

ITEM	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRFIELD PAVEMENT	=====	-----
ROADS & PARKING	=====	N/A
BUILDINGS	■	⊠
FENCE	x-x-x-x	N/A
RUNWAY SAFETY AREA	---RSA---	N/A
RUNWAY OBJECT FREE AREA	---ROFA---	N/A
TAXIWAY OBJECT FREE AREA	---TOFA---	(TOFA)
OBSTACLE FREE ZONE	---OFZ---	N/A
BUILDING RESTRICTION LINE	---BRL---	N/A
PROPERTY ACQUISITION	N/A	▨
PAPI	N/A	
THRESHOLD LIGHTS	•••••	N/A
WIND CONE	☼	N/A
AIRPORT REFERENCE POINT (ARP)	⊙	N/A
TREELINE	~~~~~	N/A

NO.	DESCRIPTION	ELEVATION (FT.) MSL
1	TERMINAL BUILDING	36
2	ELECTRICAL VAULT	20
3	T-HANGAR (8-UNIT)	23
4	FUTURE T-HANGAR (8-UNIT)	23
5	FUTURE FBO/MAINTENANCE HANGAR	40

SOURCE: AUGUST 12, 1996 ALP, COFFMAN ASSOCIATES

AIRPORT DATA		
ITEM	EXISTING	FUTURE
ESTABLISHED AIRPORT ELEVATION (NAVD 88)	4.03 (MSL)	SAME
AIRPORT REFERENCE POINT (ARP) LATITUDE	25°50'56.016" N	SAME
COORDINATES (NAD '83) LONGITUDE	081°23'25.178" W	SAME
AIRPORT VISUAL AID	NONE	2-BOX PAPI
AREA NAVIGATIONAL AIDS (VISUAL)	ROTATING BEACON	SAME
MEAN MAX. TEMPERATURE - HOTTEST MONTH	89.9°F (AUGUST)	SAME
AIRPORT REFERENCE CODE (ARC)	A-1	SAME
CRITICAL DESIGN AIRCRAFT	CESSNA 208 (WINGSPAN 41.6')	SAME
AIRPORT ROLE (NPIAS)	GENERAL AVIATION	SAME
AIRPORT IDENTIFIER	X01	SAME
AIRPORT ACREAGE (APPROXIMATE)	32.24± ACRES	35.24± ACRES

SOURCE: URS CORPORATION, 11/12

RUNWAY DATA				
ITEM	RUNWAY 15/33			
	EXISTING	FUTURE		
RUNWAY LENGTH (FT.)	2,400	SAME		
RUNWAY WIDTH (FT.)	50	60		
RUNWAY DESIGN CODE (RDC)	A-1	SAME		
TAXIWAY DESIGN CODE (TDC)	1	SAME		
EFFECTIVE GRADIENT (%)	0.00	SAME		
% WIND COVERAGE (ALL WEATHER IN MPH/KNOTS)	91.74 (12 MPH/10.5 KTS)	SAME		
RUNWAY PAVEMENT SURFACE TYPE/FRICTION	ASPHALT/NONE	SAME		
STRENGTH (LBS.)	20,000	SAME		
MAXIMUM RUNWAY ELEVATION (NAVD 88) (MSL)	4.03	SAME		
RUNWAY LIGHTING	MIRL	SAME		
RUNWAY MARKING	BASIC VISUAL	SAME		
RUNWAY ENDS	15	33	15	33
END ELEVATIONS (NAVD 88) (MSL) (SEE NOTE 1)	4.03	3.90	SAME	SAME
END COORDINATES (NAD 83) (SEE NOTE 1)	LATITUDE: 25°51'06.2679"N LONGITUDE: 081°23'31.8252"W	LATITUDE: 25°50'45.7639"N LONGITUDE: 081°23'18.5318"W	SAME	SAME
RUNWAY LENGTH (FT.)	1,000	1,000	SAME	SAME
PROTECTION ZONE (RPZ) WIDTH--INNER/OUTER (FT.)	250/450	250/450	SAME	SAME
APPROACH LIGHTING	NONE	NONE	SAME	SAME
RUNWAY TOUCH DOWN ZONE ELEVATIONS (MSL)	4.03	4.03	SAME	SAME
C.F.R. PART 77 IMAGINARY AIRSPACE SURFACES	APPROACH CATEGORY: VISUAL SURFACE SLOPES: 20:1	VISUAL 20:1	SAME	SAME
NAVAIDS	ELECTRONIC NAVIGATION AIDS: NONE VISUAL APPROACH AIDS: NONE	NONE NONE	SAME	SAME
TYPE OF INSTRUMENT APPROACH	NONE	NONE	2-BOX PAPI	2-BOX PAPI
APPROACH VISIBILITY MINIMUMS (STATUTE MILES)	NONE	NONE	SAME	SAME
RUNWAY SAFETY AREA (RSA)	W=120	SAME		
W-WIDTH (FT.)	BDE=240	SAME		
BDE=BEYOND DEPARTURE END OF RUNWAY (FT.)	W=250	SAME		
RUNWAY OBJECT FREE AREA (ROFA)	BDE=240	SAME		
W-WIDTH (FT.)	BDE=240	SAME		
BDE=BEYOND DEPARTURE END OF RUNWAY (FT.)	W=250	SAME		
RUNWAY OBSTACLE FREE ZONE (OFZ)	W=250	SAME		
W-WIDTH (FT.)	BRE=200	SAME		
BRE=BEYOND RUNWAY END (FT.)				

