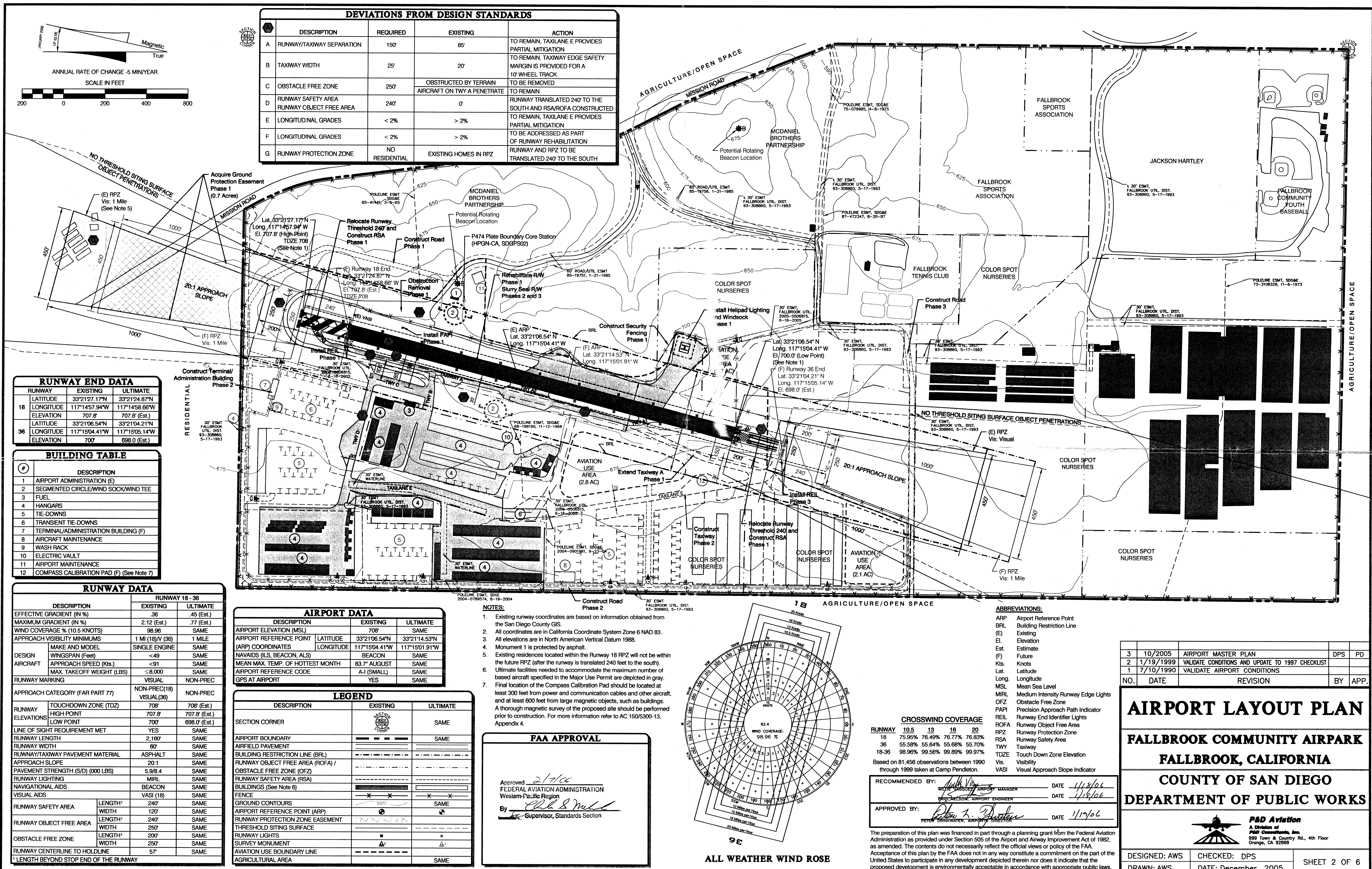




DEVIATIONS FROM DESIGN STANDARDS			
DESCRIPTION	REQUIRED	EXISTING	ACTION
A RUNWAY/TAXIWAY SEPARATION	150'	85'	TO REMAIN, TAXILANE E PROVIDES PARTIAL MITIGATION
B TAXIWAY WIDTH	25'	20'	TO REMAIN, TAXIWAY EDGE SAFETY MARGIN IS PROVIDED FOR A 10' WHEEL TRACK
C OBSTACLE FREE ZONE	250'	OBSTRUCTED BY TERRAIN AIRCRAFT ON TWY A PENETRATE	TO BE REMOVED TO REMAIN
D RUNWAY SAFETY AREA RUNWAY OBJECT FREE AREA	240'	0'	RUNWAY TRANSLATED 240' TO THE SOUTH AND RSA/ROFA CONSTRUCTED
E LONGITUDINAL GRADES	< 2%	> 2%	TO REMAIN, TAXILANE E PROVIDES PARTIAL MITIGATION
F LONGITUDINAL GRADES	< 2%	> 2%	TO BE ADDRESSED AS PART OF RUNWAY REHABILITATION
G RUNWAY PROTECTION ZONE	NO RESIDENTIAL	EXISTING HOMES IN RPZ	RUNWAY AND RPZ TO BE TRANSLATED 240' TO THE SOUTH