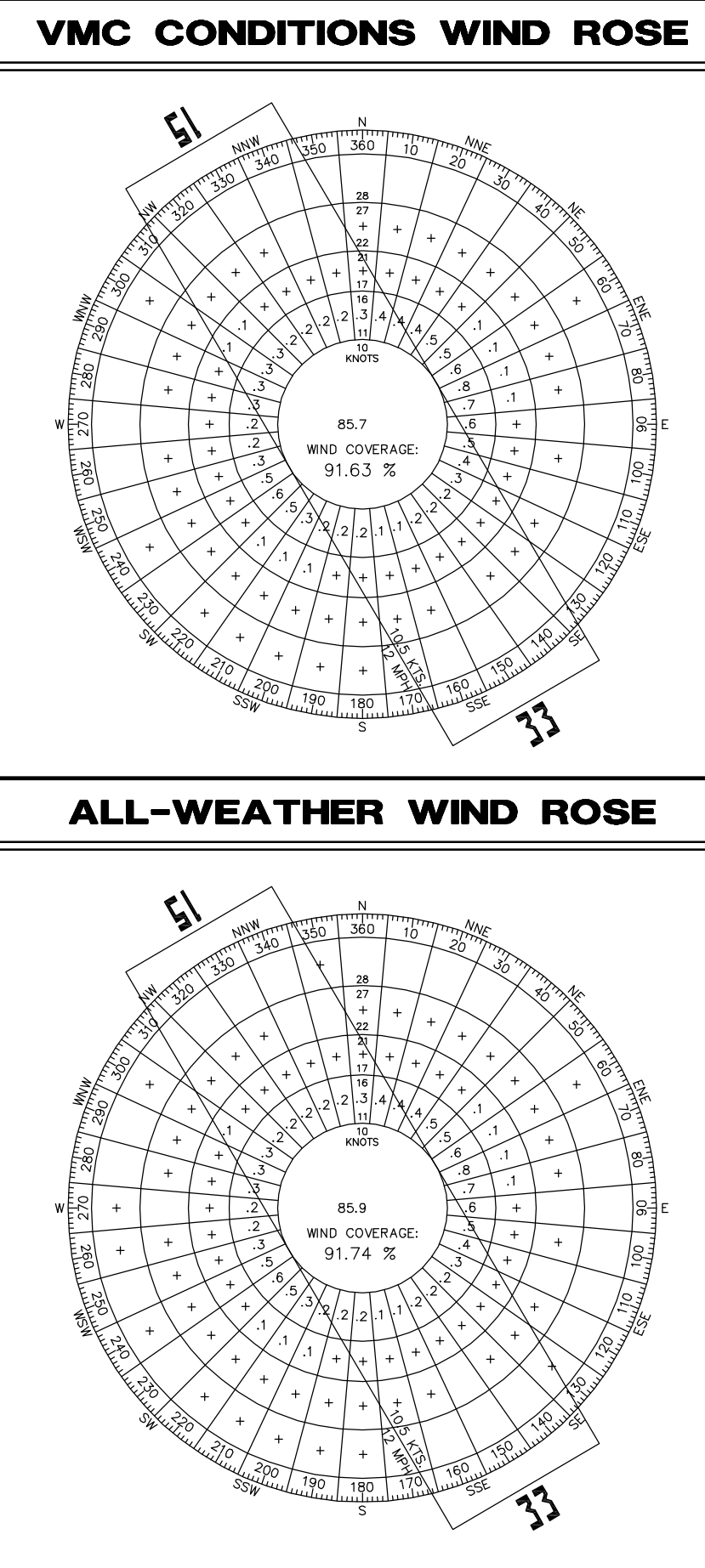
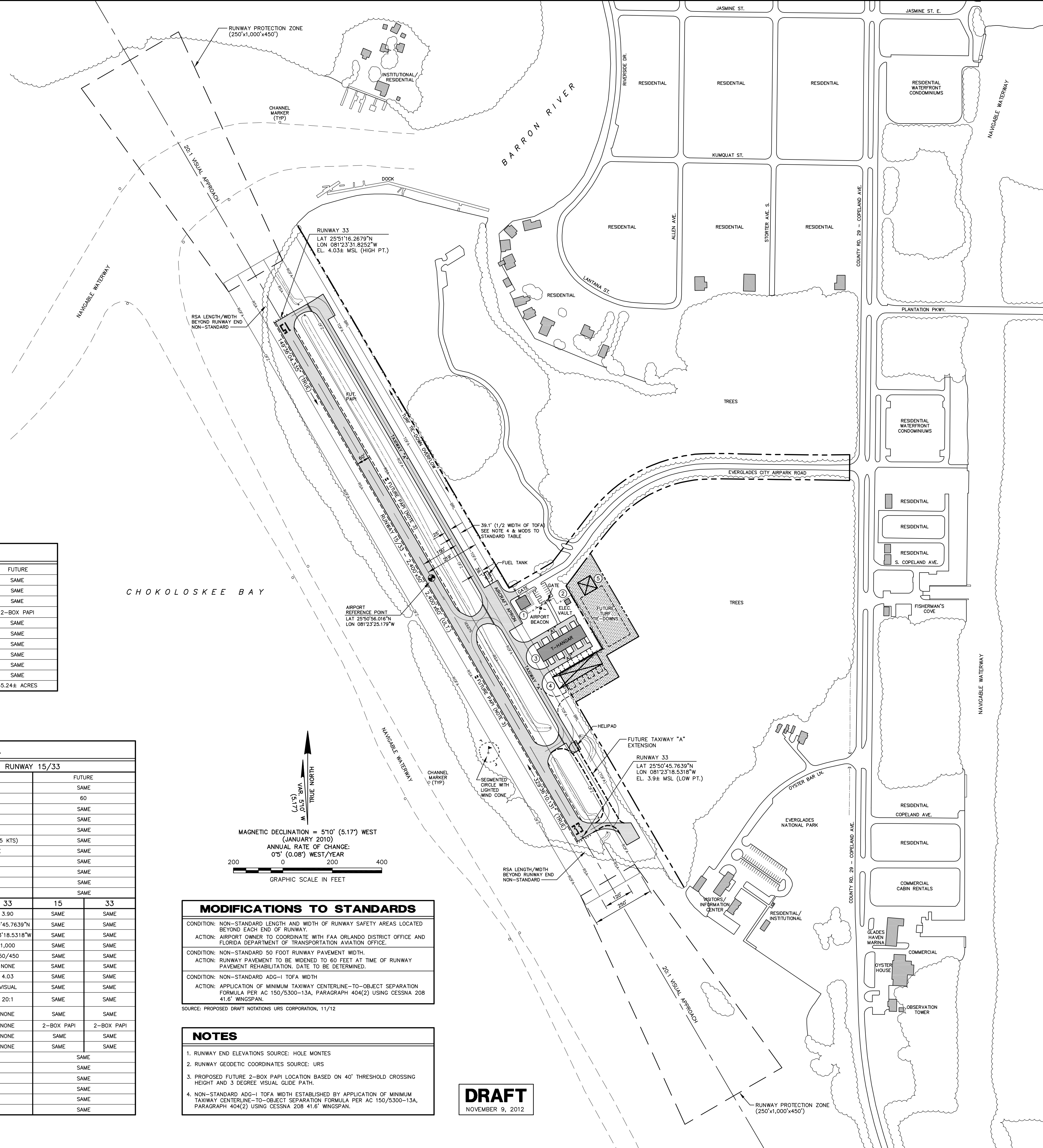
SOURCE: URS CORPORATION, 11/12