RUNWAY END DATA		
RUNWAY	EXISTING	ULTIMATE
18	33°21'27.17"N 117°14'57.94"W 707.8' (Est.)	33°21'24.87"N 117°14'58.66"W 707.8' (Est.)
36	33°21'06.54"N 117°15'04.41"W 700'	33°21'04.21"N 117°15'05.14"W 698.0' (Est.)

BUILDING TABLE	
#	DESCRIPTION
1	AIRPORT ADMINISTRATION (E)
2	SEGMENTED CIRCLE/WIND SOCK/WIND TEE
3	FUEL
4	HANGARS
5	TIE-DOWNS
6	TRANSIENT TIE-DOWNS
7	TERMINAL/ADMINISTRATION BUILDING (F)
8	AIRCRAFT MAINTENANCE
9	WASH RACK
10	ELECTRIC VAULT
11	AIRCRAFT MAINTENANCE
12	COMPASS CALIBRATION PAD (F) (See Note 7)

RUNWAY DATA		
DESCRIPTION	EXISTING	ULTIMATE
EFFECTIVE GRADIENT (IN %)	.36	.45 (Est.)
MAXIMUM GRADIENT (IN %)	2.12 (Est.)	.77 (Est.)
WIND COVERAGE % (10.5 KNOTS)	98.96	SAME
APPROACH VISIBILITY MINIMUMS	1 MI (18)/V (36)	1 MILE
DESIGN MAKE AND MODEL	SINGLE ENGINE	SAME
AIRCRAFT WINGSPAN (Feet)	<49	SAME
APPROACH SPEED (Kts.)	<91	SAME
MAX. TAKEOFF WEIGHT (LBS)	≤8,000	SAME
RUNWAY MARKING	VISUAL	NON-PREC
APPROACH CATEGORY (FAR PART 77)	NON-PREC(18) VISUAL(36)	NON-PREC
RUNWAY TOUCHDOWN ZONE (TDZ)	708	708' (Est.)
ELEVATIONS HIGH POINT	707.8'	707.8' (Est.)
LOW POINT	700'	698.0' (Est.)
LINE OF SIGHT REQUIREMENT MET	YES	SAME
RUNWAY LENGTH	2,160'	SAME
RUNWAY WIDTH	60'	SAME
RUNWAY/TAXIWAY PAVEMENT MATERIAL	ASPHALT	SAME
APPROACH SLOPE	20:1	SAME
PAVEMENT STRENGTH (S/D) (000 LBS)	5.9/8.4	SAME
RUNWAY LIGHTING	MIRL	SAME
NAVIGATIONAL AIDS	BEACON	SAME
VISUAL AIDS	VASI (18)	SAME
RUNWAY SAFETY AREA LENGTH¹	240'	SAME
WIDTH	120'	SAME
RUNWAY OBJECT FREE AREA LENGTH¹	240'	SAME
WIDTH	250'	SAME
OBSTACLE FREE ZONE LENGTH¹	200'	SAME
WIDTH	250'	SAME
RUNWAY CENTERLINE TO HOLDLINE	57'	SAME
¹ LENGTH BEYOND STOP END OF THE RUNWAY		

AIRPORT DATA		
DESCRIPTION	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	708'	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES	LATITUDE 33°21'06.54"N LONGITUDE 117°15'04.41"W	33°21'14.53"N 117°15'01.91"W
NAVAIDS (ILS, BEACON, ALS)	BEACON	SAME
MEAN MAX. TEMP. OF HOTTEST MONTH	83.7° AUGUST	SAME
AIRPORT REFERENCE CODE	A-1 (SMALL)	SAME
GPS AT AIRPORT	YES	SAME