MODIFICATIONS TO STANDARDS	
CONDITION:	NON-STANDARD LENGTH AND WIDTH OF RUNWAY SAFETY AREAS LOCATED BEYOND EACH END OF RUNWAY.
ACTION:	AIRPORT OWNER TO COORDINATE WITH FAA ORLANDO DISTRICT OFFICE AND FLORIDA DEPARTMENT OF TRANSPORTATION AVIATION OFFICE.
CONDITION:	NON-STANDARD 50 FOOT RUNWAY PAVEMENT WIDTH.
ACTION:	RUNWAY PAVEMENT TO BE WIDENED TO 60 FEET AT TIME OF RUNWAY PAVEMENT REHABILITATION. DATE TO BE DETERMINED.
CONDITION:	NON-STANDARD ADG-1 TOFA WIDTH.
ACTION:	APPLICATION OF MINIMUM TAXIWAY CENTERLINE-TO-OBJECT SEPARATION FORMULA PER AC 150/5300-13A, PARAGRAPH 404(2) USING CESSNA 208 41.6' WINGSPAN.

SOURCE: PROPOSED DRAFT NOTATIONS URS CORPORATION, 11/12

NOTES	
1.	RUNWAY END ELEVATIONS SOURCE: HOLE MONTES
2.	RUNWAY GEODETIC COORDINATES SOURCE: URS
3.	PROPOSED FUTURE 2-BOX PAPI LOCATION BASED ON 40' THRESHOLD CROSSING HEIGHT AND 3 DEGREE VISUAL GLIDE PATH.
4.	NON-STANDARD ADG-1 TOFA WIDTH ESTABLISHED BY APPLICATION OF MINIMUM TAXIWAY CENTERLINE-TO-OBJECT SEPARATION FORMULA PER AC 150/5300-13A, PARAGRAPH 404(2) USING CESSNA 208 41.6' WINGSPAN.

DRAFT
NOVEMBER 9, 2012



SOURCE: NOAA NATIONAL CLIMATIC DATA CENTER, ASHEVILLE, NC
STATION: 72210, SOUTHWEST FLORIDA REGIONAL AIRPORT
PERIOD OF RECORD: 1995-2004
OBSERVATIONS: 77,791 (ALL-WEATHER)
OBSERVATIONS: 74,044 (VMC)

WIND ROSE DEPICTED RELATIVE TO TRUE NORTH (NAD 83)
RUNWAY 15 ORIENTATION: 145°30'04.335" (TRUE)
RUNWAY 33 ORIENTATION: 329°56'10.131" (TRUE)
MAGNETIC DECLINATION: 5'10" (5.17')

METEOROLOGICAL CONDITION	RUNWAY USE	RUNWAY WIND COVERAGE BY PERCENT
ALL WEATHER	15/33	91.74%
VMC WEATHER	15/33	91.63%

NOTES:
1. THIS CHART PLOTS, FOR THE DATA PERIOD, THE RECORDED OCCURRENCES (IN PERCENT) OF WIND BY DIRECTION AND SPEED WHILE THE RECTANGULAR BOX REPRESENTS THE MAXIMUM ACCEPTABLE CROSSING COMPONENT FOR THE RUNWAY. THE WIND COVERAGE CAPABILITY OF THE RUNWAY IS THUS DETERMINED BY TOTALING ALL OCCURRENCES FALLING WITHIN THE RECTANGLE.
2. THE RUNWAY IS NUMBERED USING MAGNETIC BEARINGS WHILE WIND DATA IS PRESENTED USING TRUE BEARINGS. THEREFORE, THERE IS APPROXIMATELY A 5.17 DEGREE WEST DIFFERENCE BETWEEN THE RUNWAY MAGNETIC BEARING AND THE WIND ROSE TRUE BEARING.

CONSTRUCTION NOTICE REQUIREMENT

TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

FAA DISCLAIMER

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FAA APPROVAL BLOCK

SPONSOR APPROVAL

Date: _____

AIRPORT DIRECTOR

NO.	REVISIONS	BY	APP.	DATE

AIRPORT LAYOUT PLAN

EVERGLADES AIRPARK EVERGLADES, FLORIDA

PREPARED FOR
**COLLIER COUNTY
AIRPORT AUTHORITY**

GENERAL CONSULTANTS **URS**

DESIGNED: RJM
DRAWN: RJM CHECKED: MLET
PROJECT MANAGER: MLET
PROJECT DIRECTOR: MLET

DATE: 11/12
SHEET: 1 OF 1