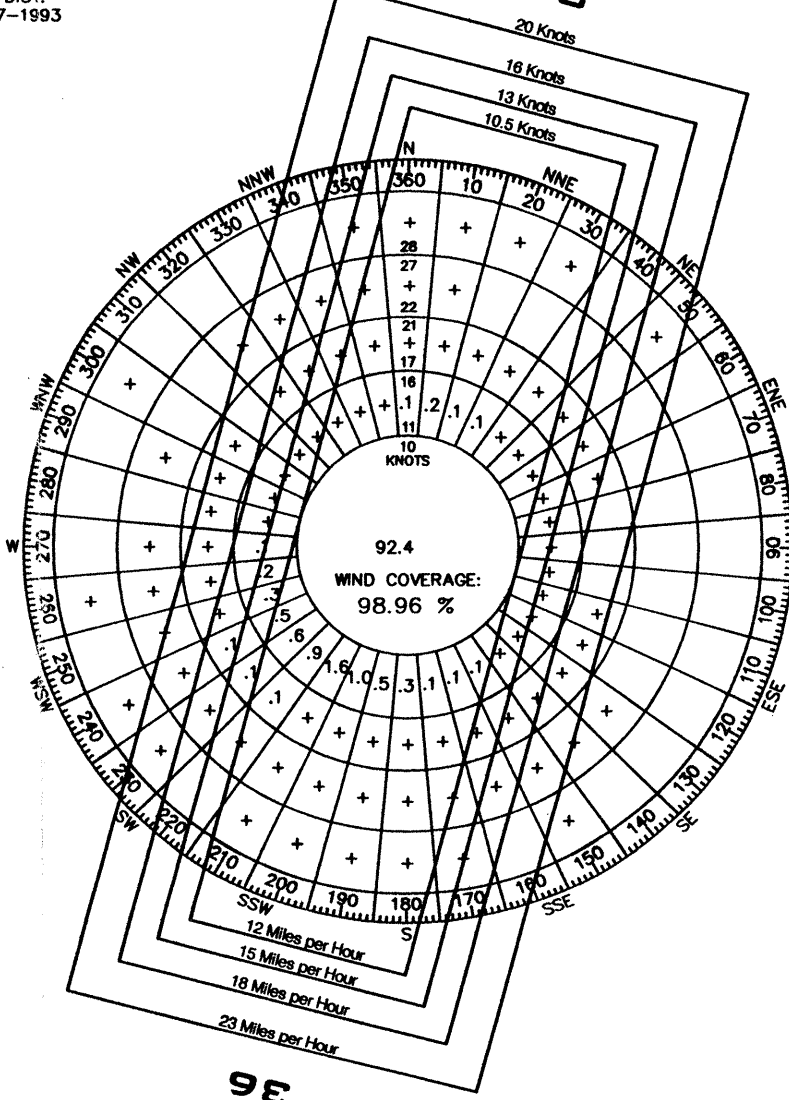
LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
SECTION CORNER		SAME
AIRPORT BOUNDARY		SAME
AIRFIELD PAVEMENT		SAME
BUILDING RESTRICTION LINE (BRL)		SAME
RUNWAY OBJECT FREE AREA (ROFA) / OBSTACLE FREE ZONE (OFZ)		SAME
RUNWAY SAFETY AREA (RSA)		SAME
BUILDINGS (See Note 6)		SAME
FENCE		SAME
GROUND CONTOURS		SAME
AIRPORT REFERENCE POINT (ARP)		SAME
RUNWAY PROTECTION ZONE EASEMENT		SAME
THRESHOLD SITING SURFACE		SAME
RUNWAY LIGHTS		SAME
SURVEY MONUMENT		SAME
AVIATION USE BOUNDARY LINE		SAME
AGRICULTURAL AREA		SAME

- NOTES:
- Existing runway coordinates are based on information obtained from the San Diego County GIS.
 - All coordinates are in California Coordinate System Zone 6 NAD 83.
 - All elevations are in North American Vertical Datum 1988.
 - Monument 1 is protected by asphalt.
 - Existing residences located within the Runway 18 RPZ will not be within the future RPZ (after the runway is translated 240 feet to the south).
 - Ultimate facilities needed to accommodate the maximum number of based aircraft specified in the Major Use Permit are depicted in gray.
 - Final location of the Compass Calibration Pad should be located at least 300 feet from power and communication cables and other aircraft, and at least 600 feet from large magnetic objects, such as buildings. A thorough magnetic survey of the proposed site should be performed prior to construction. For more information refer to AC 150/5300-13, Appendix 4.

FAA APPROVAL

Approved: 2/1/06
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region

By: [Signature]
Supervisor, Standards Section



CROSSWIND COVERAGE				
RUNWAY	10.5	13	16	20
18	75.95%	76.49%	76.77%	76.93%
36	55.58%	55.64%	55.68%	55.70%
18-36	98.96%	99.56%	99.89%	99.97%

Based on 81,456 observations between 1990 through 1999 taken at Camp Pendleton.

RECOMMENDED BY: [Signature] DATE: 1/18/06

APPROVED BY: [Signature] DATE: 1/19/06

The preparation of this plan was financed 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. The contents 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.

3	10/2005	AIRPORT MASTER PLAN	DPS	PD
2	1/19/1999	VALIDATE CONDITIONS AND UPDATE TO 1997 CHECKLIST		
1	7/10/1990	VALIDATE AIRPORT CONDITIONS		
NO.	DATE	REVISION	BY	APP.

AIRPORT LAYOUT PLAN

FALLBROOK COMMUNITY AIRPARK

FALLBROOK, CALIFORNIA

COUNTY OF SAN DIEGO

DEPARTMENT OF PUBLIC WORKS

DESIGNED: AWS
DRAWN: AWS
CHECKED: DPS
DATE: December, 2005
SHEET 2 OF 6